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APPENDIX A

REQUIREMENTS OF THE AIRPORTS ACT 1996 AND REGULATIONS

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE AIRPORT STRATEGY	SECTION OF THE ENVIRONMENT
Section 116(2) Contents of Draft or Final Environment Strategy		
In the case of an airport other than a joint-user airport, a draft or final environment strategy must specify:		
a) the airport-lessee company's objectives for the environmental management of the airport; and	Section 3.1	
b) the areas if any within the airport site which the airport lessee company, in consultation with State or Territory and Federal conservation bodies, identifies are <i>environmentally significant</i> ; and	Section 2.6	
c) the sources of environmental impact associated with airport operations; and	Sections 4.1 to 4.9	
d) the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations; and	Sections 4.1 to 4.9	
e) the time frames for completion of those studies and reviews and for reporting on that monitoring; and	Sections 4.1 to 4.9	
f) the specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and	Sections 4.1 to 4.9	
g) the time frames for completion of those specific measures; and	Sections 4.1 to 4.9	
h) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and	Section 1.6	
j) such other matters (if any) as are specified in the regulations.	See below	
Division 2 - Additional Matters to be Specified in Environment Strategy		
3.03. Sites of indigenous significance		
For paragraphs 116 (2) (j) and (3) (j) of the Act, a matter that must be specified in an environment strategy is any area, within the airport site to which the strategy applies, that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:	Section 2.7, 4.6	
a) any relevant indigenous communities and organisations; and		
b) any relevant Commonwealth or State body.		
3.04. Operations other than airport operations		
1) For paragraphs 116 (2) (j) and (3) (j) of the Act, a matter that must be specified in an environment strategy is the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected, or directly connected, with airport operations.	Sections 4.1 to 4.9	
2) In specifying the matter mentioned in subregulation (1), the environment strategy must address the things mentioned in Division 3 of this Part.		
3.05. Environment management training		
For paragraphs 116 (2) (j) and (3) (j) of the Act, matters that must be specified in an environment strategy are:	Section 3.1.3	
a) the training necessary for appropriate environment management by persons employed on the airport site by the airport-lessee company or by other major employers, or classes of persons so employed; and		
b) any formal training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).		

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT AIRPORT STRATEGY	SECTION OF THE ENVIRONMENT
Division 3 - Things to be Addressed in Strategy		
3.06. Management of airport sites		
An airport-lessee company, in specifying in an environment strategy its objectives for the airport under paragraph 116 (2) (a) or (3) (a) of the Act, must address its policies and targets for:		
a) continuous improvement in the environmental consequences of activities at the airport; and	Section 3 and Sections 4.1 to 4.9 and Appendix D	
b) progressive reduction in extant pollution at the airport; and	Section 3.1.1 and Section 4.3 and Appendix D	
c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and	Section 3	
d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and	Sections 4.5 to 4.6 and Appendix D	
e) involvement of the local community and airport users in development of any future strategy; and	Section 1.7 and Appendix D	
f) dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	Section 1.8 and Appendix D	
3.07. Identification of <i>environmentally significant</i> areas of airport site		
An airport-lessee company, in specifying in an environment strategy the areas within the airport site that, under paragraph 116 (2) (b) or (3) (b) of the Act, it identifies as <i>environmentally significant</i> , must address:		
a) any relevant recommendation of the Australian Heritage Commission; and	Section 2.6	
b) any relevant recommendation of the Department of the Environment, Sport and Territories regarding biota, habitat, heritage or kindred matters; and	Section 2.6	
c) any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or kindred matters.	Section 2.6	
3.08. Identification of sources of environmental impact at airport		
An airport-lessee company, in specifying in an environment strategy the sources of environmental impact that, under paragraph 116 (2) (c) or (3) (c) of the Act, it associates with airport operations, or civil aviation operations at the airport, as the case requires, must address:		
a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and	Section 4.1	
b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and	Section 4.2	
c) soil quality, including that of land known to be already contaminated; and	Section 4.3	
d) release, into the air, of substances that deplete stratospheric ozone; and	Section 4.1	
e) generation, and handling, of hazardous waste and any other kind of waste; and	Section 4.7	
f) usage of natural resources (whether renewable or non-renewable); and	Section 4.8	
g) usage of energy, the production of which generates emissions of gases known as greenhouse gases; and	Section 4.8	
h) generation of noise.	Section 4.4	

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS.	RELEVANT SECTION OF THE AIRPORT STRATEGY ENVIRONMENT
3.09. Proposed studies, reviews and monitoring	
An airport-lessee company, in specifying in an environment strategy the sources of environmental impact that, under paragraph 116 (2) (c) or (3) (c) of the Act, it associates with airport operations, or civil aviation operations at the airport, as the case requires, must address:	
a) the matters mentioned in regulations 3.03, 3.07 and 3.08; and	Tables 1 to 9, Section 4
b) the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and	Sections 4.5 and 4.6
c) the approaches, and measures, identified by the airport-lessee company as its preferred conservation approaches and measures; and	Section 4.5
d) the professional qualifications that must be held by a person engaged in carrying out the monitoring; and	Section 3.1.5
e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and	Sections 4.2 to 4.4
f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.	Section 3.1.5
3.10. Proposed measures for preventing, controlling or reducing environmental impact	
An airport-lessee company, in specifying in an environment strategy the measures that, under paragraph 116 (2) (f) or (3) (f) of the Act, it plans to carry out for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations, or civil aviation operations at the airport, as the case requires, must address:	
a) the matters mentioned in regulations 3.06, 3.07 and 3.08; and	Section 4 and Tables 1 to 9
b) the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.	Section 3.1.9
3.11 Sublessees and Licensees to be aware of the Strategy	Section 1.8

APPENDIX B

DEVELOPMENT APPLICATION DOCUMENTS AND TEMPLATE AEE



FORM 1 of 3

Camden Airport Limited ABN 23 083 056 464

DEVELOPMENT APPLICATION LODGEMENT CHECKLIST 2009

This form will be discussed at the pre-DA and is to be completed and lodged with the Development Application.

PART ONE: APPLICANT DETAILS

	√ or X
1 Has the Applicant provided the complete and accurate Applicant's name and contact details?	
2 Is the Applicant nominating a representative? Have their details been provided?	
3 Has the correct and current Tenant's Consent been provided?	

PART TWO: DEVELOPMENT DETAILS

4 Have the complete site details been provided?	
5 - 11 Has the Applicant provided the entire necessary information requested on the Development Application form?	
12 Has the Applicant provided the contact details of the architect or builder?	

PART THREE: AVIATION

13 - 15 Does the proposal have aviation impacts? Have the requested documents been provided?	
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PART FOUR: ENVIRONMENT MANAGEMENT

16 - 17 Does the proposal have environmental impacts? Have the requested documents been provided?	
Has the Applicant provides the completed Assessment of Environmental Effects form?	

