

**Western Sydney International Airport**

**Detailed Airspace and Flight Path Design**

**Industry Engagement Report (October 2025 Engagement)**

**October 2025**

# Table of contents

|            |  |           |
|------------|--|-----------|
| <b>1.0</b> | <b>Purpose</b>                               | <b>3</b>  |
| <b>2.0</b> | <b>Change information</b>                    | <b>3</b>  |
| <b>3.0</b> | <b>Airservices-led industry engagement</b>   | <b>3</b>  |
| 3.1        | Who was engaged                              | 3         |
| 3.2        | Engagement channels and material             | 4         |
| 3.2.1      | Engage Airservices                           | 4         |
| 3.2.2      | Aeria Management Group (AMG) support         | 4         |
| 3.2.3      | Draft Visual Terminal Chart (VTC)            | 4         |
| 3.2.4      | Presentation material                        | 4         |
| 3.3        | Engagement methods                           | 4         |
| 3.3.1      | Information session                          | 4         |
| 3.3.2      | Industry comment period - surveys            | 5         |
| <b>4.0</b> | <b>Industry feedback and response</b>        | <b>6</b>  |
| 4.1        | Feedback themes                              | 6         |
| <b>5.0</b> | <b>Next Steps</b>                            | <b>9</b>  |
|            | <b>Appendix 1 – Airservices Presentation</b> | <b>10</b> |

# 1.0 Purpose

The purpose of this document is to provide a summary of additional industry engagement activity completed on further changes required to support the introduction of Western Sydney International (Nancy-Bird Walton) Airport (WSI) via an addendum to the Airspace Change Proposal (ACP).

## 2.0 Change information

The VFR routes southwest of Bankstown is proposed to be adjusted as the following (see [DRAFT VTC](#)):

- **Outbound:** Hoxton Park, Ingleburn then southbound via the Hume Hwy to MT Annan Gardens Greenhouse. *Keeping the Hume Hwy on the left.*
- **Inbound:** Campbelltown University, track north via the Hume Hwy to The Crossroads. *Keeping the Hume Hwy on the left.*

*Note: This adjustment closely follows the general design of the current route, however will shift VFR traffic further south, reducing congestion and improving safety.*

Further analysis identified an opportunity to expand the available entry and exit levels by extending Class D airspace above Bankstown CTR, enhancing airspace safety outcomes. An additional 500 ft of Class D CTA will be introduced over the existing CTR (same lateral extent). This airspace will be managed by Bankstown Tower ATC during operating hours and revert to Sydney TCU control outside those hours.

## 3.0 Airservices-led industry engagement

Airservices responsibility for leading industry engagement commenced 4 June 2025 following the Minister's authorisation of the preliminary design. The primary objective of the Airservices-led industry engagement activity was to:

- ensure awareness amongst industry stakeholders of the proposed changes to flight paths and airspace (e.g. increased controlled airspace, new operating procedures, redefined airspace boundaries, new air routes, transit zones, facilitated changes or constraints) and support change readiness
- provide rationale/explanations on the iterative design of airspace and flight path changes informed by industry stakeholder engagement
- consult on the development of Noise Abatement Procedures (NAPs), taking into consideration industry stakeholders' feedback.

This section outlines the communication and engagement activities undertaken by Airservices subsequent to the submission of Airspace Change Proposal (ACP) on 25 July 2025.

### 3.1 Who was engaged

Airservices engaged with representatives from the following stakeholder groups:

- Operators of Western Sydney (Nancy-Bird Walton), Sydney (Kingsford Smith), Bankstown, Camden, The Oaks airports
- Industry bodies
- Government agencies
- Airlines
- Freight operators
- Charter operators
- Flight school operators
- Special-use operators (i.e. Surveying, Ballooning)
- Private pilots
- Recreational pilots
- Emergency services operators

## 3.2 Engagement channels and material

### 3.2.1 Engage Airservices

Airservices provides the online *Engage Airservices* facility using the platform provided by Granicus EngagementHQ to support ongoing community and industry stakeholder engagement efforts.

