



Residents Against Western Sydney Airport Incorporated

Blaxland NSW
Email: info@rawsa.info

Update No. 16 – 1st May 2019 – What's the latest!

Breaking News!

Independent Report on WSA Noise Impacts

An independent study of noise impacts from aircraft operating out of the proposed Western Sydney Airport (WSA) has been carried out by retired Blue Mountains Engineers, Dr Eric Ancich from Blackheath and assisted by Mr Don Carter of Blaxland. Their study monitored 330 aircraft operating into and out of Sydney's Mascot Airport.

The study set up specialised scientific noise monitoring equipment at Pymble (similar distance from Mascot as Blaxland is from WSA) and at Mays Hill (similar distance from Mascot as Blacktown is from WSA). Aircraft noise emissions were recorded and analysed to show the anticipated noise levels at Blaxland and Blacktown from aircraft operating at WSA.

These study results showed that the aircraft noise impacts detailed in the WSA Environmental Impact Statement consistently under-estimated the actual levels recorded on the ground. The study validates the concerns of Western/South Western Sydney and Blue Mountains communities. It adds further reasons to argument against the airport proposal.

A Blue Mnts Gazette article on the study can be viewed at: <http://specialpubs.fairfaxregional.com.au/fcn/bmg/3dissue/> and the full report (*Aircraft Noise Study - Ancich & Carter*) is attached as a Pdf file in this Newsletter email.

Federal Election

The last Newsletter asserted that Labor and Liberal Candidates were fearful of any discussion about WSA, as they are now aware the Airport is an electoral liability. This has been validated by the lack of unforced discussion so far by their Candidates for the Federal election.

RAWSA has chosen the electorates of Lindsay, Macarthur, Werriwa and Hume as 'battlegrounds' over the WSA issue, deciding to target these electorates with information leaflets about likely flight paths, so that voters can assess the impacts with a balance of information, to counter the pro-airport propaganda that has bombarded residents over the last 5 years.

The only political parties we can find which have defined policies opposing the building of a Western Sydney Airport are:

Sustainable Australia – see policy at: <https://www.sustainableaustralia.org.au/transport/>

The Greens – see policy at: <https://greens.org.au/nsw/policies/transport>

In the Federal Seat of Lindsay, **Independent Candidate Mark Tyndall** has made it quite clear that he opposes the building of an Airport, with a comprehensive policy statement available at: <https://marktyndall.com.au/issues/badgerys-creek-western-sydney-airport/>

Some more food for thought

Proponents of WSA keep telling us contradictory messages – a) WSA will provide massive employment opportunities and b) WSA will be a *state of the art* modern facility using the latest hi-tech solutions. They can't have it both ways!

Here are two more typical examples of just how modern hi-tech airport solutions can be automated without the need for employing people.

The first is aimed at replacing highly skilled Air Traffic Controllers, when Graham Millett, CEO of Western Sydney Airport Co. announced there will not be a Control Tower at WSA. Instead this important function will be automated on-site, and human input to the process will be carried out at remoted locations. **Good luck for safety with that one!**

The second is an example of how even low skilled jobs can be automated at modern airports, where valet parking at London's Gatwick Airport is now carried out by robotics. For more detail see Mp4 video attached to this Newsletter email.

A new report has been released by the UK based Airport Watch group on studies about toxic pollution generated by airport operations and how that can impact the health of surrounding communities. It can be accessed at: http://www.airportwatch.org.uk/2019/01/study-identifies-heavy-metals-in-high-concentrations-of-potentially-harmful-airborne-nanoparticles-around-trudeau-airport/?fbclid=IwAR2uFTwptpDjg9bw7nKeYe8N_qMrFzICQkhX_q9eFaX-uT9iicdfNUcPME

What has been happening

FOWSA

Despite repeated efforts by the RAWSA Committee to have meetings of the Forum on Western Sydney Airport (FOWSA) opened to public observation, this Liberal Government appointed group, continue to meet in secret and continue to refuse any public scrutiny of their workings. One can only speculate the reasons for this stance.