PART FIVE: CHECKLIST & LODGEMENT

Have you provided:

- 6 sets of all drawings (max A1 size),
- 6 copies of all reports & certificates
- a complete list of all documents lodged including descriptions, drawing & report numbers, revision numbers, and date

Do the documents include the following:

- Statement of Compliance with the Master Plan _____ ()
- Statement of compliance with the Airport Environmental Strategy ____ ()
- Survey Plan _____ ()
- Construction Environment Plan _____ ()
- Energy Efficiency Statement (ABGR) _____ ()
- Landscape Plan _____ ()
- Erosion & Sediment Plan _____ ()

		√ or X
19	Have you discussed the proposed development with the Airport Building Controller?	
20	Has the Applicant signed the Development Application Form?	
23 - 24	Are you ready to pay the Development Application lodgement Fee?	

I /we apply for consent to carry out the development described in this application.

I /we declare that all the information given is true and correct. I also understand that:

- if incomplete, the application may be delayed or rejected
- more information may be requested within 21 days of lodgement.

I / we agree, that should the application be required to be assessed by a specialist consultant or referred to regulatory bodies (e.g. CASA, Air Services Australia) due to the nature of the development BAL will advise the applicant of the approximate value of the additional fees, and following written acceptance of these fees, BAL may proceed to commission these assessments. All fees for third party consultants will be at cost + 10% to the applicant and paid in advance. Failure to pay requested fees will result in delay or refusal of the application.

I / we agree that should the assessment of the application require additional services beyond those listed under "What do these fees cover?" as noted on the Development Application Fees 2007 BAL may require payment of additional fees prior to proceeding with the assessment of the application. Failure to pay requested fees will result in delay or refusal of the application.

Company Name & ABN

_____ Name:	_____ Position:
_____ Signature:	_____ Date:

DEVELOPMENT APPLICATION 2009

All building activities as described under Airports Act 1996, Division 5 – Building Control require Airport Lessee Consent. An application for Bankstown Airport Limited / Camden Airport Limited (BAL/CAL) consent is required for all construction works at Bankstown and Camden Airports respectively.

In addition to this application the building activity is likely to require a separate approval from the Airport Building Controller. Please contact their office directly.

PART ONE: APPLICANT DETAILS

1 Applicant name and contact details **Company Name & ABN**

Contact Name: _____ Position: _____

Postal Address: _____

Phone: _____ Fax: _____

email: _____

If no representative is nominated this will be the only contact that the ALC will contact to discuss the application

2 Applicant's Representative
Does the Applicant wish nominate a contact to act on their behalf on regards to this application?

Contact Name: _____

Company Name _____

Postal Address: _____

Phone: _____ Fax: _____

email: _____

If nominated the ALC will direct all enquiries to this representative. This will be the only contact that the ALC will contact to discuss the application

3 Tenant's Consent
The current lessee from the ALC (as per the lease for the site / building) of the land must provide their approval prior to lodging this application.

As lessee/s of the land / building to which this application relates, I/we consent to this application. I/we also give consent for authorised Airport staff or agents to enter (without prior notice) the land to carry out inspections.

Name: _____ Position: _____

Signature: _____ Date: _____

Name: _____ Position: _____

Signature: _____ Date: _____

If you are signing on the owner's behalf as the owner's legal representative, please state the nature of your legal authority and attach documentary evidence

Signature: _____ Date: _____

(e.g. Power of Attorney, executor, trustee, company director)

Company Name & ABN _____

PART TWO: DEVELOPMENT DETAILS

<p>4 Site Details</p> <p>We need to correctly identify the land to be developed. Please attach a site plan either from the lease or prepared by a registered surveyor.</p>	<p>Site / Building Number: _____</p> <p>Address: _____</p> <p>Lot Number: _____ DP: _____</p>
<p>5</p> <p>What is the property used for at present?</p> <p>The proposal must be compliant with the lease. Otherwise the applicant must also seek approval for change to the lease.</p>	<p>Description of the current use of the site / building: _____</p> <p>What is the approved use of the property in the lease? _____</p>
<p>6</p> <p>Description of the proposed Development</p> <p>The applicant will need to ensure the proposed development is compliant with the Airport Master Plan, Environment Strategy and future planning.</p>	<p>Description of the proposed development:: (what is the development to be used for, numbers of persons working in the development, etc)</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>How does the proposed development comply with the Airport Master Plan? (Refer to the Bankstown Airport Masterplan 2005 or Camden Arioirt Master Plan 2005 available at www.bankstownairport.com.au)</p> <p>_____</p> <p>_____</p>
<p>7</p> <p>What is the type of Development</p>	<p>Demolition _____ ()</p> <p>New Building or Structure _____ ()</p> <p>Alterations / additions to an existing building ()</p> <p>Earthworks _____ ()</p> <p>Carpark / hardstands _____ ()</p> <p>Signage _____ ()</p> <p>Change of Use _____ ()</p> <p>Remediation _____ ()</p> <p>Other – please specify _____</p>
<p>8</p> <p>Estimated Project Value of the proposed development</p>	<p>Estimated Project Value \$ _____ inclusive of GST</p> <p>Estimate provided by: _____</p> <p>Please state the Project Value estimate, including all associated building costs, provided by an architect or quantity surveyor. If unsure, ask for current building construction figures</p>

9	Will this be a new building?	<input type="checkbox"/> Yes, completely new building <input type="checkbox"/> No, alterations / additions to an existing building
10	Total amount of new floor area?	Will the proposed development add usable floor area? YES / NO If YES please indicate area _____ m ²
11	Will the proposed development involve any of the following?	<p style="color: red;">If yes to any of these items special consideration will need to be given to approval or management during construction. If you are unsure please contact the ALC for clarification</p> Item or place identified in the Airport Heritage Management Strategy? <input type="checkbox"/> () Earthworks within 40 metres of a watercourse? _____ <input type="checkbox"/> () Earthworks, hoarding or structures within a public road? _____ <input type="checkbox"/> () An EPA licenced activity if undertaken off airport? _____ <input type="checkbox"/> () Is the site identified as contaminated? _____ <input type="checkbox"/> () Destruction or damage to Aboriginal Relic/s? _____ <input type="checkbox"/> () Removal or damage to trees / bushland? _____ <input type="checkbox"/> () Extraction or use of groundwater? _____ <input type="checkbox"/> () Stormwater drainage works? _____ <input type="checkbox"/> () Building waste container on footpath? _____ <input type="checkbox"/> () Moveable dwelling, temporary storage containers? _____ <input type="checkbox"/> () Temporary structures? _____ <input type="checkbox"/> ()
12	Your architect, designers or builders? We may need to discuss the details of the documents and will contact your architect, designer or builder direct	Contact Name: _____ Company Name _____ Postal Address: _____ Phone: _____ Fax: _____ email: _____

PART THREE: AVIATION

13	Has the proposed development been checked for aviation impacts?	Due to the impact on development in the vicinity of aviation facilities all development on the Airport need to be reviewed for compliance. Have you discussed the proposed development with an Aviation Manager? YES / NO If yes, who did you speak to? Name: _____ Date: _____ What documents have they requested be provided with this application: _____ _____
14	Has the applicant provided aviation impact assessments?	The proposed development has been assessed for compliance with and evidence provided: Obstacle Limitation Surface (OLS) _____ <input type="checkbox"/> () Runway / Taxiway Clearances _____ <input type="checkbox"/> () Air disturbance (including plumes) _____ <input type="checkbox"/> () All development on the Airport must include a report from a suitable qualified acoustic consultant detailing the impact of aviation activity on the development. This report must include the measures undertaken for the inclusion of appropriate noise control features in the building construction. Acoustic Report _____ <input type="checkbox"/> ()
15	Does the development impact on	Is the proposed development on airside or interfacing with airside? YES / NO If Yes, what measures are taken to ensure airside security is maintained throughout the works and operations of the development to meet the standards required by the Transport

Airport security? Security Act 2004?

