



Residents Against Western Sydney Airport Incorporated

Blaxland NSW
Email: info@rawsa.info

Update - 10 March 2016

Dear Members and Volunteers,

Following our Management Committee meeting this week, and in response to requests from a number of members and volunteers, we will look to send out more regular updates of activities. We have also been asked to share more information about our mission, our strategy and opportunities for meeting with the committee members to get to know us and discuss strategies. We welcome the interest shown by our members and volunteers and below please find some detail on those questions.

You would have seen an email invitation last weekend to a Strategy Forum event being hosted by NoBCA for this Saturday. Most of the management committee will be there so this is a great opportunity to meet. It is also an opportunity to meet and expend some pent up energy in discussing strategy and organising campaign activities in collaboration with NoBCA. And to be perfectly honest, this event is likely to be the one and only opportunity for getting together in a group workshop format before the Federal Election gets announced given the latest speculation of an early election announcement. We therefore urge all interested members and volunteers to attend. The event notice is also attached to this newsletter.

For ease of reference I have copied below the RAWSA "Objects" as submitted to the Department of Fair Trading when we registered and incorporated the RAWSA association on the 29th November last year, several copies of which were available for review at the public session we held in January this year. The "Objects" outline what the RAWSA mission is all about and I encourage you to have a read. Please note that RAWSA's "Objects" oppose a second airport within the Sydney Basin and it is therefore RAWSA's position that we will not acquiesce into a concessional argument of rearranging flight paths. If we were to do that we might as well dissolve the association now as such concessions are not binding and would only be a tokenistic ploy to placate our opposition. The Department officials admitted, when questioned recently in the Senate by Senator Doug Cameron, that future noise and operational considerations will be under the control, and at the discretion, of the airport operator and airlines. Clearly, this means that the impact on residents will not rate any consideration as flight paths will be designed purely for commercial interests and maximising profits.

Our strategy and activities are quite simple and based on the successful campaigning approach during the 1998 Badgerys Creek EIS process that eventually saw the proposal shelved in 2000. It is primarily about grass roots community awareness to build a momentum amongst communities in the Blue Mountains and Western Sydney. And using that momentum to lobby politicians of all persuasions especially at the Federal level of course. This involves working in collaboration with groups that share our type of mission such as NoBCA Incorporated from Blacktown and the Blue Mountains Conservation Society. Activities include peaceful protesting, attending public meetings and gatherings and most importantly the research, compilation and design of media to distribute to communities and politicians. This involves a lot of leg work doing letterbox drops and handing out media at train stations, shopping centres and fetes. There is a strong anti airport mood in the Blue Mountains but we have more work to do in the upper mountains but a lot of focus is currently going into what we see as the battleground of Western Sydney. Some of you would have seen on Facebook our first "Wobble Boarding" forays into Penrith and Glenmore Park where we wobble no airport signs in prominent locations by the roadside which is a great way to openly display our message but to get instant feedback on public opinion. We have been pleasantly surprised that the thumbs up and honking of horns far outweigh the disinterested and the abusive ones.

You will see attached to this update a map that we have created that aligns all the noise foot print maps and initial and long term flight paths on one map to get the true holistic impact of WSA. The EIS had gone to huge lengths to

breaks these impacts up into scores of individual maps which downplays the impacts and confuses the reader. This map will feather in the attached leaflet that we collaborated on with NoBCA and BMCS. The BMCS is getting 25,000 leaflets printed soon and we will asking for help in distribution via our "Material Distribution" action group. Stay tuned.

You would have seen an invite, and this was mentioned in the first newsletter, that tomorrow we are holding a protest to confront the State Premier and Prime Minister at an event where the airport will be discussed. And then on the 19th March we will be hiring a stall at the Penrith Festival to meet the public and distribute media. Our "Public Action" action group coordinator will keep you breast of our activities and we encourage your all to join in as we need to ignite public opinion so local MPs start thinking more about self preservation than toeing the party line on the airport.

Remember, both parties support the airport so we have to get out there and do the hard yards to convince them that their position is a vote loser.

Thanks for reading,

Cheers,

Peter

Peter Dollin
President

Application for Incorporation and Registration of an Association in NSW

29 November 2016

We, the undersigned, authorise an application for incorporation/registration of an association that includes the following;

1. Statement of the Proposed Associations Objects, as noted below, and,
2. Adoption of the model constitution as prepared by NSW Fair Trading as at November 2016

1. Statement of the Proposed Association's Objects

We are residents and friends of the Blue Mountains and Western Sydney communities who wish to form an association to oppose the siting of a second Sydney Airport within the Sydney Basin for the following reasons;

- The known health risks to the communities living around the proposed airport and under the flight paths,
- The total lack of respite, causing adverse health and social impacts, to the communities living around the proposed airport, and under the flight paths, due to the 24 hours a day curfew free operations,
- The loss of amenity to the communities effected by aircraft noise from the 'spread and sharing of flight paths',
- The negative impact on the environment, flora and fauna and biodiversity,
- The risk to the World Heritage status of the Blue Mountains National Park,
- The risk to Sydney's drinking water from burnt jet fuel emissions and potential fuel dumping,
- The potential negative impacts on indigenous heritage,
- The increased risk from the excessive loading of road transport routes radiating from the airport region due to the mass transportation requirement for fuel, cargo and servicing needs of the airport and the transit of passengers and workers to and from the airport,
- The misrepresentation on the true number 'full time equivalent' jobs. There is no net growth of jobs reported in the EIS 2015,
- The dubious need for an immediate construction of a second Sydney airport given that Sydney airport is not forecast to reach capacity constraints until the year 2033 (*Sydney Airport's Master Plan 2033*),
- Any other related issues that the association becomes aware of in the course its opposition to a second airport within the Sydney Basin.

It is for these reasons that we oppose the siting a second Sydney Airport within the Sydney Basin and resolve to organise community campaigning and information arguing against the proposed Western Sydney Airport.