

## Summary of Community Action in Response to Proposed Flight Paths and Changes

This report is a summary of the actions of the Blue Mountains communities of Linden, Woodford and Faulconbridge, in response to both the Draft EIS Submission process and the recently announced proposed changes to flight paths over our villages.

I am submitting this report as a set of extensive evidence to support the verbal evidence given through witness accounts by Blue Mountains residents at the Senate Enquiry on Friday, 09/08/24. Although the witness account I gave was focused on Western Sydney, I felt that given the high number of witness accounts from residents of the village of Linden, further detail of our story would be helpful.



Aerial photo of Linden NSW looking west.

Initially prepared by \_\_\_\_\_ members of the Linden Residents community group with assistance in editing and changes made as per suggestions from the wider community.

1st September 2024

The purpose of this report is to demonstrate that with the little support given to us by the Department of Infrastructure, Transport, Regional Development, Communications and Arts, our communities have been able to engage our residents in using and understanding the Western Sydney International Airport (WSI), Noise Tool, Draft Environmental Impact Statement (EIS) and various WSI published brochures. These efforts have made our community's demands perfectly clear.

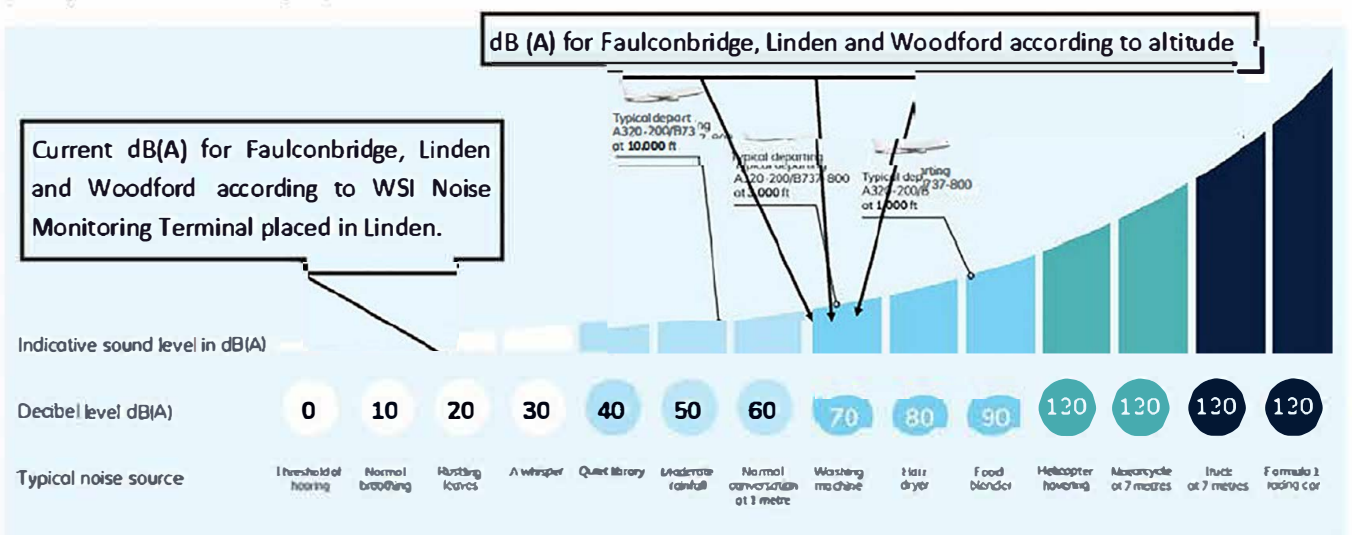
This report will also demonstrate how **the WSI-led information sessions and communications have fallen short of providing clear, equitable and accessible information to all community members.** Despite this, we in the communities of Linden, Woodford and Faulconbridge, have been able to come together to stand as a united community who together and strongly oppose any flight paths over our homes. Through thorough research and effective communication of our findings within the Draft EIS, we have been able to assist each other in accessing and understanding the implications of proposed flight paths. We have been able to do this with the incredibly intelligent, motivated and passionate human resources within our small but strong community.

**What is proposed to happen to our community:**

In January 2024 there were 7 proposed jet flight paths directly over the community of Linden, which would range from 2.5-5kms either side - affecting the surrounding villages of Faulconbridge and Woodford. According to the Draft EIS and Noise Tool this would equate to a minimum of 132 flights per 24 hours at altitudes as low as 3031 feet and with noise occurrences between 60dB(A) and 70dB(A), (for the purpose of this report the dB(A) will be referred to as 65). Under initial flight paths a total of approximately 33 overhead aircraft movements would occur between 11pm-5:30am.

With respect to recent proposed flight path changes there are now 5 jet flight paths and one non-jet flight path directly over Linden which would all still range from 2.5-5kms either side - still affecting the surrounding villages of Faulconbridge and Woodford. It is difficult to make comparisons in number of flights, as the WSI Noise Tool, Draft EIS and the Detailed Noise Charts within the Draft EIS have not been updated. By cross-referencing the information that has been provided by WSI it has been suggested that the total number of flights per 24 hours may at times be reduced to a minimum of 119 per 24 hours, still at altitudes as low as 3031 feet, with noise occurrences remaining at approximately 65dB(A), with 20 of these overhead aircraft movements occurring between 11pm-5:30am. This information is based on numbers given at the WSI Online Community Information and Feedback Session on 12/08/2024.

There was, and still is, extreme concern for the residents of Faulconbridge, Linden and Woodford, due to the incredible increase in noise that our communities will experience during overhead flights as outlined by information provided by The Department of Infrastructure.



Pictured: graph showing measure of sound. WSI Noise Assessment brochure, June 2023



### **The communities affected by these flight paths:**

A summary of the Linden, Woodford and Faulconbridge communities according to the 2012 Census Data shows that we do indeed have less residential density. However we do not feel that this elicits consent to placing such a high number of flight paths over our homes. We feel that it is important to understand the context of the communities that are being affected by these decisions. It is not overestimation or dramatisation that Linden, Woodford and Faulconbridge are set to be the most highly affected communities in the Blue Mountains under WSI proposed 24 hour flight paths. This statement is based on the various tables within the Draft EIS technical papers that outline the numbers of aircraft movements expected, the noise levels expected and the amount (or lack) of, respite that our communities will receive (as little as 0% under some operations).

**Woodford:** 1,953 people living across 580 families in 828 households.

**Faulconbridge:** 4,156 people living across 1,216 families in 1,582 households.

**Linden:** 471 people living across 149 families in 205 households.

We are a mix of working and non-working individuals, represented by industries including health care, teaching, disability and aged care support, social services, government administration, labour, machinery operations, police, artists, Defence Force Service People, community workers, tradespersons, carers and volunteers. We have residents with intellectual and physical disabilities and with sensory impairments. We have residents with chronic health conditions including heart conditions, cancer, lung conditions, arthritis, dementia, Alzheimer's, kidney disease and diabetes, survivors of trauma and people living and struggling with compromised mental health. We are a community with a high current employment rate, who work incredibly hard in the areas of paid work and domestic duties.

In addition to residents, our community is also home to precious historical resources including the currently operating Linden Observatory which has NSW State Heritage status, as well as precious Aboriginal historical sites including the Ticehurst Park Emu Rock engraving site at Faulconbridge which holds significant land-sky connections to Aboriginal Dreaming.

We are a vulnerable community in the face of these flight paths and it is very clear that our community is being taken advantage of due to our small population of residents. This has been indicated by WSI representatives, including at the recent WSI Online Community Information and Feedback Session.

## Preliminary engagement with and response to the Draft EIS

Members of our community have been following the plans to direct flights over our homes since the preliminary paths were released in June 2023. Members of our community have engaged in various official WSI information sharing made available to the public. We stand united in strong opposition to flight paths and in particular, the heavy concentration of flights over the villages of Linden, Woodford and Faulconbridge including RWY23 Departure North Day, RWY05 Arrival North Night, RWY05 Arrival (RNP) North Night, RWY23 Departure North Night and RWY23 Departure Northeast Night.

