

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 154

Departmental Question Number: SQ17-000319

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Construction jobs at Western Sydney Airport

Proof Hansard Page: Written (7 June 2017)

Senator Sterle, Glenn asked:

1. What guaranteed percentage of jobs at the Western Sydney Airport will be for residents of Western Sydney in the construction phase of the airport?
2. The Government states there are 3000 construction jobs being generated by WSA – what is the breakdown of those jobs, for instance how many are in road work/upgrades, terminal construction, earthworks, and any other categories. Does that estimate include the jobs for construction of the business park and other structures in the airport precinct?

Answer:

1. The Government expects the majority of the construction workforce will be drawn from Western Sydney. This view has been supported by discussion with the construction industry.
2. Employment from airport construction was modelled based on the expected activity associated with site preparation work (including civil, contract management, supervisory activity) and aviation infrastructure construction (including civil, building, contract management and supervisory work). The breakdown of employment is outlined in Table 24-1 of the WSA Environmental Impact Statement.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 155

Departmental Question Number: SQ17-000320

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Merge points over the Blue Mountains

Proof Hansard Page: Written (7 June 2017)

Senator Sterle, Glenn asked:

1. The EIS specifies “no single merge point” over the Blue Mountains. Will there be any merge points over the Blue Mountains? If so, how many?
2. What percentage of incoming flights will need to traverse the corridor above the Blue Mountains?

Answer:

- 1 – 2. The final Environmental Impact Statement outlines and reflects, among other things, the Australian Government’s commitment to no single merge point over residential areas (including Blaxland).

The airspace design process will be conducted in accordance with Condition 16 of the Airport Plan. The final airspace design process (including flight paths, height of aircraft operations and potential noise exposure levels) will be determined through the processes presented in the Airport Plan.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 156

Departmental Question Number: SQ17-000322

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Western Sydney Airport Business Case

Proof Hansard Page: Written (7 June 2017)

Senator Sterle, Glenn asked:

When will the Department finalise the business case for the construction on WSA?

Answer:

Infrastructure Australia (IA) reviewed the Final Western Sydney Airport Business Case in October 2016. Their conclusions were published on the IA website on 23 November 2016.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 157

Departmental Question Number: SQ17-000323

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Impact of Western Sydney Airport Traffic

Proof Hansard Page: Written (7 June 2017)

Senator Sterle, Glenn asked:

Has modelling been done on the impacts of vehicle movements to and from WSA on the M4, heading east and west? What does that modelling show?

Answer:

Yes. A comprehensive surface transport and access study was undertaken as part of the Environmental Impact Statement (EIS) for Western Sydney Airport. The study can be found at Appendix J, Volume 4, and is discussed in Chapter 15, Volume 2a, of the EIS. It provides an assessment of the traffic and transport impacts during the construction and operation of Stage 1 of Western Sydney Airport.

The study found that any marginal increase in traffic would be accommodated by the ground transport connectivity including \$3.6 billion of road upgrades currently underway through the Western Sydney Infrastructure Plan.

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Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 158

Departmental Question Number: SQ17-000324

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Flight path design for Western Sydney Airport

Proof Hansard Page: Written (8 June 2017)

Senator Sterle, Glenn asked:

Part B, Chapter 7 of the Western Sydney Airport EIS states the following:

"The Department of Infrastructure and Regional Development will be responsible for delivering the flight path design for the proposed Western Sydney Airport, working in close collaboration with Airservices Australia and the Civil Aviation Safety Authority (CASA). The proposed airspace design arrangements will be formally referred under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). CASA would ultimately approve the proposed airspace management arrangements, including the authorisation of final flight paths, before the commencement of operations."

Question: What steps has the Department of Infrastructure and Regional Development taken to develop:

- a. Air Routes
- b. Arrival and Departure Procedures
- c. Instrument and Visual Approach Procedures for Western Sydney Airport?
- d. What involvement has Air Service Australia had in this work?

How does the government intend that these will be developed? What is and will be the involvement of private sector organisations in this and related airspace design?

If this work is being undertaken by private sector organisations, what process has the Department followed for the issue of tenders and selection of contractors and consultants in this respect?

Answer:

The Commonwealth is solely responsible for determining the flight paths for Western Sydney Airport. The airspace design process will be conducted in accordance with Condition 16 of the Airport Plan and will cover a number of relevant considerations including item a – c as stated above, in consultation with both the Civil Aviation Safety Authority and Airservices Australia. The final airspace design process (including flight paths, height of aircraft operations and potential noise exposure levels) will be determined through the processes presented in the Airport Plan.