An *Engage Airservices* project page “Western Sydney International Airport (WSI)” was published on 5 June 2025, the day after the Minister’s authorisation of the preliminary airspace and flight paths for WSI, with information on the project, notification of the commencement of detailed design, and announcement of engagement activities.

The project page will remain live throughout the detailed design and implementation phases of the project, with all information that is published remaining accessible for transparency.

*Engage Airservices* includes a newsletter feature that allows stakeholders to subscribe to email alerts about the project updates. As of 31 October 2025, the project had 102 active subscribers, and 4 newsletters have been distributed to stakeholders.

A newsletter was distributed on 14 October 2025, advising of an update available on the *Engage Airservices* Western Sydney International Airport (WSI) project page. It included details about the further changes and a link to register for an upcoming industry information session.

A summary of the key metrics (for the period 14 to 31 October 2025) is provided below:

#### Project page traffic:

- 1004 project page total visits
- 146 maximum visitors per day

#### Participant summary:

- 6 participated in surveys

#### Information summary:

- 496 downloads of the DRAFT Western Sydney VTC

### 3.2.2 Aeria Management Group (AMG) support

AMG issued an email alert to local operators at Bankstown and Camden airports, informing them of the further changes and directing them to relevant engagement materials and activities.

### 3.2.3 Draft Visual Terminal Chart (VTC)

In response to stakeholder feedback regarding the clarity of airspace and flight path imagery in previous engagement materials, Airservices committed to using aviation charting familiar to industry stakeholders. This includes provision of draft Visual Terminal Charts (VTC), which align with standard aviation navigation practices.

An updated draft VTC was made available via the *Engage Airservices* website: [DRAFT VTC | Western Sydney International Airport \(WSI\) | Engage Airservices](#).

Updated draft VTCs will be uploaded to the *Engage Airservices* project page as available.

### 3.2.4 Presentation material

Presentation material was prepared to support industry engagement activity. Presentation material contained contextual information, imagery of the minor amendments made in detailed design and links to the *Engage Airservices* project page and surveys.

See **Appendix 2** for a copy of the presentation that was distributed to all meeting participants.

## 3.3 Engagement methods

Airservices provided a number of engagement options to ensure broad awareness, understanding, and opportunity to participate and provide feedback, including:

### 3.3.1 Information session

Airservices provided industry stakeholders on 14 October 2025 with engagement information and an

invitation to participate in a town-hall-style information session. To support event safety and planning, registration was required via the *Humanitix* ticketing system. The session was held on 20 October 2025, from 4:00pm to 5:00pm, at the Bankstown Sports Club, and was attended by 23 industry stakeholders, with observers from CASA. Feedback from the information session was captured in a feedback register.

The event was immediately prior to a CASA AvSafety pilot seminar.

### **3.3.2 Industry comment period - surveys**

*Engage Airservices* includes a survey feature that enables stakeholders to provide feedback on project engagement activities. The public comment period ran from 14 to 24 October 2025.

During the industry comment period, 6 responses from private operators were received.

# 4.0 Industry feedback and response

## 4.1 Feedback themes

Airservices received 6 formal responses over the public comment period. This is in addition to feedback captured throughout the engagement activities identified above. Airservices conducted a review of all the feedback received, focusing on the following considerations:

- ensuring the safety of aircraft operations, including all relevant safety assessments conducted to date led by the Department or Airservices.
- ensuring a fit-for-purpose airspace architecture to enable WSI commencement of operations, giving holistic consideration to the differing and sometimes competing needs of different industry segments.