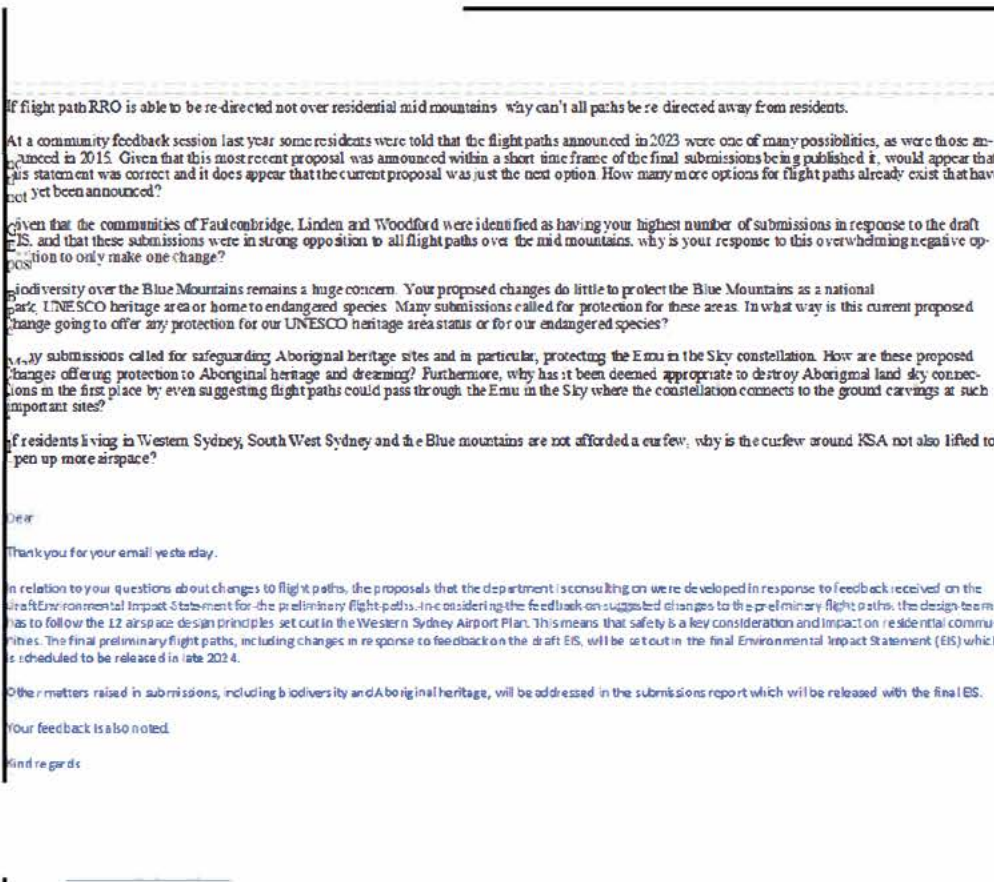
While we acknowledge that proposed changes to RWY23 Departure Northeast Night (RRO), RWY23 Departure North Night (RRO), will give increased respite to our community (40%), we stand in strength and unity in saying that, this is not enough and does not reflect the demands we proposed in our submissions.

The Linden, Woodford and Faulconbridge communities have asked the following questions:

- Why have Linden, Faulconbridge and Woodford been chosen for 132 flights per 24 hours?
- Why have we been made the exception to attempts to keep flights off of mid-mountains residents?
- Why aren't alternate airspaces being explored that avoid residents and the Blue Mountains altogether?
- Why are aircraft flying so low over a World Heritage Listed Area with so much historic value?

Answers we received to these questions have included:

- It is economical - answer given at the Blaxland Community Information Session, 11/11/2023
- Linden, Faulconbridge and Woodford were chosen due to their small populations - answer given at the WSI Online Community Information and Feedback Session 12/08/24
- The design team follows the 12 airspace design principles set out in the Western Sydney Airport Plan















**Pictured:** email correspondence with community member asking questions ahead of an online feedback session and the response received from WSI representative.



## Airspace Design Principles:

Since community engagement began in June 2023, the Department of Infrastructure and WSI representatives have continually referred back to the 12 Airspace Design Principles set out in the Western Sydney Airport Plan. These principles were developed in response to feedback received during WSI Stage 1 Development in 2015 and are an apparent recommendation and requirement to follow for WSI. While these 12 Principles are continually referred to when WSI flight path design over the Blue Mountains are called into question, it is clear by cross referencing these principles to both the WSI Noise Tool and the Draft EIS that the communities of Woodford, Linden and Faulconbridge appear to be an exception to these principles. This is particularly clear when referring to the Draft EIS identified Noise Monitoring Terminal (NMT) that was placed on Martin Place, Linden, during the month of Aug 2022.

**Pictured below:** 12 Airspace Design Principles, WSI Preliminary Flight Paths brochure October 2023

Airspace design principles	
 Safety is non-negotiable.	 Aircraft arrivals will not converge through a single merge point over any one residential area.
 Over flights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible.	 Airspace design will consider the impacts of air operations on natural and visually sensitive areas.
 Where flight paths are unable to avoid residential areas: <ul style="list-style-type: none"><li>• Where possible, these areas should not be overflown by both arriving and departing aircraft.</li><li>• Noise abatement procedures should be optimised to ensure that residents are impacted as little as possible.</li></ul>	 The community, aerodrome operators and airspace users will be consulted in determining the final flight paths.
 Procedures will be developed to minimise the impact of night-time aircraft operations on the community while not constraining airport operations.	 Changes to the current noise sharing arrangements at Sydney (Kingsford Smith) Airport will be avoided.
 Noise mitigation measures will be developed.	 Current airspace restrictions, such as those associated with military establishments, will be reviewed to improve efficiency and environmental impacts.
 Arrivals will use a continuous descent approach where possible to reduce noise and greenhouse emissions.	 Ensure land use planning continues to prevent noise sensitive development in the highest noise exposure areas.

Mid-Mountains identified in Draft EIS Chapter 11 Noise, as a noise sensitive area. Current noise in Linden at night being 28dB(A) according to NMT. This will increase to 65dBA during typical over-flight- 132 times per 24hrs (WSI Noise Tool).

Linden Observatory identified in Draft EIS Chapter 15 Landscape and Visual Amenity as having high night time visual sensitivity. Despite this, nighttime flight paths were designed to move above Linden Observatory as low as 3031 feet.

Prior to proposed flight path changes, the Mid-Mountains was the corridor for 7 departing and arriving jet aircraft flight paths. Proposed changes only reduces to 5 departing and arriving jet aircraft flight paths and 1 non-jet path.

Even under new proposed changes the Mid-Mountains will experience a minimum of 20 aircraft movements as low as 3031 feet with noise of 65dBA between 9pm-6am. No noise mitigation measures were identified in the Draft EIS for Linden or surrounding communities apart from proposed changes to one flight path (RRO).

Linden, Woodford and Faulconbridge already exist as areas of development in noise sensitive areas. They are now are designated to also become areas of development in a high noise exposure area.

At the August 22nd 2024 WSI Community Feedback Session in Faulconbridge, when WSI representatives were questioned about the discrimination that exists for residents of Linden, Woodford and Faulconbridge it was continually stated that “the principles were applied only where possible”.

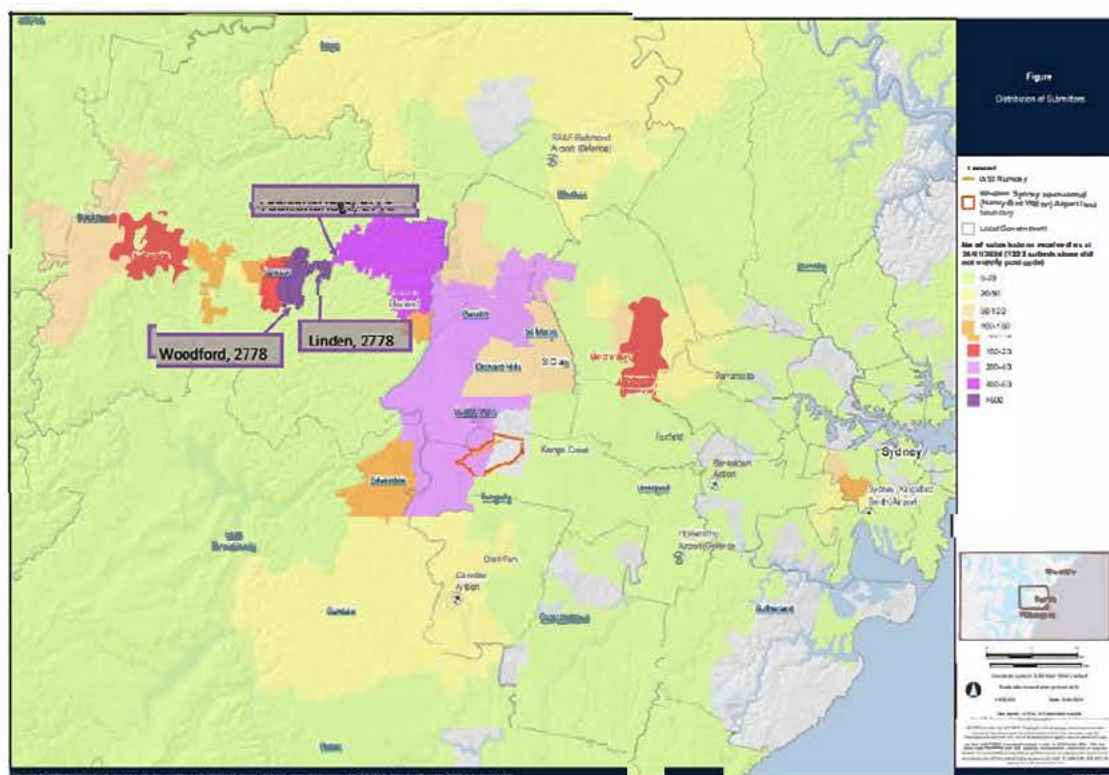


Our communities have engaged in conversation about reasonable requests of the Department of Infrastructure, Transport, Regional Development, Communications and Arts, which included:

- Changing the concentration of flights over Linden, Woodford and Falconbridge and stopping the future possibility of any one community having such a high concentration of flights
- Minimising any flights over the Blue Mountains
- Exploring alternate use of airspace NOT over Blue Mountains residents
- Ensuring the security of the UNESCO World Heritage listing of the Greater Blue Mountains
- Safeguarding Historic sites including Linden Observatory
- Sharing flight paths more equitably over the whole Sydney Basin
- Introducing 11pm to 6am curfew and hourly flight caps, just like Sydney Airport (SYD)

Our engagement with official WSI processes in the project has included:

- Collecting the available brochures provided by WSI and sharing with neighbours
- Attending local council and government meetings
- Attending WSI led Community Information Sessions
- Signing up for emails from WSI and engaging in email correspondence with WSI representatives
- Phone calls to and from WSI regarding queries such as submission requirements, process and issues
- Reading through all chapters of the draft EIS and technical papers, particularly as relevant to the Blue Mountains and specifically to Woodford, Linden and Falconbridge
- Engaging with the Noise Tool to search addresses across the Blue Mountains as per proposed paths
- Sending thousands of submissions outlining our concerns and demands



**Pictured:** Table showing distribution of submitters. Table indicates that Mid-Mountains Villages were able to generate the highest number of submissions.