Any tender processes, including private sector organisations, would follow the requirements of the *Public Governance, Performance, and Accountability Act 2013*.

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Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 159

Departmental Question Number: SQ17-000325

Program: n/a

Division/Agency: Western Sydney Unit

Topic: Viable instruments and visual flight procedures for Bankstown

Proof Hansard Page: Written (8 June 2017)

Senator Sterle, Glenn asked:

1. There is considerable concern amongst operators of general aviation aircraft at Bankstown Airport as to the future of that airport if instrument approach and departure procedures are withdrawn, as doing so would affect the viability of scores of businesses, employing hundreds of people. What action is the Department taking to effect the following statement at section 7.4.1 (Part B, Chapter 7) of the EIS?

“...an airspace design could be implemented for single runway operations at the proposed airport without changing the current design and flight path structure for Sydney Airport or Bankstown Airport”

If the Department is not taking any action to secure viable instrument and visual flight procedures for Bankstown Airport, when and how will it communicate with stakeholders who have made investments at that location? If the Department is taking action in this respect, how is the stakeholder consultation and technical concept and detailed design work being undertaken?

2. Has the Department reached any understanding with Sydney Metro Airports (BAC Holdco) for continuation of instrument and visual flight operations at Bankstown Airport, given that the lease held by latter has more than 35 years to run? If so, what is that understanding? If not, when does the Department propose to consult with Sydney Metro Airports and its sub-lessees in relation to the continuing viability of their investments?

Answer:

- 1 – 2. The Commonwealth is solely responsible for determining the flight paths for Western Sydney Airport. The airspace design process will comply with Condition 16 of the Airport Plan. The final airspace design process (including flight paths and operating procedures) will be determined through the process presented in the Airport Plan.

The Forum on Western Sydney Airport (FOWSA) has been established to enable the views of the community, industry, local government and other stakeholders to be heard and taken into account in the planning and development of Western Sydney Airport. Bankstown Airport Ltd, operating as Sydney Metro Airports, is represented on FOWSA by its Chief Executive Officer. FOWSA will be consulted on the airspace and flight path design process for the airport among other matters. As part of the airspace design process, the Department will also consult directly with aerodrome operators and airspace users about their current and future airspace needs and the airspace requirements for Western Sydney Airport.

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ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 160

Departmental Question Number: SQ17-000326

Program: 2.4 Air Transport

Division/Agency: Western Sydney Unit

Topic: Western Sydney Airport airspace and flight procedures at Bankstown Airport

Proof Hansard Page: Written (8 June 2017)

Senator Sterle, Glenn asked:

Section 7.3 (Part B, Chapter 7) of the EIS indicates three models with differing levels of ongoing operations at Bankstown Airport once Western Sydney Airport commences operations. Model 1 appears to imply no change to the viability of instrument flight at Bankstown Airport, whilst Models 2 and 3 are predicated on the withdrawal of those types of operations. The source document for this analysis, "Western Sydney Airport Preliminary Airspace Management Analysis Final Report 10 April 2015" heavily qualified the viability of Model 1 at page 28, section 7, as follows:

"IFR operations at BK will reduce the capacity at WSA on runway 23. The influence of BK IFR operations at WSA does not present as a consistent hourly impact. For example, existing BK arrival traffic typically peak in the evening.

Analysis indicates that if BK was confined to VFR operations only, WSA could realise full capacity of 50 movements per hour for both runway 05 and 23."

Question: when and how will the Department publicly communicate the true effect of its decisions in relation to Western Sydney Airport airspace and flight procedures on Bankstown Airport?

Is the Department undertaking further study or analysis by portfolio agencies or through external consultants? What instructions or requests has the Department made to the CASA Office of Airspace Regulation, external private sector consultants or service providers, and/or Airservices Australia, in relation to further airspace and flight procedure design for Bankstown Airport to accommodate the requirements of Western Sydney Airport? If it has not done so, why?

If it has, which agencies or external consultants have been instructed or engaged, and on what terms?

Answer:

The airspace design process will be conducted in accordance with Condition 16 of the Airport Plan, which among other things requires the Commonwealth to consult with stakeholders including the aviation industry and other airspace users. The final airspace design process (including flight paths, height of aircraft operations and potential noise exposure levels) will be determined through the processes set out in the Airport Plan.