The themes of the feedback and response have been summarised in the following table.

| Theme of Feedback   | Airservices Response after considering stakeholder feedback   |
|---|---|
| <b>Airspace design and access</b>   |   |
| Positive feedback on the adjustments around the new WSI, though some stakeholders want to review the proposed ERSA additions before fully commenting.   | The positive feedback is noted.<br>We expect to be able to share a draft ERSA entry via Engage Airservices in Q1 2026.  |
| Appreciation for the new track positions offering more green space for emergency landings and better separation from Camden CTR.  | This appreciation is noted.   |
| Request to publish coordinates for all tracking points to aid in programming navigation units.  | Coordinates for all tracking points will be published as part of the 11 June 2026 AIRAC charting and publishing cycle.  |
| Concern regarding the narrowness of the southwest VFR lanes and the proximity of inbound/outbound points. Suggestions to relocate waypoints (e.g., Campbelltown University to the hospital) for better visibility and separation. | This feedback is noted.<br>Airservices will continue working closely with CASA to explore alternative VFR inbound and outbound points that align with the new airspace boundaries. Finalised waypoints will be published on the final VTC and included as part of our implementation engagement activities. |
| Safety risks due to potential faster-following aircraft scenarios.  | This scenario is integrated into our Air Traffic Control training program for the updated Sydney Basin airspace. Aircraft will operate within controlled airspace, where the provision of air traffic services will provide the risk mitigation for this scenario.  |

|  |  |
|--|--|
| <p>Complexity of the VTC may lead to inadvertent or ignorant noncompliance.</p>  | <p>Airservices has worked closely with CASA, Defence, and key industry stakeholders to develop the proposed VTC, ensuring it delivers essential information to support safe and efficient operations in the Sydney Basin.</p> <p>Airservices will provide ongoing education regarding the VTC and operations within Sydney Basin as part of the implementation engagement activity. Additionally, the VTCs as part of the integrated aeronautical information package will be subject to regular review through established processes.</p>   |
| <p>VFR and recreational operators expressed a strong preference for reclassifying proposed Class D airspace volume to enable access for VFR and RAAus pilots without requiring flight plans or clearances.</p> | <p>Airservices acknowledges the changed operating environment as a result of WSI establishment, particularly in a region with historically high VFR activities.</p> <p>Simulation exercises of the proposed airspace classification confirm a Class D airspace provides safe and efficient traffic flows within the constrained airspace volumes created by the introduction of WSI. The proposed airspace has been amended where required for procedural containment.</p> <p>CASA has been developing a framework to amend the Civil Aviation Order (CAO) to enable sports aviation and RAAus operators to access controlled airspace. CTA access would be available to pilots that have been trained to the Part 61 syllabus (without the requirement of obtaining Part 61 licence), pending a satisfactory aviation medical (Class 5) and aircraft equipage requirements.</p> <p>Due to the requirement for increased controlled airspace, to support WSI, there is no viable option to facilitate a VFR lane through the Sydney Basin in Class G/Class E airspace.</p> |
| <p><b>Operational considerations</b></p>   |  |
| <p>Questions about what happens after hours in Bankstown CTR and Class D airspace.</p>   | <p>There will be no change to current operations. The Bankstown Control Zone will revert to Class G airspace, maintaining the existing airspace structure and procedures.</p>  |
| <p>Questions about Bankstown airport helicopter operations to the north and west.</p>  | <p>We are in the process of reviewing the procedures for helicopter operations at Bankstown airport. Relevant information will be shared as part of our implementation engagement activities to ensure industry stakeholder change readiness.</p>  |
| <p>Requests for clarity on post-implementation activity.</p>   | <p>Airservices conducts Post Implementation Reviews (PIR) of flight path and airspace changes a minimum of 12 months after the change.</p> <p>The purpose is to compare the actual operations to those expected prior to the change implementation to ensure it is meeting the intent of the original scope. The PIR will also seek to verify assumptions made about air traffic control and industry impacts and consider appropriate safety or efficiency improvements.</p>  |
| <p><b>Aircraft equipment</b></p>   |  |
| <p>Mandatory transponder requirement.</p>  | <p>To ensure safe operation in the Sydney Basin, the requirement for controlled airspace remains with proposed transponder fitment requirements to improve aircraft surveillance.</p> <p>Transponder capability greater than SIL2 will be required when operating in the Sydney Basin.</p>   |

## Air Traffic Service

Emphasis on the need for appropriate resourcing to ensure timely clearances and safe operations. Concerns that under-resourcing could compromise safety.