*WSI Draft EIS submissions overview, May 2024.*



## Community Outrage:

There was a clear reason as to why a community of such low population was able to generate such a high number of submissions. This reason is that we feel we are being completely taken advantage of due to our small population. The overwhelmingly large number of submissions that we were able to generate speaks literal volumes and sends a clear message that this is not ok.

However, not all community members were aware of this at first. After engaging with the official WSI information over the months of June– January, it was clear that the information presented by WSI and the way in which it was presented to the public was confusing, indirect, inaccessible and insufficient.

**As a result of this, members of our community set about trying to engage our own wider community further as we recognised that:**

- By January 2024, some members of our community were still unaware of proposed flight paths and the implications of this for Linden, Faulconbridge and Woodford
- Some members of our community needed better avenues of access to the information presented within the EIS and WSI Noise Tool
- Some members of our community needed better avenues of access to the submission process
- The mental health of all community members needed to be supported by making it known that they were not alone and that we could work together
- Every member of our community had the right to know what was about to happen over their homes

## Supporting mental health:

It was clear that due to our communities small population and given how heavily our community was affected by flight paths, the residents of Linden, Woodford and Faulconbridge were placed in an incredibly vulnerable position. We have always felt that the devastating potential consequences on residents' mental health should not be understated, as it has been in the Draft EIS. **It was clear very early on in this process that residents' mental health was already suffering due to proposed flight paths.** Neighbours provided what support they could to each other by talking, being there for each other, providing accessible information and offering hope. At the WSI Community Information Session on 11/11/2023 some residents were told that there was a specific mental health support line for residents affected by flight paths and

details were given of this. However, when residents attempted calling the number, it became clear that it did, in fact not exist.

**Pictured:** email correspondence with WSI regarding the mental health hotline that residents were told existed at the Community Information Session on 11/11/2023

Continued on next page





**From:**  
**Sent:** Friday, 24 November 2023 11:47 PM  
**To:** WSI Flight Paths -

Hi ,  
I tried calling the number you have given, but the instructions were very unclear.  
Can you please advise as to which number I would select/which option would be appropriate for the support line?  
Also, do you know the operating hours?  
Thank you

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**To:**  
**Subject:** RE: Flights over Banff [SEC=OFFICIAL]

Good morning  
Thank you for your email on 24 November 2023.

When you call 1300 307 912, and they just stay on the line. You don't need to press any numbers. The phone number is staffed 8:30AM – 9PM AEDST Monday to Friday.

Alternatively here is a link to book a session, if you need: [Contact Us Request Service | EAP Psychology | Altius Group \(altius-group.com.au\)](#)

Outside these times, if you need to talk to someone you can contact any of the following 24/7 support services:

- Beyond Blue 1300 224 636
- Lifeline 13 11 14

Regards

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**From:**  
**Sent:** Wednesday, 29 November 2023 10:51 PM  
**To:** WSI Flight Paths  
**Subject:** Re: Flights over Banff [SEC=OFFICIAL]

Hi

Now both myself and one of my neighbours were able to get through to someone- however, both people we spoke to said that they know nothing about a mental health line or any such service as you have described.

Does the service you have outlined exist?

While I know I can call services like Beyond Blue & Lifeline- my understanding from what we spoke about at the information session was that a mental health triage-type phone number was available. As with this type of service- I did expect to be able to speak to someone who had some background information about the issue.

Can you clarify if this does exist, as the number provided does not lead anywhere and the online booking system is for Altius Group, who are not aware of any such services.

**From:** WSI Flight Paths <  
**Sent:** Friday, 1 December 2023 5:18 PM  
**To:** >  
**Cc:** WSI Flight Paths  
**Subject:** RE: Flights over Banff [SEC=OFFICIAL]

Hi

We spoke and followed up with the assistance program and confirm that the service is available. The instruction is for community members to call the number and to stay on hold until an administrator comes on the line. The administrator will then triage the call. You just need to mention that you're calling because of the Western Sydney Airport flight paths.

We mentioned our concern that you didn't have a fluid experience when you called previously. They will follow up with their management to ensure all future interactions are seamless.

I'm very sorry to hear about your experience. Please let us know how you go.

Kind regards

**Pictured: email correspondence with WSI regarding the mental health hotline that residents were told existed at the Community Information Session on 11/11/2023**

Email correspondence was given up on at this point, because despite further phone calls made, no such hotline existed and if the call did successfully go through, the person on the other end was unaware of what we were talking about. The exercise became too stressful and time consuming to persist with.

## Mental Health Reasoning:

It is not surprising that many residents were displaying signs of Generalised Anxiety Disorder, given the information within the Draft EIS that clearly outlined just how affected our community was going to be.

### 11.7.3.3 Detailed respite charts

Figure 11.40 and Figure 11.41 present examples of respite charts generated for 15 specific noise sensitive areas, including minimum, average, 90<sup>th</sup> percentile and maximum movements for day, evening and night, as well as the proportion of days with respite. The sites were selected because they were representative of those most affected under one or more scenarios.

In this example, the percentage of days with respite is shown for locations under the Prefer Runway 23 scenario in 2055 for day, evening and night. Figure 11.40 shows that Blaxland is likely to experience 34 per cent of days with respite during the day increasing to 100 per cent of days (full respite) during the night (which includes use of RRO in this case) (Figure 11.41).

Scenario 4 - Daytime (5:30 to 18:59)

Location	Minimum Movements	Average Movements	90 <sup>th</sup> Percentile Movements	Maximum Movements	% of Days with Respite
Bents Basin	136	219.8	230.7	244	0%
Kemps Creek (College)	0	45.1	120.6	225	34%
Hassall Grove (School)	1	163.1	206.6	210	0%
Kingswood (School)	46	125.3	136.0	140	0%
St. Marys	0	27.6	73.5	137	34%
Mulgoa Park	0	21.3	56.0	110	34%
Linden	0	73.6	94.0	94	0%
Blaxland	0	17.6	47.4	88	34%
Kemps Creek (School)	0	31.7	41.0	41	0%
Twin Creeks	0	0.0	0.0	0	100%
Luddenham (Shops)	193	418.8	443.1	450	0%
Perrin High School	0	17.6	47.4	88	34%
Wallacia (School)	0	6.2	9.0	9	1%
Natal Brownlow Hill	0	2.6	4.0	4	9%
Berridale	0	1.7	2.0	2	12%

Scenario 4 - Evening (19:00 to 22:59)

Location	Minimum Movements	Average Movements	90 <sup>th</sup> Percentile Movements	Maximum Movements	% of Days with Respite
Bents Basin	0	34.2	38.7	63	0%
Kemps Creek (College)	0	2.4	9.0	37	75%
Hassall Grove (School)	0	53.7	61.0	62	1%
Kingswood (School)	0	34.5	43.2	46	12%
St. Marys	0	1.5	5.8	21	75%
Mulgoa Park	0	1.8	7.0	29	78%
Linden	0	12.4	15.0	18	1%
Blaxland	0	0.8	2.4	16	76%
Kemps Creek (School)	0	7.5	11.0	12	13%
Twin Creeks	0	0.1	0.0	13	99%
Luddenham (Shops)	0	89.5	98.0	98	0%
Perrin High School	0	0.8	2.4	16	76%
Wallacia (School)	0	0.0	0.0	0	100%
Natal Brownlow Hill	0	0.0	0.0	10	0%
Berridale	0	0.0	0.0	0	100%

Scenario 4 - Night (23:00 to 5:29)

Location	Minimum Movements	Average Movements	90 <sup>th</sup> Percentile Movements	Maximum Movements	% of Days with Respite
Bents Basin	22	49.0	54.6	68	0%
Kemps Creek (College)	0	0.0	0.0	0	100%
Hassall Grove (School)	0	9.4	28.5	56	55%
Kingswood (School)	0	0.0	0.0	0	100%
St. Marys	0	0.5	0.8	20	90%
Mulgoa Park	0	0.4	1.0	13	85%
Linden	0	3.5	11.4	20	53%
Blaxland	0	0.0	0.0	0	100%
Kemps Creek (School)	0	0.6	0.0	0	100%
Twin Creeks	0	0.9	1.9	31	88%
Luddenham (Shops)	24	68.9	81.6	105	0%
Perrin High School	0	0.0	0.0	0	100%
Wallacia (School)	0	1.4	2.0	2	21%
Natal Brownlow Hill	0	0.3	0.6	9	90%
Berridale	0	0.0	0.0	0	100%

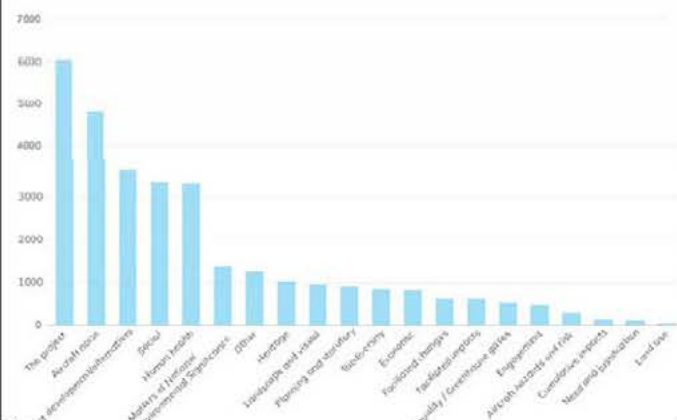
### Pictured:

Detailed Respite Charts from the Draft EIS identifying Linden as a noise sensitive areas and showing Linden's eventual days of respite under example of Runway23 made more visually accessible by highlighting key information for community members. *Western Sydney International Airspace and flight path design Draft Environmental Impact Statement | Chapter 11 Aircraft noise Pages 69&70*

Note: Despite this chart only showing Linden, it has been stated in the WSI Noise Tool that flight paths range from 2.5-5kms either side. Thus, there would be a direct impact on Faulconbridge and Woodford, even though these villages are not mentioned in this table.