PART FOUR: ENVIRONMENT MANAGEMENT

- 16 How does the proposed development embrace ecologically Sustainable Development?
- Has the proposed development addressed the following:
- energy efficiency and the conservation of natural resources, particularly water and soil, and rainwater harvesting for onsite use? _ ()
 - the avoidance of environmentally damaging materials? ()
 - the avoidance of significant adverse impact on the natural environment, particularly areas of remnant vegetation, watercourses and native flora and fauna? ()
 - waste avoidance and waste minimisation? ()
 - encouraging the use of public transport? ()
 - commercial building/s should consider BASIX sustainable building guidelines and National Australian Built Environment Rating Scheme (NABERS)?
 - Other – please specify
-

- 17 Has the applicant provided environment impact assessments?
- Due to the impact on the environment all development on the Airport need to be reviewed for compliance.
All applications must include a completed Assessment of Environmental Effects 2007 form available on www.bankstownairport.com.au
Have you discussed the proposed development with the Airport Environment Manager?
YES / NO

If yes, who did you speak to?
Name: _____

Date: _____

What additional documents have they requested be provided with this application:

PART FIVE: CHECKLIST & LODGEMENT

- 18 Applications must be lodged with a complete set of documentation.
- All applications must include in hard copy:
- 6 sets of all drawings (max A1 size),
 - 6 copies of all reports & certificates
 - a complete list of all documents lodged including descriptions, drawing & report numbers, revision numbers, and date
- (Any additional documents provided during the assessment of an application must be provided in hard copy x 6)
Prior to approval of a DA the Applicant is to provide, on request, an electronic copy of the final list of documents as provided for assessment.

Checklist indicates the required documentation to be lodged and is available at www.bankstownairport.com.au .

Have you completed the DEVELOPMENT APPLICATION 2007 – Lodgement Checklist?
YES / NO

19 Approval is required from the Airport Building Controller prior to commencement on site.	<p>Have you discussed the proposed development with the Airport Building Controller? YES / NO Discussing the application with the ABC prior to lodging the DA will assist in determining the documentation required. Contact the ABC on 02 8344 3113 If yes, who did you speak to? Name: _____ Date: _____</p>
20 Your declaration <i>Must be completed and signed by the Applicant</i>	<p>I /we apply for consent to carry out the development described in this application. I /we declare that all the information given is true and correct. I also understand that: - if incomplete, the application may be delayed or rejected - more information may be requested within 21 days of lodgement. I / we agree, that should the application be required to be assessed by a specialist consultant or referred to regulatory bodies (e.g. CASA, Air Services Australia) due to the nature of the development. The ALC will advise the applicant of the approximate value of the additional fees, and following written acceptance of these fees, The ALC may proceed to commission these assessments. All fees for third party consultants will be at cost + 10% plus GST to the applicant and paid in advance by way of a deposit on account. Failure to pay requested fees will result in delay or refusal of the application. I / we agree that should the assessment of the application require additional services beyond those listed under "What do these fees cover?" as noted on the Development Application Fees 2007 the ALC may require payment of additional fees prior to proceeding with the assessment of the application. Failure to pay requested fees will result in delay or refusal of the application.</p> <p>Company Name & ABN _____ Name: _____ Position: _____ Signature: _____ Date: _____</p>
21 Lodgement of the application	Application must in person at the Management Centre unless otherwise agreed. To make alternative arrangements please call 0424 184 116
22 Meeting with us	We are located at: Management Centre 3 Avro Street Bankstown Airport NSW 2200 Ph (02) 9796 2300
23 Fees	The current fee schedule is available at www.bankstownairport.com.au
24 Payment	Please pay by cheque, made payable to Bankstown Airport Limited.



Bankstown Airport Limited ABN 50 083 058 637

FORM 3 of 3

Camden Airport Limited ABN 23 083 056 464

ASSESSMENT OF ENVIRONMENTAL EFFECTS 2009

PART ONE: SOIL

COMMENTS	Yes / No	What actions will be taken to manage the impacts?
1. Will the construction activities include excavations, exposure of soil or stockpiling?	<p>Yes →</p> <p>No ↓</p>	
2. Has the Airport Environment Manager requested a contamination investigation?	<p>Yes →</p> <p>No ↓</p>	
3. Will sand / soil / rock etc be imported onto the site?	<p>Yes →</p> <p>No ↓</p>	

PART TWO: WATER

COMMENTS	Yes / No	What actions will be taken to manage the impacts?
4. Will the works expose soil that might run off into the stormwater system?	<p>Yes →</p> <p>No ↓</p>	
5. Will the development be discharging into the stormwater system?	<p>Yes →</p> <p>No ↓</p>	
6. Will the development be discharging any waste other than sewerage?	<p>Yes →</p> <p>No ↓</p>	
7. Will the development be recycling water or waste?	<p>Yes →</p> <p>No ↓</p>	

PART THREE: AIR

What actions will be taken to manage the impacts?

COMMENTS			
8. Will the construction works generate any dust?	Appropriate dust controls to be implemented in consultation with as specified by BAL. Measure could include, but not limited to, dust mesh, water trucks, sprinklers.	Yes → No ┘	
9. Will the operations discharge anything to the air?	Emissions to atmosphere must comply with Schedule 1 of the <i>Airport (Environment Protection) Regulations 1997</i> .	Yes → No ┘	
10. Does the development include any water cooling or evaporative systems?		Yes → No ┘	
11. Does the development include any spray painting booths?	Spray booths must be constructed, maintained and operated in accordance with NSW WorkCover guidelines.	Yes → No ┘	
12. Is there known asbestos on the development site or noted in the Airport Asbestos Register?	Renovations or demolitions must be conducted in accordance with NSW WorkCover guidance notes and recommendations for asbestos.	Yes → No ┘	

PART FOUR: NOISE

What actions will be taken to manage the impacts?