Additionally, the Airservices WSI project team is working with the relevant ATC unit representatives to ensure all procedures, training and operational documentation is generated/updated prior to YSWs go-live.

A significant investment has been made to increase the ATC workforce that manages the Sydney basin airspace, delivering the required capacity by June 2026. A combination of experienced international recruits and ab-initio training programs is underway to strengthen Bankstown tower operations.

VFR operations in Class C and D require a flight plan in accordance with the Aeronautical Information Package (AIP) ENR 1.10-7. Throughout the recent engagement, Airservices has emphasised the importance for operators to submit flight plans prior to conducting operations to avoid any flight plan processing delay. This will continue to be communicated through to implementation.

## 5.0 Next Steps

Airservices will lead industry engagement throughout the detailed design and implementation phases of the project, continuing this engagement through to and beyond the YSWs go-live.

As new information becomes available, updates will be shared via the *Engage Airservices* project page. Industry stakeholders are strongly encouraged to subscribe for updates by entering their email address in the 'Stay Informed' tool, located on the right-hand side of the project page (or further down if accessing via mobile).

Airservices will continue to issue alerts about program developments and future engagement opportunities to all subscribers and registered users.

Future engagement will focus on ensuring industry stakeholders are aware of changes to flight paths and airspace and are supported in preparing for operational transition.

# Appendix 1 – Airservices Presentation

# YWS Detailed Design Airspace Change Proposal Amendments

20 October 2025

## Acknowledgement of country



Airservices Australia acknowledges the Traditional Owners and Custodians of Country throughout Australia and acknowledges their continuing connection to land, waters and community. We pay our respects to their people, cultures and Elders past and present.

## Engage Airservices

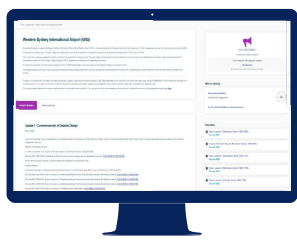
OFFICIAL

### Western Sydney International Airport (WSI) | Engage Airservices

([engage.airservicesaustralia.com/wsi-industry](https://engage.airservicesaustralia.com/wsi-industry))

To ensure you receive the latest information and project updates, please enter your email address in the 'Stay Informed' tool on the right-hand side of the project page and click 'Subscribe' (if you're accessing this page on a mobile device, you may need to scroll down to find this tool).

We provide alerts of program updates and engagement opportunities via email to all project subscribers and registered users.



## YSBK Southwest VFR lane / airspace

Previous Engagement



## YSBK Southwest VFR lane / airspace

Amendment

### Southwest VFR Lane

- **Outbound:** Hoxton Park, Ingleburn then southbound via the Hume Hwy to MT Annan Gardens Greenhouse. Keeping the Hume Hwy on the left.
- **Inbound:** Campbelltown University, track north via the Hume Hwy to The Crossroads. Keeping the Hume Hwy on the left.

### CTA

- 500 ft Class D CTA will be introduced over the existing CTR. This airspace will be delegated to Bankstown Tower ATC during operating hours and revert to Sydney TCU control outside those hours.



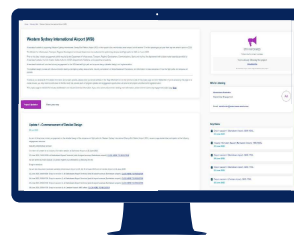
## Have your say!

OFFICIAL

Complete the Amended YSBK airspace and southwest VFR lane survey

The industry comment period will remain open until to 24 October 2025

[CLICK HERE TO COMPLETE SURVEY](#)



Q/A

Thank you

Stakeholder@AirservicesAustralia.com

OFFICIAL