### Key issues

The initial breakdown of the key issues raised in each submission is shown below. Note that many submissions cover more than one key issue. The issues have been grouped to reflect the chapters in the draft EIS. The chart below is preliminary and will be refined for the submissions report.



Our communities concerns were clearly expressed within submissions, with aircraft noise being the largest concern, second only to the entire project itself. It is also clear in this table that social and human health impacts were of great concern.

Pictured: Table showing overview of submissions and key issues. *WSI Draft EIS submissions overview, May 2024.*



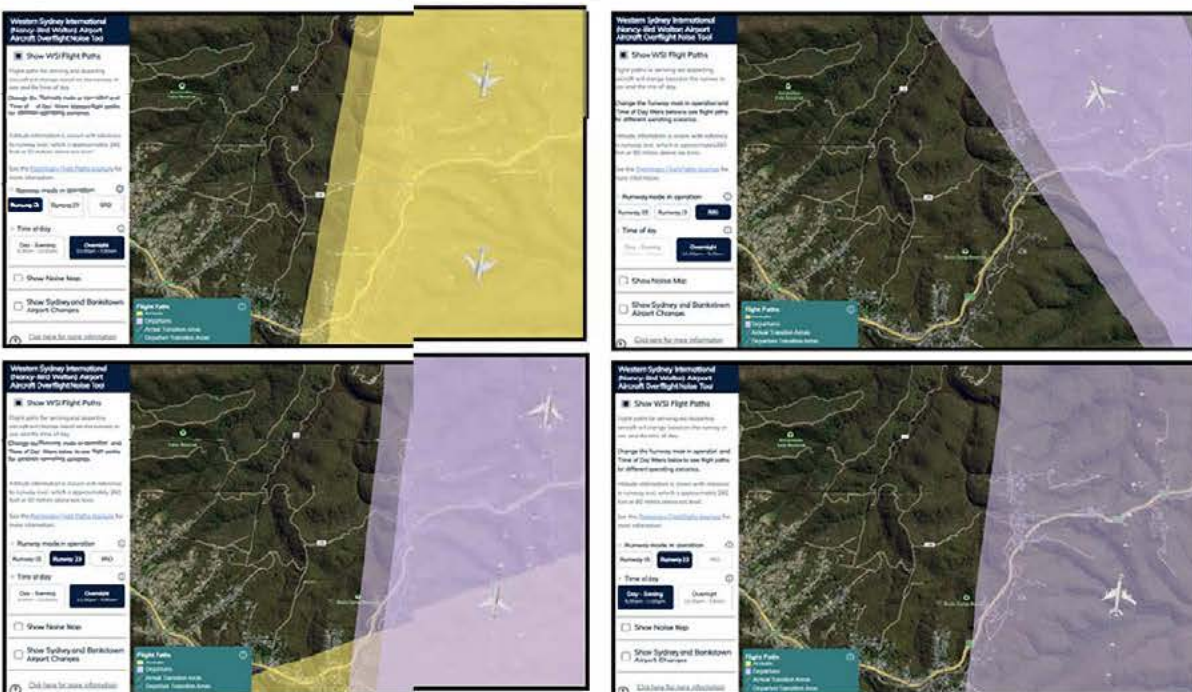
## Information Inaccessibility - Draft EIS:

The information provided by WSI was confusing to the average person. The Draft EIS included 25 chapters and their respective technical papers. Chapters varied in length between approximately 10-20 pages. Technical papers varied in length, some up to 800 pages, such as the technical paper on Aircraft Noise. Members of the community were directed to the chapters of the EIS and in most cases, directed to the summaries of each chapter. However, the details that showed the great deficit that the communities of Woodford, Linden and Falconbridge would be facing were detailed only in the technical papers. This included the details and summaries of the Noise Monitoring Tools used in Linden (which will be discussed further on in this report) and the sheer volume of flights that would be experienced by our communities, being a minimum of 132 movements per 24 hours.

## Information Inaccessibility - Noise Tool:

The WSI Noise Tool was residents' way of understanding what flights were going to affect their homes. However, it did not take into account the altitude of the Blue Mountains and based altitudes of aircraft movements on runway level. It did not reflect noise levels as outlined in the Draft EIS. Use of the Noise Tool assumed that residents had an average to high level of computer skills, owned a computer or laptop and had the time and mental capacity to undertake researching the Noise Tool. The Noise Tool and Draft EIS were very difficult to access on a smart phone or tablet.

To fully understand all flights going over a persons home, they had to compare and count up information from approximately four different screens and although a 'property report' generator was introduced during late 2023, many of the details given in this property report differed from those outlined in the Draft EIS, based the altitude on runway level and did not take into account Blue Mountains altitudes and did not outline the noise that would be experienced.



**Pictured:** Example of the several paths set to go over Linden, which required rigorous navigation of the WSI Noise Tool to view, comprehend and amalgamate. *WSI online Noise Tool, December 2023*

At the August 22nd 2024, WSI Community Feedback Session in Falconbridge, when WSI representatives were questioned about why residents so highly affected by flight paths were not communicated to more directly and provided with more accessibility, they gave the response that the Department of Infrastructure worked to make the Noise Tool and Draft EIS "as easy to use as possible". They were given the feedback that these methods **were indeed inaccessible** to the majority of residents.



## Community Engagement:

The overwhelming response to the Draft EIS did not happen over night and did not happen in direct response to information given out by WSI representatives. Working together, the communities of Linden, Falconbridge and Woodford were able to generate interest which led to a domino effect of wider community engagement regarding the Noise Tool and Draft EIS which included:

- Engaging in informal conversation with neighbours
- Holding informal small group meetings to formulate actions to be taken as community
- Attending local citizens association meetings
- Creating a community flyer with a summary of key points from the Noise Tool and Draft EIS
- Sharing information about WSI community events to social media platforms to create awareness

### Help Protect the Blue Mountains Against Western Sydney Airport (WSI) 24-hr Flight Paths


Flight paths are preliminary and can be changed if we act now!

Go to [lindenresidents.com](http://lindenresidents.com) for EIS summaries and Noise Tool information.


**Submissions close 31 January 2024.**

Villages in the Blue Mountains are some of the most heavily impacted communities under the proposed flight paths and some will experience at least 132 aircraft movements per 24-hrs.

**A wave of opposition will have influence!**



Flight paths range from 2.5 to 5 kms either side of the lines shown.



### Pictured:

Flyer front and back that was printed and distributed to all homes in Linden, Falconbridge, Woodford, across communities in the Blue Mountains and further. This flyer developed by community members used information directly from WSI brochures, summarised to be easier to understand.

### 24-hr flights proposed to go directly over Linden!

Altitudes averaging between 6,500ft (1,205m) and 13,000ft (4,000m).

**There will be no curfew: aircraft will fly 24 hours a day.**  
 Approximately 20 of these flights will occur between 11:00pm and 5:30am.  
 The Linden community falls into the N60 Contour.  
 Noise levels will be at around 65 to 75 dB(A), equivalent to a washing machine.

**We can each make multiple submissions opposing flight paths**

Go to [lindenresidents.com](http://lindenresidents.com) to choose topics relevant to you and find summarised information from the *draft EIS* and WSI Noise Tool according to that area. You can use this information to help tell your story and create a submission.