COMMENTS			
13. Will the construction works create significant noise or vibration?	What are the sources of noise and any control proposed? (A noise and Vibration Control Plan may be required.)	Yes → No ┘	
14. Will the operations create significant noise or vibration? Are the operating hours of the development outside standard business hours?	What are the sources of noise and any controls proposed? Noise from ground activities to comply with Schedule 4 of the <i>Airport (Environment Protection) Regulations 1997</i> , and NSW EPA Noise regulations for noise impacts off airport. A Noise Management Plan may be required.	Yes → No ┘	

PART FIVE: WASTE**What actions will be taken to manage the impacts?**

COMMENTS			
15. Will the construction activities generate any waste?	Materials must be disposed of appropriately in accordance with NSW EPA requirements.	Yes → No └	
16. How will the waste for the operations be managed?	BAL fully supports and encourages the adoption of waste minimisation and recycling programs. (e.g. separation & recycling bins)	Yes → No └	

PART SIX: DANGEROUS GOODS / HAZARDOUS SUBSTANCES**What actions will be taken to manage the impacts?**

COMMENTS			
17. Will the construction activities require the storage of or generate Dangerous Goods / Hazardous Waste?	Temporary chemical storage facilities must be adequately bunded and comply with NSW WorkCover Dangerous Goods storage requirements. Dangerous Goods / Hazardous Substances must be disposed of appropriately in accordance with NSW EPA requirements.	Yes → No └	
18. Will the operations activities require the storage of or generate Dangerous Goods / Hazardous Waste?	Storage facilities must be constructed in compliance with NSW WorkCover Dangerous Goods storage requirements and be licenced with NSW WorkCover, as appropriate.	Yes → No └	

PART SEVEN: FLORA & FAUNA**What actions will be taken to manage the impacts?**

COMMENTS			
19. Does the site have sensitive vegetation?	Disturbance and damage to vegetation must be kept to a minimum. Flora & Fauna study may be required.	Yes → No └	
20. Will the works require the importation of landscaping materials?	Any material imported onto the Airport must comply with BAL Specification for the Importation materials.	Yes → No └	

PART EIGHT: HERITAGE / ARCHEOLOGY

What actions will be taken to manage the impacts?

	COMMENTS		
21. Is the site or building identified in the Airport Heritage Management Strategy?	A heritage plan and / or archaeological study may be required. Construction must be stopped and BAL notified immediately in accordance with State regulations.	Yes → No ↵	

PART EIGHT: RESOURCE USE – ENERGY

What actions will be taken to manage the impacts?

	COMMENTS		
22. Does the development include either the construction of a new facility or major modifications to an existing facility?	What energy conservation measures have been included / considered in design of the new and existing facilities? Eg energy efficient design, equipment, insulation, etc (has the building or the building design been rated by NABERS?)	Yes → No ↵	

PART EIGHT: RESOURCE USE - WATER

What actions will be taken to manage the impacts?

	COMMENTS		
23. Does the development include either the construction of a new facility or major modifications to an existing facility?	What water conservation measures in the new and existing facilities have been included / considered, e.g. water efficient taps and systems, rain water tanks, grey water recycling?	Yes →	

The applicant has read and understood their Environmental Responsibilities and Duties outlined in the Airport Environment Strategy.

Company Name:

Name: _____ Position: _____

Signature: _____ Date: _____

(Contact the Airport Environment Manager on 02 8709 9409 if you have any questions.)

APPENDIX C

ENVIRONMENTAL AUDIT GUIDE



Environment Audit Guide

Issue	Legal Requirement	What We Look For
Issue 1: Environmental Management		
Environmental Management Plan	<p><i>The Airport Environment Strategy requires all Tier 1 & 2 tenants to prepare and maintain an Environment Management Plan (EMP) for their operations.</i></p> <p>Tier 1 tenants include;</p> <ul style="list-style-type: none"> aircraft parts manufacturers all fuel storage companies <p>Tier 2 tenants include tenants who;</p> <ul style="list-style-type: none"> store in excess of 200litres hazardous substances or dangerous goods operate aircraft repair / maintenance workshops operate aircraft spare parts and restoration centres undertake aircraft respraying or operate a spray paint booth 	<p>Is there an Environmental Management Plan for the operation?</p> <p>Does the EMP identify all the operations / activities that pose a moderate to high environmental risk?</p> <p>Does the EMP include procedures for managing moderate to high environmental risks?</p> <p>Have staff been made aware of the EMP and trained in the procedures relevant to their work?</p> <p>Is the EMP kept somewhere easily accessible for staff to be able to refer to it and do staff know where it is kept?</p> <p>When was the last time the EMP was reviewed / updated?</p> <p>Has a copy of the EMP been given to the Sydney Metropolitan Airport Environment Manager?</p>
Issue 2: Fuel, Oil and Dangerous Goods Management		
Dangerous Goods Register/ List MSDS Sheets	<p><i>The Occupational Health and Safety Act 2000 and Regulation 2001 establishes employers must;</i></p> <ul style="list-style-type: none"> <i>Reg 167& 174ZW maintain a register of the chemicals used within the workplace and</i> <i>Reg 162 & 174 ZW obtain and maintain Material Safety Data Sheets for all chemicals used within the work place.</i> <p>Note: Material Safety Data Sheets (MSDS) can be obtained from the place of purchase of or the manufacturer of a chemical product. They can also be obtained from the internet.</p>	<p>Are chemicals used in the workplace?</p> <p>Is there a register or list of all the chemicals kept or used on site?</p> <p>Are Material Safety Data Sheets (MSDS) kept for each chemical product kept or used on site?</p> <p>Are the MSDS up to date?</p> <p>Is the chemical register / list and all the MSDS kept in a location that is easily accessible to staff?</p> <p>Do staff know where the chemical register / list and the MSDS are kept?</p> <p>Are staff trained in MSDS use?</p>
Dangerous Goods Notification	<p><i>The NSW Occupational Health and Safety Act 2000 and the Occupational Health and Safety Regulation 2001 establish;</i></p> <ul style="list-style-type: none"> <i>Persons are required to notify WorkCover if they store dangerous goods equal to or in excess of the MANIFEST quantity outlined in schedule 5 of the OH&S Regulation 2001.</i> 	<p>Are chemicals in excess of the specified Manifest quantity stored / used on the premises?</p> <p>If so: Does the organisation hold a current Work Cover Dangerous Goods Notification?</p>

Environment Audit Guide

Issue	Legal Requirement	What We Look For
Storage, Handling & Disposal of fuel, oil & dangerous goods	<p><i>The Occupational Health and Safety Act 2000 and Regulation 2001 establishes employers must;</i></p> <ul style="list-style-type: none"> • <i>Reg 174S Separate chemicals that may react with each other.</i> • <i>Reg 174Y Provide for the containment of any spills of dangerous goods (during storage or handling).</i> 	<p>Are all chemicals and dangerous goods used on the premises stored in an area that is contained, banded and covered from the elements?</p> <p>Are dangerous goods and other chemicals that may react with each other separated within the storage area?</p>
Spill Response Equipment	<p><i>The Occupational Health and Safety Act 2000 and Regulations 2001 establishes employers must;</i></p> <p><i>Reg 174Y take immediate action to reduce the risk associated with any spill or leak of dangerous goods and clean up and dispose of the spilled product.</i></p>	<p>Does the organisation have a procedure for containing and cleaning up spills of chemicals?</p> <p>Is there adequate and appropriate equipment on site to respond to any potential spill or incident involving a dangerous good or hazardous substance?</p> <p>Are spill kits located in easily accessible locations that are close to area where chemicals are stored and used?</p> <p>Is the spill kit maintained and re-stocked after use?</p> <p>Have staff been trained in spill response procedures and do they know the location of spill kits?</p> <p>How does the organisation dispose of spent spill response equipment?</p>