This headline in a newspaper article (dated 11th April **1989**) shows that government departments have had at least 30 years to assess, develop, test and finalise flight paths for WSA.

So – “why does our Government now need another 5 years to design WSA flight paths?”



Well to answer that question – consider the following points:

1. The Govt. needs time to construct the airport facilities before it can afford to release flight path locations and suffer the inevitable public backlash.
2. It will not be FOWSA itself that designs the flight paths and airspace architecture. The actual design process will be handled by an “Expert Steering Group (ESG)” led by the Dept. of Infrastructure, in so-called *consultation* with FOWSA. The ESG is also made up of Airservices Australia (funded by Airlines), the Civil Aviation Safety Authority and the Airport Operator (at this stage, the Australian Govt through Western Sydney Airport Co.); and
3. The establishment of FOWSA and the ESG, conveniently puts additional levels of bureaucracy between the Govt. of the day and the community, so as to absorb community retribution when flight paths are finally released.

The ESG will present FOWSA an already inevitable flight path plan, which despite any efforts by FOWSA members, will impact residential areas. FOWSA will have no choice but to endorse the plan because, as ESG will no doubt advise, it is constructed around aircraft safety and airspace technical issues.

When flight paths are finally announced we can expect the Minister’s press release will be worded something like:
“While the Govt acknowledges that residential areas will unexpectedly be badly affected by these flight paths, as Minister, I had to accept the design recommended by the Expert Steering Group, which was also endorsed and recommended by FOWSA.”

It doesn’t take a genius; to work out that the polities (of the day) will ‘duck and weave’ the public backlash; or to work out which unsuspecting group they will offer up as the public ‘scapegoats’.

Politics in the Pub

Earlier this month a “PITP” event occurred at Richmond attended by local ALP Candidates and Labor’s Shadow Minister for Infrastructure Mr Anthony Albanese. Also attending were members of the public and some RAWSA members who took Mr Albanese to task over his vocal support for WSA. The questions and Mr Albanese’s answers are available on the RAWSA Facebook site, but it is quite clear that despite the efforts of Susan Templeman (Macquarie) and Ed Husic (Chifley), Mr Albanese is the real powerbroker behind Labor’s support for WSA.

Regardless of the overall outcome of the federal election, if Labor were to suffer a drop in primary votes or lose Seats in its heartland of Western Sydney, even more pressure would be mounted on the Party to review its WSA support.

Trains verses Planes in Europe

There is growing community based and political pressure across Europe for the tax on Rail Travel to be reduced from 19% to 7% and to accompany this change with an increased tax on aviation fuel which is currently taxed at much lower levels. Given the complexity of politics within the EU, it is likely to be a lengthy battle to redress this inequity. However, it does highlight an important issue that must also be addressed in Australia.

A Table of Taxes (available at: <https://www.ato.gov.au/business/excise-and-excise-equivalent-goods/fuel-excise/excise-rates-for-fuel/>) copied below issued by the Australian Tax Office shows the vast difference between taxes on fuels used in aviation, compared to fuels used by road and rail transport modes.

Table 1: Fuel rates – Fuel1

Tariff item	Description	Unit	From 1/8/2018	From 4/2/2019
10.5	Gasoline (other than for use as fuel in aircraft)	\$ per litre	0.412	0.416
10.6	Gasoline for use as fuel in aircraft	\$ per litre	0.03556	0.03556
10.16	Kerosene (other than for use as fuel in aircraft)	\$ per litre	0.412	0.416
10.17	Kerosene for use as fuel in aircraft	\$ per litre	0.03556	0.03556
10.18	Fuel oil	\$ per litre	0.412	0.416

Note that a (twice a year) CPI increase in tax applied to road and rail fuels is not applied to aviation fuels. If this (x 11) tax disparity was removed in Australia, imagine the impact it would have on our transportation sector. The environmental, social and economic sense of High Speed Rail along the eastern seaboard would be even more viable than it is now and the building of another airport would make even less sense than it does now!

Regards, Trevor Neal
For and on behalf of the
RAWSA management committee