You can view flight paths here: [wsiflightpaths.aerlabs.com](http://wsiflightpaths.aerlabs.com)

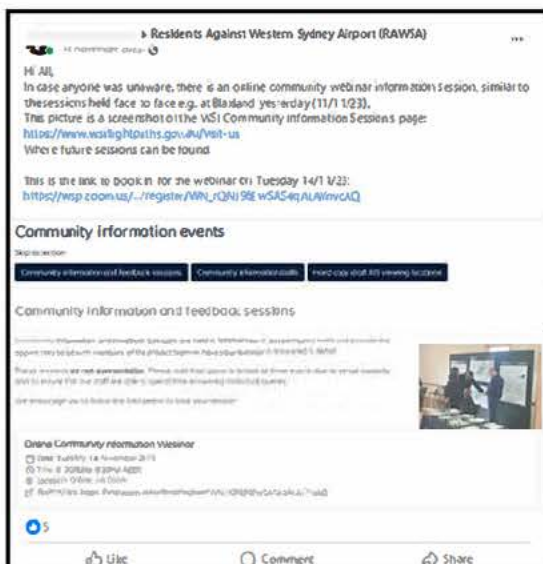
Make your own submission in one of these ways:  
 Online form: [www.wsiflightpaths.gov.au/make-a-submission](http://www.wsiflightpaths.gov.au/make-a-submission)  
 Via email: [eis.submissions@infrastructure.gov.au](mailto:eis.submissions@infrastructure.gov.au)  
 Post to: WSI Flight Path Team GPO Box 594 Canberra ACT 2601

To stay up to date or for a social media or text message copy of this flyer email:  
[linden.nsw.residents@gmail.com](mailto:linden.nsw.residents@gmail.com)

**We have until 31st January to make a submission**

### Pictured:

Social media post about WSI information session



Residents Against Western Sydney Airport (RAWSA)

Hi All,  
 In case anyone was unaware, there is an online community webinar information session, similar to the sessions held face to face e.g. at Bland on Friday (11/1/23). This picture is a screenshot of the WSI Community Information Sessions page: <https://www.wsiflightpaths.gov.au/wsi-us>. Where future sessions can be found.

This is the link to book in for the webinar on Tuesday 14/1/23: [https://wsp.zoom.us/j/registr/WN\\_QN19E-wSASqALAWvCAQ](https://wsp.zoom.us/j/registr/WN_QN19E-wSASqALAWvCAQ)

Community information events

Community information and feedback sessions

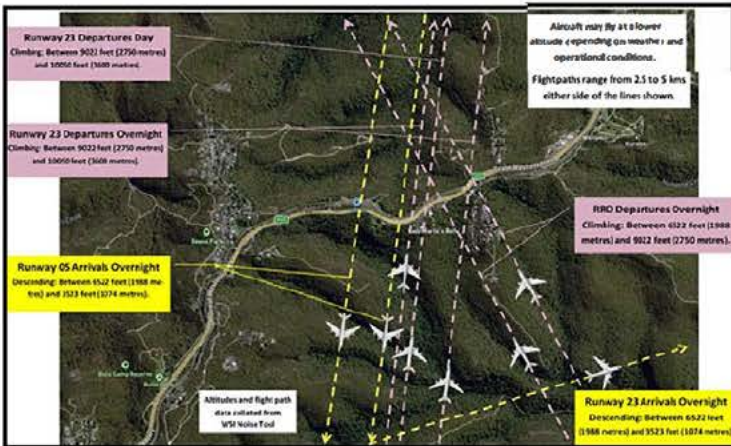
Online Community Information Webinar

Date: Friday, 14 November 2023  
 Time: 8:30am - 9:30pm AEST  
 Location: Online



## Breakdown of flights over Linden, Falconbridge and Woodford

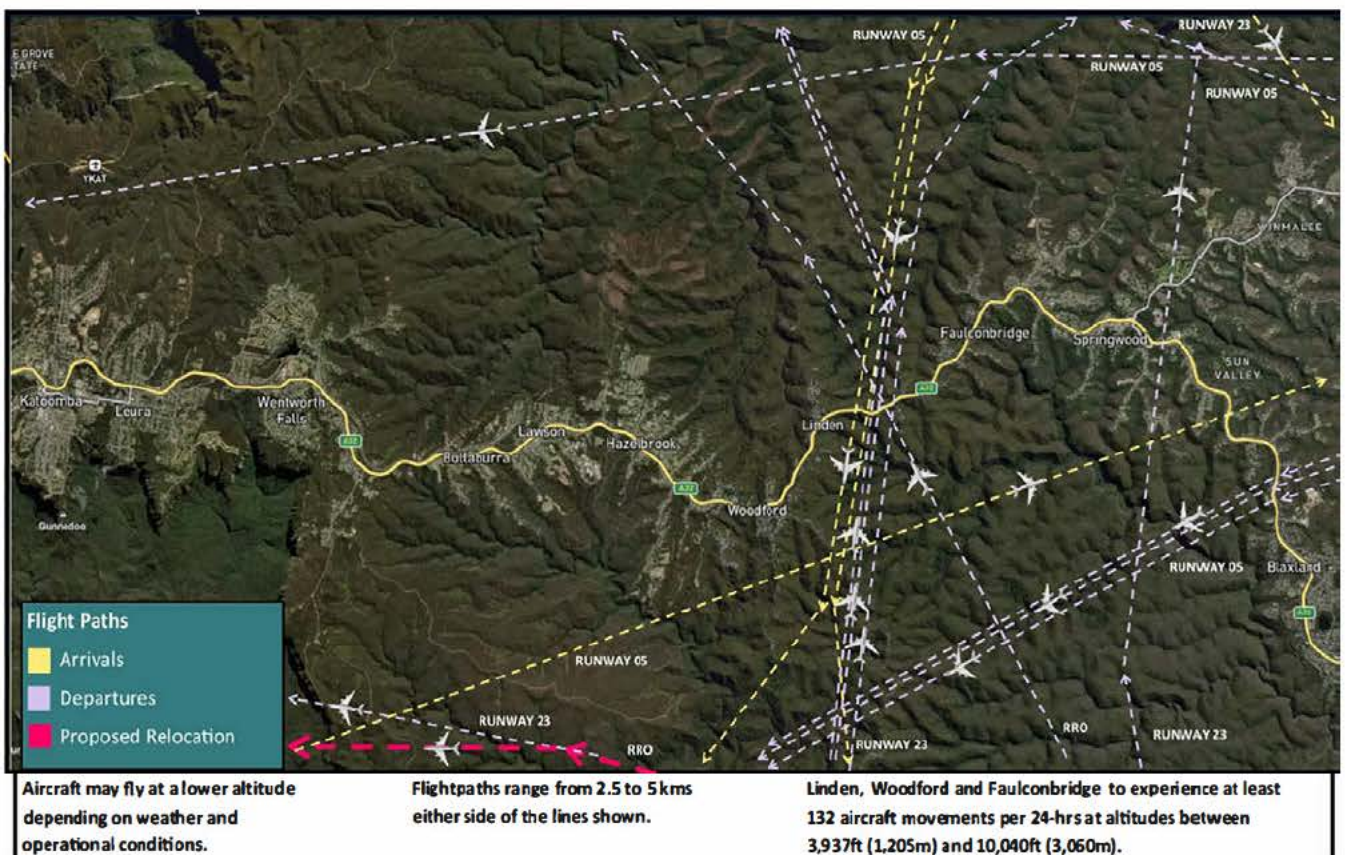
Community members worked together to summarise information within the Draft EIS and Noise Tool as relevant to the Blue Mountains, in particular, to Linden, Falconbridge and Woodford as to be more easily understood by neighbours. We created alternative supports for our neighbours who were unable to access written or computer based information and unable to access a library.



Pictured left: a map created in January 2024 to show how all flight paths affect all of the Blue Mountains, with a zoom in on Linden to show the concentration of flights and explain to community members that flight paths ranged from 2.5-5kms either side - showing the direct impact on Falconbridge and Woodford, even though these villages are not mentioned in the Draft EIS.

At the WSI Community Feedback Session in Falconbridge on August 22nd 2024, maps were displayed showing proposed changes, estimated noise occurrences over particular areas and maps showing proposed changes. Residents of the Blue Mountains Village of Linden were very upset to see that Linden was not marked on these maps, despite five arriving and departing flight paths running over the village. Falconbridge and Woodford were marked on some displayed maps. When speaking to residents, council members and also WSI Representatives, many people had not considered the amalgamation of runway paths over Linden, thus affecting Woodford and Falconbridge.

Pictured below: a map created to explain August 2024 proposed changes, showing the one flight path that is proposed to move off the Linden, Woodford and Falconbridge area.