Issue 3: Stormwater Maintenance

Sources of stormwater pollution	<p><i>The Airport (Environment Protection) Regulations 1997 establish;</i></p> <ul style="list-style-type: none"> • <i>Reg 4.01 operators at the airport take all reasonable and practicable measures to prevent the generation of pollution.</i> • <i>Reg 2.02 defines water pollution as something that causes or is reasonably like to cause the physical, chemical or biological condition of waters to be adversely affected</i> • <i>Schedule 2 Water Pollution – accepted limits establishes limits for the level of a variety of contaminates in stormwater.</i> 	<p>Is there any evidence that activities, whether current or past, pose a pollution threat to nearby stormwater drains?</p> <p>If so, what controls / procedures does the organisation employ in order to eliminate or minimise the risk of storm water pollution?</p> <p>Have staff been trained in procedures that eliminate or minimise the risk from activities such as aircraft wash down and maintenance on stormwater pollution? <i>[Runoff from aircraft wash down contains detergents, sediment and traces of hydrocarbons (oil, fuel, grease, solvents) all of which are pollutants and must not be discharged to stormwater].</i></p> <p>Is there an interceptor or separator on the site and where does it discharge to?</p>
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Issue	Legal Requirement	What We Look For
Issue 4: Solid Waste Management		
Solid Waste Storage	<p><i>The Protection of the Environment Operations (Waste) Regulations 2005 establish,</i></p> <ul style="list-style-type: none"> <i>Owners of waste (as well as the transporters and receivers) have a responsibility to ensure their waste is managed, transported and disposed of appropriately.</i> <i>Reg 48 Peoples storing waste on a premises must ensure it is stored in an environmentally safe manner. (This applies to all classes of waste).</i> 	<p>Where and how is solid waste stored prior to disposal? Is it in a container that can be closed to prevent waste escaping?</p> <p>Is the waste container positioned away from high risk areas in the event waste does escape the container e.g. Stormwater drains?</p> <p>How is the solid waste disposed?</p> <p>Is waste separated and disposed according to its classification e.g. Industrial waste, hazardous waste, general waste?</p> <p>Is the waste collected by an appropriately licensed contractor?</p> <p>Does the organisation retain its waste disposal receipts?</p> <p>Does the organisation encourage waste minimisation i.e. Reduce, reuse, recycle products wherever possible?</p> <p>Have staff been trained in waste disposal requirements?</p>
Issue 5: Soil & Groundwater Maintenance		
Current evidence of contamination	<p><i>The Airport (Environment Protection) Regulations 1997 establish;</i></p> <ul style="list-style-type: none"> <i>Reg 4.01 operators at the airport take all reasonable and practicable measures to prevent the generation of pollution.</i> <i>Reg 2.03 establish soil pollution has occurred when, amongst other things, land including groundwater is contaminated by a substance that causes or is reasonably likely to cause the chemical or biological condition of the soil to be adversely affected</i> <i>Schedule 3 Soil Pollution – accepted limits establishes limits for the level of a variety of contaminates in soil.</i> 	<p>Does the organisation engage in any activities that pose a risk of soil and / or groundwater pollution?</p> <p>If so, what measures has the organisation taken to eliminate or minimise the risk of soil and / or groundwater pollution from their activities?</p> <p>Have staff been trained in the measures adopted by the organisation to minimise the risk of soil and / or groundwater contamination from relevant activities?</p> <p>Is there any evidence of current or past contamination e.g. Oil stains, discoloured vegetation, paint flakes, metal fibres?</p> <p>Is there any evidence that fill or landscaping material has been brought on to the site?</p> <p>If so does the organisation have a validation certificates which demonstrates the material meets the requirements of Schedule 3 or the Airports (Environment Protection) Regulations and contains no asbestos material or that it is Virgin</p>

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Issue	Legal Requirement	What We Look For
Issue 6: Parts Washing practices		
Parts Washing	<p><i>The EPA Guidelines: Servicing and Mechanical Repairs 1998, Information Sheet 3, Storm Water Management establish;</i></p> <ul style="list-style-type: none"> <i>Engines may be degreased in a workshop if it is done in an approved wash bay, or if there is some other means of storing and treating the waste water.</i> <i>Engines must not be degreased outside the workshop or in any area where run-off can enter the storm water system.</i> 	<p>Does the organisation conduct engine degreasing or parts washing?</p> <p>If so, where and how is engine degreasing and / or parts washing conducted?</p> <p>Is engine degreasing conducted over a sealed / contained surface that is away from stormwater drains and under cover?</p> <p>Are parts washed in a container that can be sealed when not in use?</p> <p>Are all waste products collected?</p> <p>Are the waste products stored in a sealed container prior to disposal and is the container placed in a bunded and covered area?</p> <p>Are the waste products collected by an appropriately licensed contractor?</p> <p>Have staff been trained in the correct location / method for engine degreasing and / or parts washing, as well as the appropriate storage and disposal of waste products associated with these activities?</p>
Issue 7: Liquid Waste Management		
Liquid Waste Storage and Disposal	<p><i>The Protection of the Environment Operations (Waste) Regulations 2005 establish;</i></p> <ul style="list-style-type: none"> <i>The owners of waste (as well as the transporters and receivers) have a responsibility to ensure their waste is managed, transported and disposed of appropriately.</i> <i>Reg 48 Peoples storing waste on a premises must ensure it is stored in an environmentally safe manner. This applies to all classes of waste.</i> <p><i>EPA Bunding and Spill Management Guidelines 2004 provides information on common issues and controls associated with the storage of liquid waste.</i></p>	<p>Does the organisation generate liquid wastes?</p> <p>If so, where and how are the liquid wastes stored prior to disposal?</p> <p>Is the liquid waste storage area contained, bunded and covered?</p> <p>Are liquid wastes that may react with each other separated within the waste storage area?</p> <p>Are the liquid wastes collected by an appropriately licensed contractor?</p> <p>Have the waste disposal receipts issued by the contractor been retained?</p> <p>Have staff been trained in the correct method for storage and disposal of liquid wastes?</p>



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Issue	Legal Requirement	What We Look For
<i>Issue 8: Sewer Discharge practices</i>		
Interceptor/ Separator	<i>Under Section 49 of the Sydney Water Act 1994, it is an offence to discharge any substance into a work owned by Sydney Water without the written agreement of Sydney Water. Monitoring must be carried out in as outlined in the agreement.</i>	<p>Is there an interceptor or separator on the site and where does it discharge to?</p> <p>If the interceptor discharges to sewer does the organisation have a trade waste licence with Sydney Water?</p> <p>If the interceptor discharges to stormwater is the discharge monitored and does it meet the requirements of Schedule 2 of the Airports (Environment Protection) Regulations?</p> <p>Has a copy of the monitoring results been provided to Sydney Metropolitan Airports Environment Manager?</p> <p>How regularly is the interceptor maintained and how and where is the waste disposed?</p>
<i>Issue 9: Noise Management</i>		
Sources of excessive noise	<p><i>The Airports (Environment Protection) Regulations 1997 establish;</i></p> <ul style="list-style-type: none"> <i>Reg 4.06 operators at the airport must take all reasonable and practicable measures to prevent the generation of offensive noise from an undertaking</i> <i>Reg 2.04 establishes when noise that is offensive is deemed to occur</i> <p><i>Schedule 4 Excessive noise – guidelines, Parts 2.05 and 2.06 sets out indicators of noise that is excessive in relation to ground based aircraft operations and other airport operations.</i></p>	<p>Does the organisation conduct operations or activities that may cause offensive noise?</p> <p>If so, what measures does the organisation take to prevent or otherwise minimise the generation of offensive noise e.g. Appropriate use of pre-flight and engine maintenance run bays, compliance with airport specified ground running guidelines?</p> <p>Have there been any complaints made in relation to noise associated with the organisations operations and what action, if any, was taken to remedy such complaints?</p> <p>Where necessary, have measures been taken to limit or restrict noise exposure to staff and surrounding facilities e.g. issuing of appropriate Personnel Protective Equipment (PPE) or installation of muffling devices?</p> <p>Have staff been trained in the organisation's noise mitigation measures and their application?</p>

