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Background

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1.1 INTRODUCTION

Camden Airport is operated by CAL on behalf of the BAC Airports (BACA), who completed the purchase of the Airport lease from the Commonwealth Government on 15 December 2003

Under the terms of the lease, and in accordance with Part 6 of the *Airports Act 1996*, operations at the Airport are subject to an Airport Environment Strategy (AES). The Act requires the AES to be updated every five years. The current AES was approved on 24 February 2005 and must be revised by 24 February 2010.

This document comprises the Final Airport Environment Strategy (AES) for Camden Airport for the period 2010 to 2015, and was prepared using the expertise of CAL environment staff and the independent consultancy firm The Planning Group (NSW) Pty Ltd (TPG). This AES has been developed concurrently with Camden Airport's Master Plan (MP).

The DAES was prepared following public exhibition of a PDAES and preparation of a DAES taking into consideration submissions received by CAL in relation to the PDAES. The DAES was submitted to the Minister for DITRDLG for consideration in February 2010 and the document was approved on 10 May 2010. The final document is issued as the Camden AES.

1.2 PURPOSE OF THE AIRPORT ENVIRONMENT STRATEGY

The purpose of the AES is to meet the Airport's obligations under the *Airports Act 1996* and the *Airports (Environment Protection) Regulations 1997*. The AES identifies the Airport Lessee Company's (ALC's) objectives for environmental management of the Airport, sources of environmental impact associated with airport operations and outlines the environmental management strategies and actions that will be implemented at the Airport over the five years of the AES. It will form the central management tool to enable CAL to ensure the integrated environmental management of ground-based activities at the Airport,

in order to minimise the impacts of those activities on the environment of the Airport and its surroundings.

Aircraft movements and associated noise and air pollution are discussed in Section 4.4 of this document. Aircraft noise exposure has been modelled and addressed separately in Section 12 of the MP.

1.3 AIRPORT ENVIRONMENT STRATEGY DEVELOPMENT PROCESS

The process of preparing the AES involves four phases as set out in Figure 1 and is similar to the Master Plan preparation process. These phases are described in further detail below.

FIGURE 1: OVERALL AIRPORT ENVIRONMENT STRATEGY PREPARATION PROCESS

Phase 1	Phase 2	Phase 3	Phase 4
Preparation of Preliminary Airport Environment Strategy	60 business days formal public consultation	Preparation of Draft Airport Environment Strategy for submission to Minister	Final Airport Environment Strategy

PHASE 1 – PRELIMINARY DRAFT AES PREPARATION

The first stage in the development of an AES is the preparation of a PDAES. The PDAES was prepared by CAL after review of the previous AES and initial consultation with key stakeholders.

The PDAES is intended as the starting point in the process so that key stakeholders and the community can comment on the environmental strategies and initiatives during the public consultation process.

PHASE 2 - PUBLIC CONSULTATION

The second phase in the development of an AES is the public consultation phase. The *Airports Act 1996* mandates that a PDAES be placed on public exhibition for a period of at least 60 business days. The CAL PDAES was on exhibition for 67 days.

During this time, a typical consultation process involves the ALC holding meetings with, and distributing information to, key stakeholders such as airport tenants, airport users, business groups, Local, State and Commonwealth Governments and their agencies as well as with the local community.

PHASE 3 – DRAFT AES PREPARATION

The third phase in the development of the AES is the preparation of a Draft AES. Once a PDAES has been prepared and subject to public consultation, the next step involves amending the PDAES as appropriate due to issues arising from the consultation process. Written submissions received from all stakeholders are summarised and included in the Draft AES, which is then submitted to the Minister for consideration.

PHASE 4 – FINAL AES

The final phase in the development of the AES involves the AES receiving formal approval from the Minister. This involves CAL incorporating any comments provided by the Minister and implementing the AES.

1.4 CONTENTS OF THIS AIRPORT ENVIRONMENT STRATEGY

The *Airports Act 1996* and *Airports (Environment Protection) Regulations 1997* set out specific matters that must be addressed in an AES, as detailed in Appendix A. Accordingly, this AES as in previous years is structured to address the requirements of the Act and Regulations, as well as to provide a framework for addressing the principles of Ecologically Sustainable Development (ESD).

Specifically, the AES includes the following sections:

- an introduction describing the purpose, contents and preparation of this AES, its relationship to the Airport Master Plan and contact details for discussion of environmental issues;
- a description of the Airport in terms of its location, operations and tenants, management structure, regulatory regime, sites of cultural significance and environmentally significant areas as defined under the *Airports Act 1996* and the *Airports (Environment Protection) Regulations 1997*;

- an overview of environmental management at the Airport;
- a summary of environmental management issues including;
 - environmental issues associated with airport operations;
 - environmental achievements undertaken during the life of the 2005 AES;
 - objectives and targets for environmental management for the period of this AES (2010 to 2015); and
 - measures proposed for preventing, controlling or reducing the environmental impacts for the period of the AES.

Appendix A details how this AES meets the requirements of the *Airports Act 1996* and *Airports (Environment Protection) Regulations 1997*.