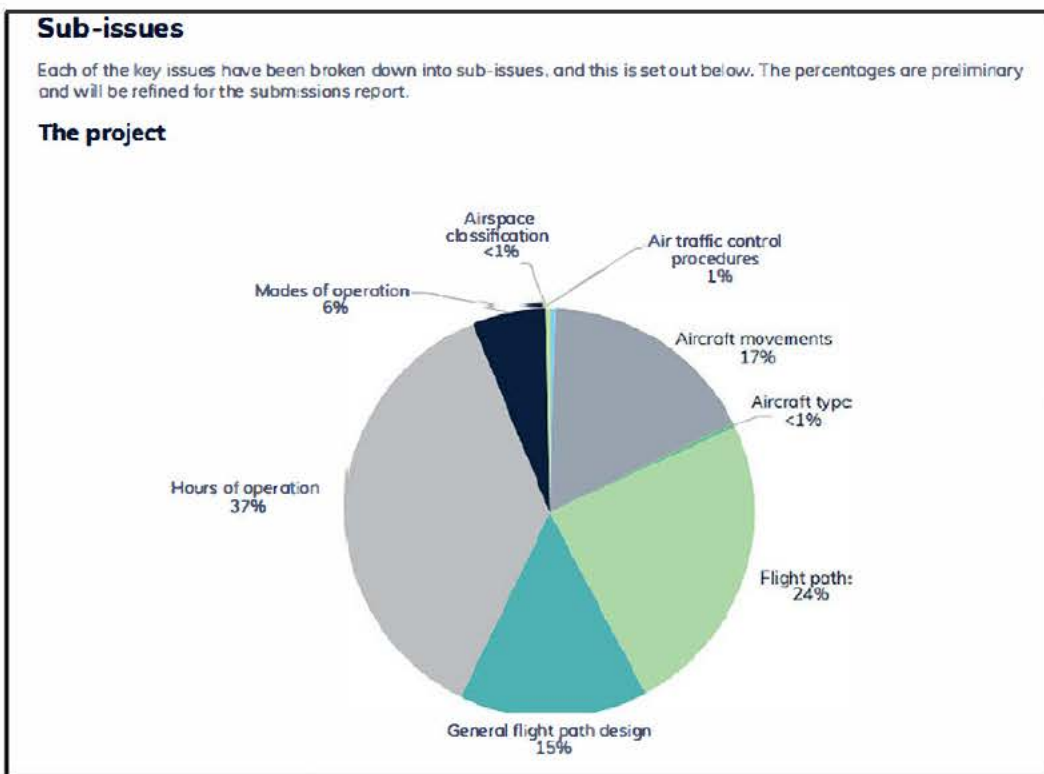


## Result of community engagement:

The support that our community members were able to offer each other and the easy to understand information as translated from the Draft EIS and WSI Noise Tool, explained to residents the implications of the WSI proposed flight paths in a way that was accessible and easily understood. As a result of people gaining the understanding that a proposed minimum 132 flights over 24hours were set to move above their homes, they took interest and used their own initiative to respond to the Draft EIS.

It can be seen in the overview of sub issues that areas of the greatest concerns for residents were hours of operation, flight paths and general flight path design. It is also clear from this information and from reading published submissions, that residents requested alternative flight paths.

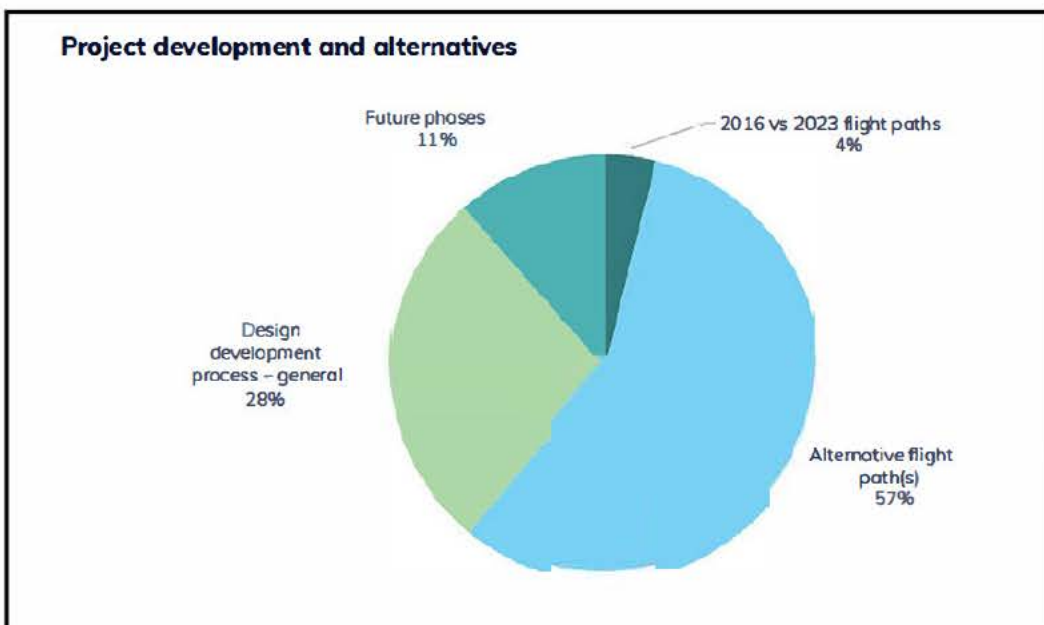
Residents of the Mid-Mountains, who generated the highest number of submissions, had issue with proposed flight paths and hours of operation. This pattern of request can be supported both in the below graphs and in the published submissions.



**Pictured:**

Pie chart 1 showing overview of sub issues identified within the over 8400 submission made in response to the Draft EIS.

*WSI Draft EIS submissions overview, May 2024.*



**Pictured:**

Pie chart 2 showing overview of project development and alternatives identified within the over 8400 submissions made in response to the Draft EIS.

*WSI Draft EIS submissions overview, May 2024.*



To support community engagement and interest residents carried out the following activities:

- Hosting multiple community meetings to share information from both the Noise Tool and Draft EIS chapters, as relevant to residents of Linden, Woodford and Falconbridge, with attendances of between 12-70 residents
- Supporting neighbours in writing submissions when they struggled with this due to time, intellectual capacity or literacy/technology difficulties
- Generating a significant public following on various Facebook community groups
- Supplying digital and printed flyers to local businesses in the Penrith, Blue Mountains, Parramatta, Blacktown and Hills District areas, who then subsequently shared printed and digital flyers to their pa-trons via face to face and social media communications
- Generating awareness of matters of cultural importance including the Linden Observatory and local Aboriginal Heritage sites within our community

The Linden Observatory which has NSW State Heritage status was a high interest area and proved to be of great importance to our community, as it is indeed a working observatory which has discovered 45 Supernova. Flights over and around the observatory will interrupt the viewing and recording of the night sky as turbulence in the air and any contrails will mean that time lapse photography will be impossible. The Observatory's current Bortle rating is 3-4, but Dark Skies Accreditation will be lost if the disturbance to the night sky increases. This information was communicated clearly to WSI in submissions in response to the Draft EIS. However, the proposed changes to flight paths over and around the Linden Observatory would halt both Observatory operations and Dark Skies Accreditation. This was also explained to WSI representatives at the August 22nd 2024 WSI Community Feedback Session in Falconbridge.



**Pictured:** Blue Mountains Gazette article 8/11/23 discussing the Linden Observatory as a current working observatory and outlining some of the facility's ongoing research.



**Community engagement and the media:**

During the January 2024 submission process members of the community participated in interviews regarding the Noise Tool and Draft EIS with ABC Radio, Channel 7 News, The Blue Mountains Gazette, The Daily Telegraph and The Penrith Press. By doing this we not only made our demands very clear to the Department of Infrastructure, but to the wider community. A main theme of the topics discussed with various media included the difficulty in accessing the Draft EIS and WSI Noise Tool and the overwhelming consensus from community members that flights from WSI should not be directed in such high concentration over small villages in the Blue Mountains.

# Draft flight paths hit a barrage of flak

## Western Sydney is up in arms over noise and other serious concerns

**Madeleine Damo**

**W**estern Sydney is flying into a rage over draft airport flight paths - with scathing submissions accusing the federal Government of glossing over a future of "profound disruption".

With just days left for locals to give feedback on the draft environmental impact statement for the new airport, submissions have come in thick and fast.

First released in October, the draft document details the Albanese Government's assessment on the impacts of Western Sydney Airport's preliminary flight paths, categorised by a range of impacts.

Submissions reveal sentiment ranging from "confusion, anger and hopelessness" as well as claims of problems with the reports.

One issue raised in numerous submissions was the misleading labelling of day and night flights, with flight paths labelled as "Day" operating until 11pm, only then to be followed by 20 "night" time flights until 5.30am, suggesting a high concentration of flights in typical sleep hours of 10pm and 6am.

St Clair grandfather Ken Mott complied 38 pages in submissions to what he describes as "a very large, deliberately confusing, promotional brochure for the flight path design".

Among Mr Mott's primary concern is that effects of aircraft noise have been downplayed to suggest only minimal impact and "paint a rosier picture".

This concern was echoed by the Blue Mountains Council, which in its own 97-page long submission noted "prediction information is only provided for annual average conditions" not taking into account other times of the year which could



**The airport takes shape.**

cause increased aircraft noise. Elsewhere, locals living in towns across the Blue Mountains such as Linden, Woodcroft and Faulconbridge claim the government's modelling and noise tool refers to altitude above the runway - about 80m when their communities are more than 500m above sea level, a variation which suggests much lower, louder planes than indicated.

Penrith-based Liberal MP Melissa McIntosh said, "It's (the EIS) too long so it's really hard for an ordinary resident to absorb what it means, we're not a community of flight path experts, it's not fair to just expect us to understand what's happening. There needs to be far more communication and consultation, it not about hoodwinking a community at the time to fight back."

A federal infrastructure Department spokesman said the department had prepared extensive materials, including easy-to-read fact sheets, for the community.

"The Government has undertaken comprehensive community engagement," he said.

Submissions close January 21

**Pictured:**

Daily Telegraph 27/01/24 discussing the incorrect modeling of altitudes shown in both the Noise Tool and EIS

**Pictured:**

Blue Mountains Gazette 17/01/2024 discussing the action taken by Linden community

Locals gathered to show their opposition to proposed flight paths from Western Sydney International Airport. Picture supplied

# Linden and goliath: WSI flight paths

## Submissions deadline nears

**BY TOM WALKER**

WHAT began as plans for a small letterbox drop turned into a large local meeting, as around 70 people from Linden, Woodford and Faulconbridge gathered on Sunday to rally against planned overhead flight paths.

Linden resident Krista Forsstrom, one of the organisers behind the event, said it's about notifying nearby residents of how they may be affected by the Western Sydney International Airport (WSI) and its noise.