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Issue	Legal Requirement	What We Look For
Issue 10: Aircraft Washing practices		
Location of Aircraft wash down/ Product used	<p><i>The Airport (Environment Protection) Regulations 1997 establish;</i></p> <ul style="list-style-type: none"> <i>Reg 4.01 operators at the airport take all reasonable and practicable measures to prevent the generation of pollution.</i> <i>Reg 2.02 defines water pollution as something that causes or is reasonably like to cause the physical, chemical or biological condition of waters to be adversely affected</i> <i>Schedule 2 Water Pollution – accepted limits establishes limits for the level of a variety of contaminates in stormwater.</i> <p>Note: Runoff from aircraft wash down contains detergents, sediment and traces of hydrocarbons (oil, fuel, grease, solvents) all of which are pollutants and must not be discharged to stormwater.</p>	<p>Does the organisation wash aircraft?</p> <p>If so, does the organisation use the airport designated aircraft wash bay adjacent to taxiway X-Ray just south of Alpha 3?</p> <p>If the airport designated wash bay isn't used does the organisation wash its aircraft on a grassed area that is well away (10m) from stormwater drains?</p> <p>If aircraft are washed on hard stand what measures are taken, if any, to prevent wash water entering stormwater drains?</p> <p>What detergent is used and is it biodegradable?</p> <p>How much detergent is used?</p> <p>Does the organisation have an up to date Water Restriction Exemption issued by Sydney Water and is it displayed appropriately?</p> <p>Have staff been trained in the organisation's aircraft wash procedures i.e. Do staff know how to mitigate the risk of storm water pollution associated with washing aircraft?</p>
Issue 11: Air Quality Management		
Sources of Air Pollution	<p><i>The Airport (Environment Protection) Regulations 1997 establish;</i></p> <ul style="list-style-type: none"> <i>Reg 4.01 operators at the airport take all reasonable and practicable measures to prevent the generation of pollution.</i> <i>Reg 2.01 establish that air pollution has occurred when a pollutant is present in air in a quantity, way, or condition, or under a circumstance, in which harm is likely to be caused to the environment; or unreasonable inconvenience is likely to be caused to a person.</i> <i>Schedule 1 Air Pollution- Accepted limits establishes limits for the level of a variety of substances in air emissions.</i> 	<p>Does the organisation conduct operations or activities that may affect air quality e.g. Spray painting, venting emissions from chemical stores?</p> <p>If so, what measures, if any, has the organisation taken to mitigate adverse impacts on air quality?</p> <p>If a spray paint booth, dust extraction system or any system that ventilates to the exterior of the premises has been installed does the system have WorkCover approval and was a DA/BA obtained?</p> <p>Have staff been trained in the measures the organisation has taken to mitigate the adverse impacts on air quality of their operations?</p> <p>What air quality monitoring if any does the organisation undertake?</p>



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Issue	Legal Requirement	What We Look For
<i>Issue 12: Heritage Management</i>		
Heritage Aspects	<i>The Airports (Environment Protection) Regulations 1997 establish; Reg 4.04 operators at the airport take all reasonable and practicable measures to ensure that there are no adverse consequences for existing ... cultural, historical, social... values of the local area.</i>	Is the building identified as having heritage value in the Airport's Heritage Management Strategy? If so, does the organisation understand the heritage values of the building and the implications of this for use and / or alterations of aspects of the building

APPENDIX D

ENVIRONMENTAL ACHIEVEMENTS

Camden Airport Environment Strategy 2005 Commitment	Deadline	Achieved	Complete or Ongoing	Comment and Strategy 2010 Commitments*
Air quality				
Audits of Tier 1 and selected Tier 2 tenants to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i>	Annual	Yes	Ongoing	All Tier 1 tenants audited annually, selected Tier 2 tenants audited annually, all Tier 2 tenants audited every 2 years, Tier 3 tenants inspected every 2 years No significant air quality issues (odours or emissions) identified.
Assess air quality requirements and options for minimising emissions of air pollutants during DA process	No date specified	Yes	Ongoing	Measures were imposed as required, to ensure new facilities and operations met air quality standards and did not have an adverse impact on local air quality. Construction EMPs were required to identify management strategies for dust minimisation if dust generation was likely during construction.
Monitor tenant NPI reports for those that trigger NPI reporting threshold and assess options for reducing emissions of air pollutants	Annual	Yes	Ongoing*	All tenants that trigger NPI reporting threshold submitted NPI reports as required. *Commit to identifying the options the tenants who trigger the NPI reporting threshold propose in order to manage and reduce emissions of air pollutants within 2 years.
Monitor aggregate Airport emissions report undertaken by NSW EPA and assess options for reducing emissions of air pollutants	5 yearly	Partial	Ongoing*	Aggregate Airport emissions report not produced. *Commit to identify options for reducing air emissions at the airport on an ongoing basis.
Promote and encourage use of alternative fuels and other measures to reduce emissions of air pollutants	No date specified	Yes	Ongoing	Standard clause in all Development Approvals promotes the use of alternative fuels where possible.
Maintain the asbestos register for the airport and implement an asbestos management plan.	No date specified	Yes	Partial	Asbestos register maintained. Asbestos management plan prepared.
Water quality				
Develop and implement a Stormwater Management Plan and a Ground water Management Plan	No date specified	Partial	Ongoing*	Measures were taken to implement all the actions the Plans are to address *Commit to documenting a Stormwater and Groundwater Management Plan within 2 years
Development Assessment and Approval process to consider water quality requirements	No date specified	Yes	Ongoing	Measures were imposed on construction activities to ensure that water pollutants such as sediment runoff were minimised. All Construction EMPs were required to identify sediment and erosion control measures.
Development Assessment and Approval process to promote options to collect stormwater for beneficial reuse	No date specified	Yes	Ongoing	All new proposals were encouraged to capture and reuse of grey water and stormwater for beneficial reuse on site. Rainwater tanks were installed at new developments on site.
Monitor operation and maintenance of in-ground hydrocarbon collection and treatment systems	No date specified	Yes	Ongoing	Operation and maintenance of in-ground hydrocarbon collection and treatment systems monitored during annual audit.
Environmental Audits of Tier 1 and selected Tier 2 tenants to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i>	Annual	Yes	Ongoing	All Tier 1 tenants audited annually, selected Tier 2 tenants audited annually, all Tier 2 tenants audited every 2 years, Tier 3 tenants inspected every 2 years. A number of inappropriate connections to stormwater were identified. All have been rectified.
Random inspections of tenant facilities to inspect stormwater systems	No date specified	Yes	Ongoing	Tenants notified of any issues identified and follow-up taken to ensure tenants addressed issues.