1.5 CONSIDERATION OF AIRCRAFT NOISE AND AIR EMISSIONS

Aircraft engine emissions are addressed by the *Air Navigation (Aircraft Engine Emissions) Regulations* and aircraft noise emissions are addressed by the *Air Navigation (Aircraft Noise) Regulations 1984* and are regulated directly by the Commonwealth Government through Airservices Australia.

CAL recognises these as important environmental issues and will provide Airservices Australia assistance with the management of aircraft noise and emissions as required under the *Airports Act 1996*. CAL will also facilitate discussions on aircraft noise and emissions with the surrounding community through the CACCF and with Local and State Government through the Planning Coordination Forum. Mitigation measures for the management of aircraft noise are provided in the MP and discussed in this AES in Section 4.4.

Noise and emissions generated from the ground running of aircraft engines during maintenance and non-aviation ground-based activities at the Airport are addressed by this AES.

1.6 RELATIONSHIP TO MASTER PLAN

This AES has been prepared in conjunction with the MP for the Airport. The MP has been prepared in accordance with the requirements of Part 5 of the *Airports Act 1996*. The Master Plan addresses a 20-year time frame and is reviewed every 5 years. It provides a framework for operation and development of the Airport, including environmental issues. The PDMP for the period 2010 to 2030 was exhibited for public comment at the same time as this PDAES. The DAES was submitted to the Minister with the DMP.

This AES takes into consideration the operations and development framework identified in the MP and provides the basis for management of the environmental impacts associated with implementation of the Master Plan. This AES provides more detail than the MP on environmental management at the Airport for the period 2010 to 2015.

Under the 20 year MP, planning provision has been made for growth of aviation activity and the utilisation of portions of the site for non-aviation activity. The MP should be referred to for further information on the future development of Camden Airport.

1.7 CONSULTATION AND AIRPORT ENVIRONMENT STRATEGY FINALISATION

To assist in the identification of issues and concerns associated with the Airport's ground-based activities, key stakeholders were consulted during the preparation of the PDAES. These include:

- Camden Council;
- the NSW Department of Environment, Climate Change and Water (DECCW), including the NSW Environment Protection Authority (EPA), the NSW National Parks and Wildlife Service (NPWS) and, the Sydney Metropolitan Catchment Management Authority;
- the Heritage Branch of the NSW Department of Planning;
- the NSW Department of Planning (DoP);

- Tharawal Local Aboriginal Land Council (LALC);
- the Commonwealth Department of the Environment, Water, Heritage and the Arts (DEWHA); and
- the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government (DITRDLG).

The Airport Environment Officer (AEO) was involved in the review of the AES.

The PDAES was displayed for a period of 67 business days for public comment. During this time, the public made written submissions to CAL regarding the contents of the PDAES. These submissions were incorporated into the Draft AES for submission to the Minister. Following approval by the Minister, the AES becomes a legally binding document for the management of environmental issues at the Airport.

1.8 DISSEMINATION OF THE AIRPORT ENVIRONMENT STRATEGY

The approved AES will be made available to all tenants of CAL and other Airport users so that all stakeholders are aware of their duties and obligations with respect to the contents of the AES.

In addition, advertisements will be placed in the local newspapers to inform members of the community that the AES has been finalised and is available free of charge on the Airport's website.

1.9 FUTURE AIRPORT ENVIRONMENT STRATEGIES

This AES will be in force for a period of five years; 2010 to 2015. CAL will prepare a new AES, for the period 2015 to 2020, in time to replace this 2010 AES.

Stakeholders including tenants, other Airport users, Camden Council, the community, interest groups (eg CAPCOM) and the relevant government authorities will also be consulted in the preparation of the new AES for the period 2015 to 2020. As with the preparation of this AES, the AES for the period 2015 to 2020 will have a public display and consultation period for the preliminary draft version, which will give stakeholders an opportunity to make written submissions.

1.10 CONTACTS FOR AIRPORT ENVIRONMENT ISSUES

Comments regarding environmental performance at the Airport are welcome at any time.

For issues relating to environmental management at the Airport, or the contents of this AES, please contact:

Environment Manager
Management Centre
3 Avro Street
BANKSTOWN AIRPORT NSW 2200
Telephone (02) 9796 2300
Facsimile (02) 9791 0230
www.camdenairport.com.au

It is recommended that comments or enquiries regarding aircraft noise and aircraft air emissions be directed to:

Airservices Australia – Sydney Aircraft Noise Inquiry Line
Telephone 1300 302 240
Email webmaster@airservicesaustralia.com

For issues relating to the application of legislation at the Airport, or the scope of this document, contact:

Department of Infrastructure, Transport, Regional
Development and Local Government
GPO Box 594
CANBERRA ACT 2601
Telephone (02) 6274 7111
Facsimile (02) 6257 25055
www.infrastructure.gov.au

For issues relating to the enforcement of environmental matters in the *Airports Act 1996* or the *Airports (Environment Protection) Regulations 1997* at the Airport, contact:

Airport Environment Officer
Level 1, 1 Crewe Place
ROSEBERY NSW 2018
Telephone (02) 8344 3126
Facsimile (02) 8344 3144

