

> Background

Bankstown Airport
Airport Environment Strategy
2005



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1.1 Introduction

Bankstown Airport is operated by Bankstown Airport Limited (BAL) on behalf of BAC Airports (BACA), who purchased 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 Airports Act 1996 requires an AES to be prepared every five years.

This document comprises the AES for Bankstown Airport for the period March 2005 to March 2010, and was prepared using the expertise of BAL environment staff and the independent consultancy firm URS Australia Pty Ltd. This AES has been developed concurrently with Bankstown Airport's Master Plan (MP).

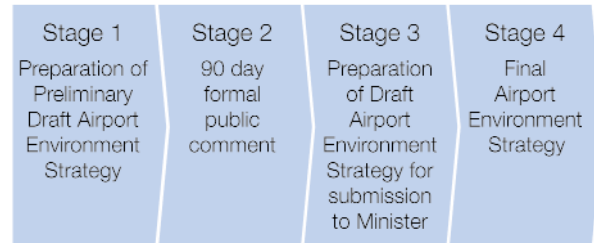
This AES has been prepared following public exhibition of a Preliminary Draft Airport Environment Strategy (PDAES) and consideration of submissions received in relation to the PDAES. The DAES was submitted to the Minister for approval in December 2004 and approved in February 2005.

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 environment 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 that will enable BAL to ensure the integrated environmental management of ground-based activities at the Airport, in order to minimise the impacts of activities at the Airport on the environment of the Airport and its surroundings. Aircraft movements and associated noise emissions, are addressed in Section 4.4 of this document. Aircraft noise exposure has been modelled and is discussed separately in Section 24 of the Airport Master Plan.

Figure 1

Stages Involved in the Preparation of an Airport Environment Strategy



1.3 Airport Environment Strategy Development Process

The process of preparing the AES involves four stages as set out above in Figure 1 and is similar to the Master Plan preparation process.

Stage 1 – Preliminary Draft AES Preparation

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

The PDAES is intended as a starting point in the process so that key stakeholders and the community have the basic concepts they can comment on during the public consultation process.

Stage 2 – Public Comment

The second stage in the development of the AES was the public comment stage. The Airports Act 1996 mandates that a PDAES be placed on public exhibition for a period of 90 days. The PDAES was exhibited for the 90 days ending 18 October 2004.

Although not required by the Airports Act 1996, for the PDAES BAL undertook a consultation process involving BAL holding meetings with, and distributing information to, key stakeholders such as airport tenants, airport users, business groups, Local, State and Federal Governments and their agencies as well as with the local community.

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Stage 3 – Draft Airport Environment Strategy Preparation

The third stage in the development of the AES was the preparation of the DAES. Once the PDAES had been prepared and subject to public comment, the PDAES was amended as appropriate due to issues arising from the public comment process. The DAES was submitted to the Minister for approval in December 2004.

Stage 4 – Final Airport Environment Strategy

The final stage in the development of the AES involved incorporating comments provided by the Minister and the AES receiving formal approval from the Minister in February 2005.

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 has been structured to specifically address the requirements of the Airports Act 1996 and Airports (Environment Protection) Regulations 1997, 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 indigenous significance, environmentally significant areas and environmentally sensitive sites.
- an overview of environmental management at the Airport.
- a summary of environmental management issues including:
 - environmental issues associated with airport operations;
 - important environmental initiatives undertaken during the life of the previous AES;

- objectives and targets for environmental management; 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 Relationship to Airport Master Plan

This AES has been prepared in conjunction with the MP. The MP was prepared in accordance with the requirements of Part 5 of the Airports Act 1996. The MP 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.

This AES takes into consideration the operations and development framework identified in the MP and provides the basis for management of the environmental impacts of implementation of the MP. This AES provides more detail than the MP on environmental management at the Airport for the period 2005 to 2010.

Under the 20 year MP, planning provision has been made for growth in aviation activity and the utilisation of portions of the site for non-aviation activity. The development of the Airport will not affect the implementation of the AES with respect to existing activities. The MP should be referred to for further information on the future development of Bankstown Airport.

1.6 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 this AES. These included Bankstown City Council, the NSW Department of Environment and Conservation (DEC, including the Environment Protection Authority – EPA - and the National Parks and Wildlife Service – NPWS), the NSW Heritage Office, the NSW Department of Industry, Planning

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and Natural Resources (DIPNR), the Gandangarra Local Aboriginal Land Council (LALC) and the Commonwealth Department of the Environment and Heritage (DEH, including the Australian Heritage Council).

The PDAES was displayed for a period of 90 days for public comment. During this time, the public made written submissions to BAL regarding the contents of the PDAES. These submissions were then considered in the preparation of a DAES for submission to the Minister. Following approval by the Minister, it becomes a legally binding document for the management of all operations at the Airport.

1.7 Dissemination of the Airport Environment Strategy

The approved AES will be made available to all tenants of BAL 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 for purchase by interested community members.

The AES will also be placed on the Internet for public viewing and downloading.

1.8 Future Airport Environment Strategies

This 2005 AES will be in force for a period of five years, 2005 to 2010. BAL will then prepare a new AES, for the period 2010 to 2015, in time to replace the 2005 AES. Stakeholders, including tenants, other Airport users and Bankstown City Council, the Bankstown Airport Community Consultative Forum (BACCF), the community, interest groups and the relevant government authorities will be consulted in the preparation of the new AES for the period 2010 to 2015.

As with the preparation of this AES, the AES for the period 2010 to 2015 will again have a public display period of 90 days for the preliminary draft version, which will give stakeholders an opportunity to make written submissions.

1.9 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
Airport Avenue
BANKSTOWN NSW 2200
Telephone (02) 9796 2300
Facsimile (02) 9791 0230

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 Transport and Regional Services

GPO Box 594
CANBERRA ACT 2601
Telephone (02) 6274 7111
Facsimile (02) 6257 2505

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 Roseberry Avenue
ROSEBERRY NSW 2018
Telephone (02) 8344 3115
Facsimile (02) 8344 3144