Camden Airport Environment Strategy 2005 Commitment	Deadline	Achieved	Complete or Ongoing	Comment and Strategy 2010 Commitments*
Incident reporting and response for surface water, waste water and groundwater	No date specified	Yes	Ongoing	Spill response and incident reporting procedure revised and implemented. Posted on airport website. All tenants notified of requirement via newsletter and Airport User Environment Forum.
Assessment of options to manage impacts from paved areas	No date specified	Yes	Ongoing	Measures taken to install hydrocarbon collection system on new paved area adjacent to refurbished aircraft refuelling installation
Tenant consultation to remind them of the potential water quality impacts of their operations	No date specified	Yes	Ongoing	Tenants reminded of issues during environmental audits and random inspections of facilities and drains, via tenant newsletter and issue of information sheets on a range of environmental topics.
Develop policy re-design of underground fuel storage tank installation	No date specified	Partial	Ongoing	CAL policy is that new underground fuel storage tanks must be installed at airport to meet NSW regulatory requirements. *Commit to require underground fuel installations to be designed and installed in accordance with NSW regulatory requirements. Require existing underground storage tanks to be monitored in compliance with NSW regulatory requirements.
Require new lessees to undertake a baseline study of groundwater quality at commencement and termination of lease if considered warranted	No date specified	Yes	As required	No new proposal warranted baseline groundwater monitoring in the course of the AES.
Continue to liaise with CMA to ensure environmental integrity of catchment area	As required	Yes	Ongoing	Regular liaison with Hawkesbury Nepean CMA on management of the airport environment.
Soil quality				
Develop and improve the Environmental Site Register	No date specified	Yes	Ongoing but amend	Further development of Environmental Site Register to improve retrieval of information.
Update Site Contamination Register as required	No date specified	Yes	Ongoing	Site Contamination register updated on basis of information obtained from environmental site assessments, environmental audits, site inspections, incident reports and site remediation reports.
Require all Development Applications include statement as to how tenant complies with AES	No date specified	Yes	Ongoing	Standard requirement that all Development Applications include a statement of compliance with the MP and the AES. Standard requirement that all new developments consider potential for soil pollution or presence of acid sulphate soils.
Manage importation of fill material to ensure no contaminated fill brought onto site	No date specified	Yes	Ongoing	Fill specification information sheet developed and posted on airport website. Airport tenants notified of requirement via newsletter. Proponents of developments that require importation of fill required to provide evidence materials proposed for importation to airport meet specified requirements and address control of imported fill in Construction EMP. Documentary evidence of fill imported to site required.
Require new lessees undertake baseline soil quality assessment at commencement and termination of lease if AEO considers warranted	No date specified	Yes	As required	Environmental site assessments before development commences are a standard requirement for the majority of new developments on airport.
Adhere to CAL, industry and regulatory standards and guidelines for new fuel storage facilities	No date specified	Yes	As required.	BP fuel storage facility refurbished during the course of 2005 AES and meets industry and regulatory standards and guidelines for the installation of new fuel storage facilities.
Environment Audits of Tier 1 and selected Tier 2 tenants to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i> .	No date specified	Yes	Ongoing	All Tier 1 tenants audited annually, selected Tier 2 tenants audited annually, all Tier 2 tenants audited every 2 years, Tier 3 tenants inspected every 2 years. No significant soil contamination identified.
Random inspections of tenant facilities to inspect activities with potential to cause soil pollution	No date specified	Yes	Ongoing	Tenants notified of any issues identified and follow-up taken to ensure tenants addressed issues.

Camden Airport Environment Strategy 2005 Commitment	Deadline	Achieved	Complete or Ongoing	Comment and Strategy 2010 Commitments*
Incident reporting and response program for soil pollution	2 years	Partial	Ongoing*	Spill response and incident reporting procedure revised and implemented. Posted on airport website. All tenants notified of requirement via newsletter and Airport User Environment Forum. *Commit to ensuring incident reporting and response program addresses all types of incidents with potential to cause soil pollution within 1 year.
Ground based noise				
Require all developments to address noise and vibration impacts during development planning	No date specified	Yes	Ongoing	Standard requirement of all development approval process. Proposed developments with potential noise and vibration issues during construction or operation are required to submit report by appropriately qualified acoustics professional to indicate how any issues will be mitigated or managed.
Environment Audits of Tier 1 and selected Tier 2 tenants to assess compliance with the <i>Airports (Environment Protection) Regulations 1997</i>	No date specified	Yes	Ongoing	All Tier 1 tenants audited annually, selected Tier 2 tenants audited annually, all Tier 2 tenants audited every 2 years, Tier 3 tenants inspected every 2 years. No significant noise issues identified.
Maintain Noise Complaint register	No date specified	Yes	Ongoing*	Register maintained and status regularly reported to BACCF. *Commit to provision of more information regarding proposed noise management on airport's website within 18 months.
Aircraft Noise				
Update and report aircraft noise modelling during Master Plan process	5 years	Yes	Ongoing	Aircraft noise modelling updated during master planning process and is reported in the Draft Master Plan for Camden Airport.
Support measures by Airservices Australia to manage aircraft noise impacts	No date specified	Yes	Ongoing*	Agree re-best approach noise abatement procedures for publishing in the En-route Supplement Australia (ERSA). Regular liaison with Noise Monitoring Unit regarding aircraft noise complaints. *Commit to providing better information about actions being taken to manage aircraft noise and providing links to Airservices Australia aircraft noise management information on Camden Airport website within 18 months. See Section 12.8 of the Camden Airport DMP
Facilitate discussion on aircraft traffic with the airport community via CAPCOM	5 years	Yes	Complete*	CAPCOM met as required to amongst other things discuss air traffic issues *Commit to establish a Camden Airport Community Consultative Forum (CACCF) and a Planning Coordination Forum by the last quarter of 2010.
Flora and Fauna				
Monitor bird strike incidents and implement measures to reduce as necessary	No date specified	Yes	Ongoing	Bird strike is routinely monitored and recorded.
Maintain and comply with the Registered Property Agreement and continue to work with DECCW, Camden Council and Greening Australia to improve the health of the Nepean River.	No date specified	Yes	Ongoing but amend	Control of extensive area of African Olive undertaken with DECCW grant. Camden Airport Bushland Reference Group established. CABRG membership includes the AEO and representatives from Camden Council, Hawkesbury – Nepean CMA and the Royal Botanic Garden - Mt Annan. CABRG meets every six months. Greening Australia is a regular participant at these meetings *Commit to continue to facilitate the Camden Airport Bushland Reference Group at least twice a year.
Heritage				
Complete <i>Heritage Management Strategy</i> for airport.	As required	Yes	Complete	<i>Camden Airport Heritage Management Strategy 2005</i> is used as a basis for heritage assessment and the formulation of conservation policy.