"We need to spread this information to our neighbours in Woodford and Faulconbridge, because they have every right to know what is happening in their community, and it's just all really difficult to understand for the majority of people," she said.

"It's all very confusing. The information's very convoluted... you've really got to actually do a lot of your own research, which most people don't have the time or capacity to do."

Ms Forsstrom found plenty of information to impart, including that under one runway scenario Linden would have zero to one per cent respite from aircraft noise, as opposed to Blackland's 34 per cent respite.

She said she was surprised to see such a strong and supportive turnout at the first Linden Residents letterbox drop.

"It was a really united, really lovely atmosphere of people just caring about their community and about their Blue Mountains," she said.

"People came with signs, and channels of the news came as well, and I did not anticipate that. It was actually intended to just be a little organisation.

"Which is fantastic, and really shows how motivated people are to actually get some stuff done for this."

For information about how the flight paths affect Linden, Woodford and Faulconbridge, or for help with a submission, visit <http://lindenresidents.com/>.

The Draft Environmental Impact Statement for WSI Airport will be open to submissions from the public until January 31. Visit <http://www.infrastructure.gov.au/have-your-say/draft-environmental-impact-statement-western-sydney-international-airport>.

**“They have every right to know what is happening in their community.”**  
*Krista Forsstrom*



## Community engagement and the media:

Community members also frequently posted our accomplishments such as community meetings and news coverage to Social Media sites and generated many likes, shares and began conversation around the topic of submission making. Again, community members agreed that flights from WSI should not be directed in such high concentration with both arrivals and departures over small villages in the Blue Mountains. This concern was also made very clear to The Department of Infrastructure through submissions made in response to the Draft EIS.

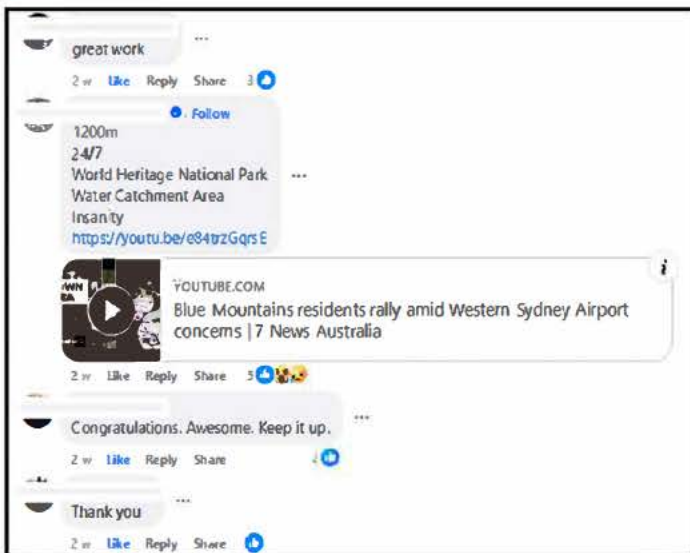
January 14 at 7:20 PM

We had an amazing turnout of around 70 people today in Linden and so far most of Faulconbridge, Woodford and all of Linden have now had a flyer dropped to their letterbox or a knock on the door for a quick chat, with fantastic positive and appreciative responses.

Thank you to everyone who came and to everyone who letterbox dropped! This photo will be sent to the Gazette along with an interview and coverage of the talk was recorded by channel 7. I don't know what day or time it will be aired, but hopefully, the message that we can all make multiple submissions and that we need to do so by 31st January gets through to a wider audience.



108 others 40 comments 12 shares



### Pictured left:

A thank you post for the community meeting organised to share information, organise letterbox drop and distribute flyers to volunteers, attended by Channel 7 and photographed for Blue Mountains Gazette.

### Pictured below:

Channel 7 14/01/24 coverage of the Linden community meeting, aired on television and shared to Instagram, YouTube and across multiple Facebook groups.



### Pictured left:

Example of conversation generated by social media posts about Linden community action.

In addition to a digital campaign, community members also printed over 3000 community flyers and organised the distribution of flyers to all homes in Linden, Woodford, Faulconbridge and extended this to areas of Springwood affected by Linden flight paths. This flyer was also shared across social media platforms and messaging services including Facebook, Instagram, Facebook Messenger, WhatsApp, text message and email. This action demonstrates our communities' solidarity and conviction in our demand that we do not want flight paths over our homes, as was made very clear in Draft EIS response submissions.

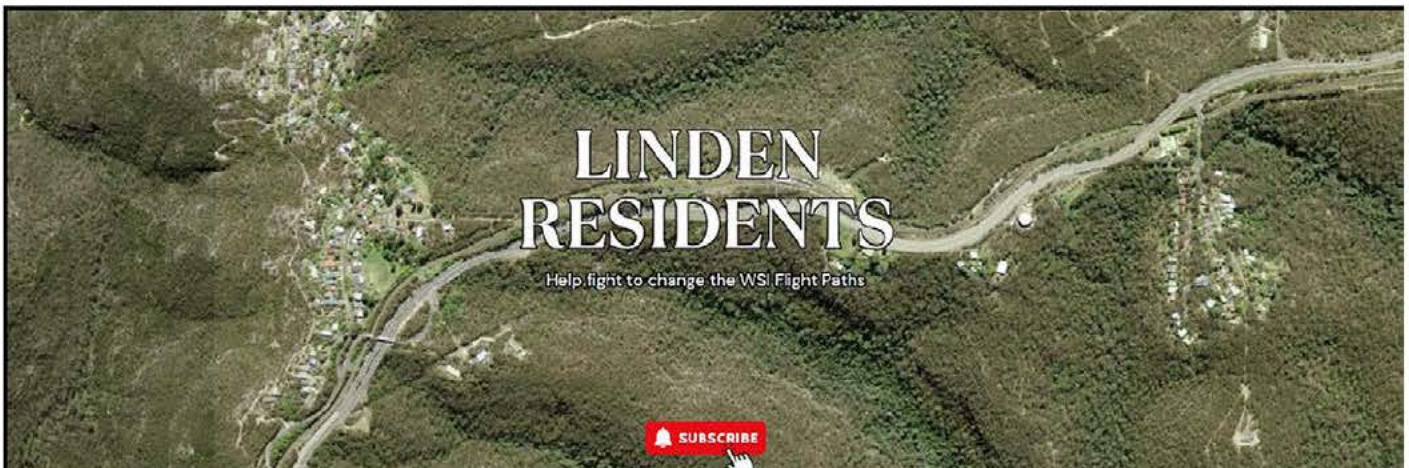


### The Linden Residents website:

Members of the community joined together to create a website which directed people to the specific pages of the Draft EIS as per their concerns, amalgamated the flight paths to show a comprehensive list of flights over particular areas, gave breakdowns of both day and night flights and gave direct links to online WSI pages that residents needed to access in order to make their submission. Community members maintained the information based website over the course of January 2024. In just 25 days of being live the website gained over 3500 views and on its busiest day gained 600 views over a 24hr period.

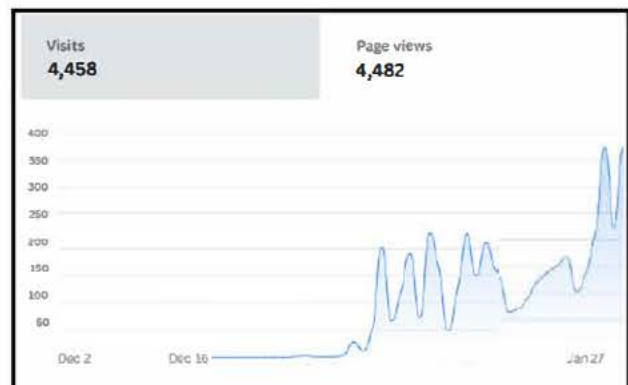
In the total time of its existence the Linden Residents website has had 4970 visits from within Australia alone. The Linden Residents website has also gained visits to the website from countries including: United States, United Kingdom, Singapore, New Zealand, India, Netherlands, Thailand, Ireland, Belgium, Canada, Sweden, Malta, Hong Kong, Finland, Spain, Germany, China, Bangladesh, Austria, Cyprus, South Korea, France, Philippines, Malaysia and Nepal and received emails from people around the world who were concerned for the Greater Blue Mountains World Heritage area and who sympathised with the small communities of Linden Woodford and Faulconbridge.

**The interest that this website gained from across the world** very clearly shows that the security of the Blue Mountains and the health and safety of the residents of Linden, Faulconbridge and Woodford is in fact an Australia wide and global point of interest. While it has been stated by WSI Representatives that the Linden area was chosen for a high concentration of flight paths due to its small population, it has been made very clear that there is more interest, investment and consideration for this community than was first assumed by The Department of Infrastructure.



