

> Executive Summary

Camden Airport
Airport Environment Strategy
2005



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This Airport Environment Strategy (AES) has been developed concurrently with the Camden Airport Master Plan (MP) and provides the framework and guidance for environmental management at Camden Airport for the period 2005 to 2010. This AES builds on and replaces the 2000 Airport Environment Strategy (AES) valid to March 2005, and has been prepared in accordance with the requirements of the Airports Act 1996 and the Airports (Environment Protection) Regulations 1997.

Camden Airport Limited (CAL) as the operator of Camden Airport makes a commitment to consult with the local community, as well as other key stakeholders, and to work to achieve sound environmental management at the Airport. CAL's Environment Policy includes a commitment to best practice environmental management systems and sustainable development principles that will ensure continual improvement of the environment of the Airport and its surroundings by the reduction or mitigation of the environmental impacts from Airport and Airport-based operations.

This AES has been prepared following public exhibition of a Preliminary Draft Airport Environment Strategy (PDAES) and consideration of submissions received by CAL in relation to the PDAES. The PDAES was submitted to the Minister for Transport and Regional Services (the Minister) for approval. This document is issued as the final approved AES.

Scope

The scope of this AES has been determined through the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and policies set by the Department of Transport and Regional Services (DoTaRS). This AES covers activities occurring within the boundaries of Camden Airport.

Specifically, the AES includes the following sections:

- an introduction describing the purpose, contents and preparation of this AES, its relationship to the MP 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;
 - environmental achievements during the life of the 2000 AES;
 - objectives and targets for environmental management for the period 2005 to 2010; and
 - measures proposed for preventing, controlling or reducing the environmental impacts for the period 2005 to 2010.

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

Relationship to the Camden Airport Master Plan

This AES has been prepared in conjunction with the Camden Airport MP, which is being prepared for the period 2005 to 2025 and will be reviewed every 5 years.

The AES is valid for 5 years and takes into consideration the operations and development framework identified in the MP and provides the basis for management of the potential environmental impacts during the implementation of the Master Plan. Consequently, this AES provides more detail than the MP on environmental management at the Airport for the period 2005 to 2010. The MP should be referred to for further information on the future development of the Airport.

Regulation

The operations at the Airport are subject to the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Airports (Building Control) Regulations 1996. An independent team of qualified professionals appointed by DoTaRS, known as the Airport Environment Officer (AEO) and the Airport Building Controller (ABC), will provide administration of the Act and Regulations.

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Future Development of the Airport

The future development of the Airport is discussed in detail in the MP for the Airport. CAL is focused on developing a profitable and sustainable business and CAL's Environment Manager will work closely on proposed future developments to identify risks and opportunities with respect to sustainable development. It is recognised by CAL that sustainable business initiatives have the potential to add value to the future development of the Airport as well as contribute to the sustainable growth of the Camden region.

To ensure that the future development of the Airport is undertaken in a manner that is sustainable and sympathetic to the environment, a rigorous development assessment process has been established via the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Airports (Building Control) Regulations 1996.

If a development is of environmental significance the preparation of a Major Development Plan (MDP) under the Airports Act 1996 will be required. In general this requirement applies to developments such as runways, taxiways, terminals, major road works and developments which exceed a cost threshold or add significantly to airport capacity; or developments of a kind that are likely to have significant environmental or ecological impact, or which affect an area identified as environmentally significant in the AES. The development may not proceed until approved by the Minister and must be referred to the Commonwealth Environment Minister as part of the assessment process.

Site specific environmental management plans (EMPs) to reduce construction impacts (such as dust and noise) are also required for major developments. Preliminary Draft MDPs are required to be released for public comment, prior to consideration by the Minister.

Total Airport Environmental Management

An integrated approach to Airport environmental management is essential to achieve good practice. This AES is a significant step in the process of continuously improving environmental management at the Airport.

Further, CAL recognises that a whole-of-Airport approach is critical in addressing the concerns of our neighbours. CAL undertakes to work with other relevant agencies involved in Airport issues (including DoTaRS and AirServices Australia) towards developing consistent Airport environmental management and reporting practices.

CAL will act as a good neighbour and will undertake reasonable and practicable actions to manage environmental impacts from the Airport.

Environmental Management

This AES forms part of the Airport's Environmental Management System (EMS). The Airport will update the EMS so it is consistent with current international standards. *AS/NZS ISO 14001:1996 Environmental Management Systems – Specification With Guidance for Use*, is being used as a basis for the EMS as it has been adopted as the world benchmark for EMS and provides a framework to maintain, review and improve environmental management practices.

A range of actions are proposed by CAL to manage the environment at the Airport as detailed in Section 4 of this AES. The environmental management issues addressed in Section 4 include:

- air quality;
- water quality;
- soil quality;
- noise;
- flora and fauna;
- heritage;
- waste;
- resource use; and
- social and community.

Each management issue is discussed in terms of the following:

- environmental issues;
- environmental achievements during the life of the 2000 AES; and
- objectives, targets and management measures.

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The objectives, targets and management measures detailed in Section 4 of the AES are aimed at achieving compliance with regulatory requirements, including the Airports Act 1996, the Airports (Environment Protection) Regulations 1997 and the Environment Protection and Biodiversity Conservation Act 1999.

It is also proposed to undertake a range of management measures based on sustainable development principles, including the development of sustainability guidelines for the development at the Airport, water reuse, energy conservation and resource reuse. Specific EMPs will also be developed to protect components of the environment that are, or have the potential to be, impacted upon by ground-based Airport operations. This AES in particular proposes the development of heritage management plans for new developments that may impact upon heritage items.

The AES also includes a strong commitment to good Airport neighbour relationships and engagement with the community on environmental management.

The Consultation Process

A key component of the development of this AES is consultation with Government, Airport stakeholders and the public.

This AES has been prepared following public exhibition of a PDAES and consideration of submissions received by CAL in relation to the PDAES. The DAES was submitted to the Minister for approval, which was granted in February 2005.

Matters outside the scope of this AES may be referred to DoTaRS or AirServices Australia, as appropriate. Contacts are given in Section 1.9.