Camden Airport Environment Strategy 2005 Commitment	Deadline	Achieved	Complete or Ongoing	Comment and Strategy 2010 Commitments*
Develop Heritage Management Plans for new developments that may impact heritage items	No date specified	Partial	Ongoing	Heritage Impact Statements are prepared for proposed developments that have a potential impact on a property's heritage values.
Undertake additional investigations with relevant organisation to identify indigenous / non-indigenous heritage sites during planning stage for new developments	As required	Yes	Ongoing	An archaeological survey and consultations was conducted prior to DA approval for construction works on the Sharpe's weir.
Waste Management				
Assess compliance with NSW waste legislation and principals of waste hierarchy during environment Audits of Tier 1 and selected Tier 2 tenants.	Annual	Yes	Ongoing	All Tier 1 tenants audited annually, selected Tier 2 tenants audited annually, all Tier 2 tenants audited every 2 years, Tier 3 tenants inspected every 2 years. No significant waste management issues identified.
Consider waste management options in design/construction of new developments	No date specified	Yes	Ongoing	It is a standard requirement for Construction EMPs to include a waste management plan.
Encourage tenants to reduce, reuse, recycle waste	No date specified	Yes	Ongoing	Addressed during environment audits and site inspections. Articles regularly included in tenant newsletters.
Litter inspections of airport grounds	No date specified	Yes	Ongoing	Addressed during environmental audits and site inspections. Relevant parties notified to address and follow-up occurs.
Resource Use				
Develop sustainability guidelines for development at the airport	2 years	Partial	Ongoing	Key sustainability issues in relation to energy efficiency, water management and landscaping are addressed during the development assessment and approval process.
Consider water harvesting on new developments	No date specified	Yes	Ongoing	New developments include on site-detention and rainwater tanks.
Consider water re-use options for grey water in new developments	No date specified	Yes	Ongoing	Harvested rainwater and stormwater utilised for landscaped maintenance and toilet flushing.
Consider energy conservation on future developments	No date specified	Yes	Ongoing	Energy conservation is a standard consideration on all development applications.
Review co-generation opportunities.	2 years	Yes	Complete*	Co-generation considered but did not proceed. *Commit to undertake an energy audit of existing facilities and operations with the view identifying opportunities to improve energy efficiency.
Consider renewable energy options for power generation on new projects where practicable	No date specified	Yes	Ongoing	Addressed during the development approval process.
Investigate use of alternative fuels in CAL's vehicle fleet	5 years	Yes	Ongoing	Availability and continuity of supply of alternate fuels an issue.
Seek assistance and advice from DEUS in reducing greenhouse gas emissions focusing on energy efficiency	2 years	Partial	Ongoing but amend*	Carbon audit conducted to assess whether airport is required to report under National Greenhouse and Energy Reporting Act. *Commit to undertake a carbon audit of existing facilities and operations with the view to identifying opportunities to reduce greenhouse gas emissions.
Social and Community				
Produce a Public Environment Report	Annual	Partial	Ongoing but amend*	No requests for Environment Report received. *Commit to produce and maintain environmental information on the airport website for the community.
Produce and circulate a monthly tenant newsletter	Monthly	Yes	Ongoing	Newsletter issued electronically to all tenants on a monthly basis.
Establish Environmental Excellence award for tenants	Annual	Not achieved	Discontinue*	Award not commenced. Commit to establish an Airport User Environment Group to meet every six months.

*Note: Re 2010 Commitments see also agreed CAL actions within Tables 1 to 9 in Section 4 of this AES.

APPENDIX E

GLOSSARY

(A) ABBREVIATIONS

Air Traffic Control Tower	ATCT
Airport Building Controller	ABC
Airport Emergency Plan	AEP
Airport Environment Officer	AEO
Airport Environment Strategy	AES
Airport Lessee Company	ALC
Airport Security Program	ASP
Airservices Australia Sydney Terminal	TCU
Australian Noise Exposure Forecast	ANEF
Australian Noise Exposure Index	ANEI
Above Ground Level	AGL
Australian Strategic Air Traffic Management Group	ASTRA
Automated Terminal Information Service	ATIS
Bankstown Airport Limited	BAL
Building Application	BA
Camden Airport Community	CAPCOM
Civil Aviation Safety Authority	CASA
Civil Aviation Safety Regulations	CASR
Civil Aviation Regulations	CAR
Common Traffic Advisory Frequency	CTAF
Department of Civil Aviation	DCA
Department of Environment , Water, Heritage and the Arts	DEWHA
Department of Planning (NSW)	DoP
Department of Infrastructure, Transport, Regional Development and Local Government	DITRD LG
Development Application	DA
Development Control Plan	DCP
Draft Airport Environment Strategy	DAES
Economic Impact Analysis	EIA
Environmental Management Plan	EMP
Federal Aviation Administration	FAA
Federal Airports Corporation	FAC
General Aviation	GA
General Aviation Airport Procedures	GAAP
Global Navigation Satellite System	GNSS
Global Positioning System	GPS
Gross Domestic Product	GDP
Hectares	Ha
Helicopter Landing Site	HLS
Instrument Flight Rule	IFR
Instrument Landing System	ILS
Integrated Noise Model	INM
International Civil Aviation Organization	ICAO
Lane of Entry	LOE
Level of Service	LOS
Local Environment Plan	LEP
Major Development Plan	MDP
Mandatory Broadcast Zone	MBZ
Manual of Standards	MOS

Master Plan	MP
Maximum Take-Off Weight	MTOW
National Airspace System	NAS
National Pollutant Inventory	NPI
Nautical Miles	NM
Non-Directional Beacon	NDB
Notice to Airmen	NOTAM
Obstacle Limitation Surfaces	OLS
Pilot Activated Aerodrome Lighting	PAL
Preliminary Draft Airport Environment Strategy	PDAES
Preliminary Draft Master Plan	PDMP
Procedures for Air Navigation Services– Aircraft Operations	PANS-OPS
Regional Environment Plan	REP
Royal Australian Air Force	RAAF
Review of Environmental Factors	REF
Safety Management System	SMS
Sydney Metropolitan Airports	SMA
State Environment Planning Policy	SEPP
Standard Arrival Routes	STAR
Standard Instrument Departure	SID
Sydney Airport Control Area	CTA
Sydney Airport Control Zone	CTR
Sydney Airport Corporation Limited	SACL
Visual Flight Rules	VFR

(B) DEFINITION OF TERMS

Runways - Defined areas provided for the landing and take-off of aircraft. Runways are typically identified by reference to approximate compass bearings and direction when viewed from the perspective of the direction in which the aircraft is flying.

Aprons - Areas defined for the safe parking of aircraft.

Taxiways/Taxilanes - Defined areas provided for the surface movement of aircraft between runways and aprons.

General Aviation (GA) - General aviation commonly refers to that part of the aviation industry that engages in activity other than scheduled commercial airline

activity. By this definition, GA incorporates business, corporate, charter and freight activity. GA is often also used to mean activity by aircraft of less than 5,700kg Maximum Take-off Weight.

For the purposes of this AES, GA is taken to mean "*all aviation activity other than that in relation to Regular Passenger Transport (RPT) and freight operations*".

Regular Passenger Transport (RPT) is defined as scheduled passenger airline services, according to the Department of Infrastructure, Transport, Regional Development and Local Government.

DISCLAIMER

This Airport Environment Strategy has been prepared by Camden Airport Limited (CAL) for the purpose of satisfying the statutory requirements of the *Airports Act 1996*. The development concepts presented in this Airport Environment Strategy are based on certain forecasts and assumptions, which have been prepared and adopted by CAL specifically for the preparation of the Plan to satisfy statutory requirements. These forecasts and assumptions should not be used or relied upon for any other purpose by any other person.

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