### Pictured:

Website built and maintained by our community and website statistics on views and counties accessing

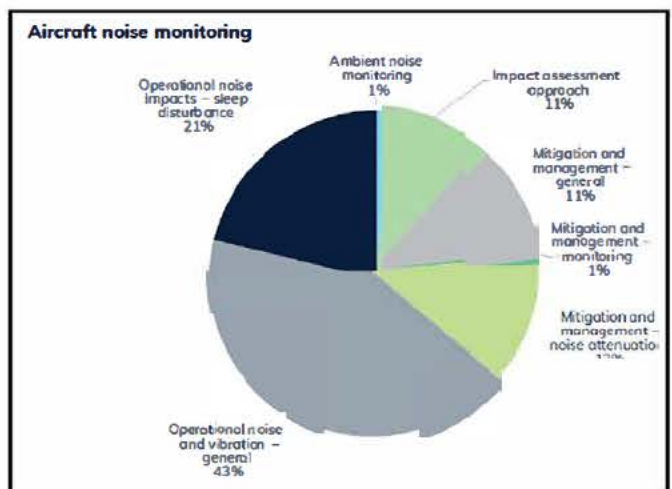
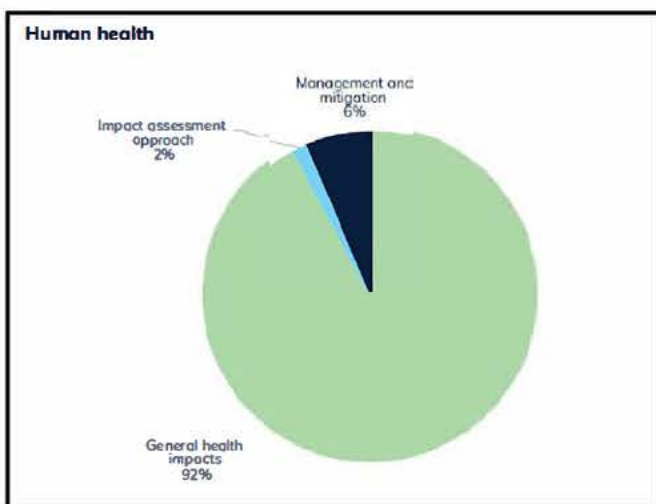




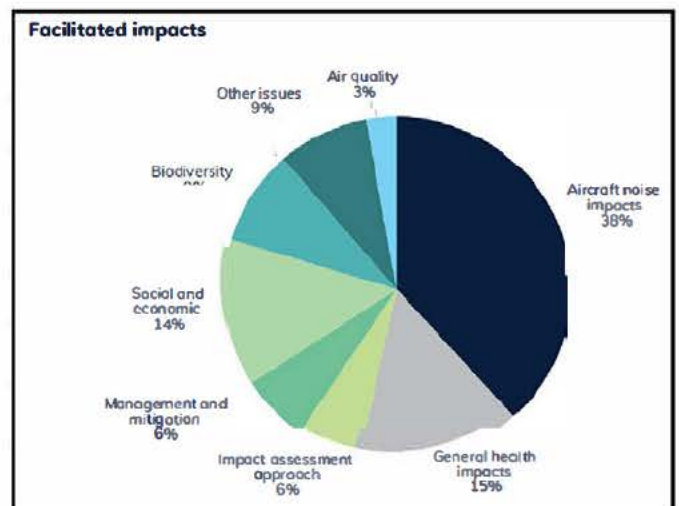
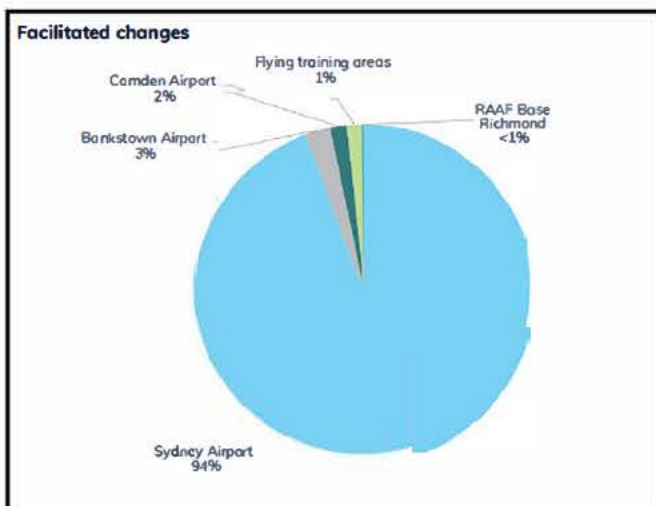
**Results of community efforts:**

The results of our various community efforts were overwhelmingly positive and showed that we in Linden, Faulconbridge and Woodford, absolutely have the capacity to make ourselves heard and to have influence on not only our wider Blue Mountains community, but on an interstate, Australia wide and global scale. During the January 2024 Draft EIS Response submission process we used the community engagement generated to send a very clear message to the Department of Infrastructure that we would not accept this immense quantity of flights over our homes 24 hours a day. While the Department of Infrastructure did respond with a proposed change to flight path RRO, the Linden, Woodford and Faulconbridge communities stand firm in their continued message to the Department of Infrastructure, that this is not good enough. Throughout our submissions in response to the Draft EIS, we remained consistent and clear with our biggest concerns being for aircraft noise and noise effect on sleep and thus human health. These concerns were valid and reasonable, based on the information outlined within the WSI Noise Tool and Draft EIS. Community concerns are clearly reflected in the WSI Draft EIS submissions overview of sub issues identified within the over 8,400 submissions made in response to the Draft EIS - over 600 of these submissions being from each of the 2776 and 2778 postcodes.

The proposed changes to RRO do not ease these concerns, do not meet our requests and do not negate the initial demands put forth in our submissions in response to the Draft EIS in January 2024.



**Pictured:** Pie charts showing overview of sub issues identified within the over 8,400 submission made in response to the Draft EIS. *WSI Draft EIS submissions overview, May 2024.*



## **A community united:**

The journey for our community since flight paths and the Draft EIS were released has been a long and exhausting one. As stated throughout this report, we feel that we could not have made ourselves any clearer to the Department of Infrastructure. While this process has taken its toll on many of us, largely due to the **lack of accessible and clear information made available by the Department of Infrastructure**, we as a community are proud of our accomplishments. We are proud to have been the postcodes with the great-est number of submissions. We feel that this speaks volumes and as previously stated, sends the very clear message that we do not accept this. **This is not ok.**

Despite the very uphill journey since June 2023, in addition to sending our clear message, our efforts have also:

- Given community members equitable access to facts stated within the EIS and Noise Tool
- Linked people directly to the areas of the Draft EIS that they were affected by or interested in
- Given people the concise information they needed in order to be informed about what was happening in their community and to make their own submissions
- Helped people to be more empowered to take action and feel that they had the ability to speak up
- Adequately equipped and enabled our neighbours to complete submissions and give feedback in whatever way they each could
- Helped members of our community to feel heard, seen and empathised with

The Linden, Faulconbridge and Woodford communities are still asking the same questions, including:

- **Why were we chosen** for the seven arriving and departing flight paths and minimum 132 flights that make us the exception to attempts to keep flights off of residents in the Mid-Mountains?
- **Why has it been deemed acceptable** for Dark Skies Status and historical sites such as the Linden Observatory and the Emu in the Sky constellation to be destroyed?
- **Why has the protection of the biodiversity** of the Blue Mountains (including endangered species) been disregarded?
- **Why are aircraft flying so low over a World Heritage Listed Area** with so much historic value?
- **Why aren't alternate airspaces that would avoid** the Blue Mountains altogether being explored?
- **Why has the physical and mental of residents been dismissed** in favour of profit?

We would still appreciate answers to these questions that go deeper than referring us to a set of **Airspace Design Principles which in no way relate to our situation and which exclude our villages.**



**As a closing statement to this report:**

The Linden, Faulconbridge and Woodford communities are still demanding that the Department of Infrastructure Transport, Regional Development, Communications and Arts:

- **Stop the concentration of remaining flight paths** over the Linden, Faulconbridge and Woodford areas
- **Do not introduce flights under 35,000ft over the Greater Blue Mountains World Heritage Area**
- **Ensure the security of the UNESCO World Heritage** listing of the Greater Blue Mountains
- **Safeguard Historic sites and status** including the Linden Observatory, Dark Skies Status and the Emu in the Sky Constellation
- **Explore alternate use of airspace** NOT over the Blue Mountains
- **Share flight paths equitably** over the whole Sydney Basin by redesigning the Sydney Basin Airspace
- **Introduce an 11pm to 6am curfew and hourly flight caps**, just like Sydney International Airport

We hope that in future, the Department of Infrastructure, Transport, Regional Development, Communications and Arts will consider more equitable and accessible ways to communicate such **life altering information** with residents of affected communities. We also look forward to the announcement of newly revised flight paths that are not concentrated over Linden, Woodford and Faulconbridge.





### **Community members in agreeance with this report:**

This report was devised as a way of allowing community members who had little time to write their own responses, be given opportunity to respond to the WSI proposed changes and have their voices heard.

During late August 2024, this report was shared via email and social media platforms with Mid-Mountains communities. Community members were invited to read, respond and agree with this document by adding their name via a digital form. This report has been signed and supported by the following number of community members across the Blue Mountains.

Number of signatories per postcode.

**171 signatures for Linden 2778**

**57 signatures for Woodford 2778**

**35 signatures for Faulconbridge 2776**

**17 signatures for Lawson 2783**

**14 signatures for Springwood 2777**

**6 signatures for Blaxland 2774**

**5 signatures for Sun Valley 2777**

**4 signatures for Hazelbrook 2779**

**4 signatures for Warrimoo 2774**

**3 signatures for Katoomba 2780**

**3 signatures for Wentworth Falls 2782**

**2 signatures for Leura 2780**

**1 signature for Winmalee 2777**