12.0

AIRPORT ENVIRONMENT STRATEGY

12.1 OVERVIEW

THIS AIRPORT ENVIRONMENT STRATEGY WILL HELP TO BUILD A CULTURE OF SHARED RESPONSIBILITY FOR ALL ASPECTS OF ENVIRONMENTAL MANAGEMENT ACROSS THE AIRPORT. CAL IS WORKING TO IMPROVE THE ENVIRONMENTAL PERFORMANCE OF THE AIRPORT AS IT BECOMES A CENTRE OF EXCELLENCE FOR AVIATION, COMMERCIAL AND INDUSTRIAL FACILITIES.

MOST OF THE AIRPORT HAS BEEN SIGNIFICANTLY MODIFIED SINCE IT WAS FIRST ACQUIRED AS AN AIRFIELD SITE IN 1939; HOWEVER IT CONTAINS AREAS OF ENVIRONMENTAL AND HISTORIC VALUE WHICH NEED TO BE CAREFULLY MANAGED.

12.1.1 PURPOSE

The purpose of this Airport Environment Strategy (AES) is to:

- Establish clear objectives for environmental management at the Airport and maintain and develop systems to achieve required outcomes
- Describe how CAL will fulfil the vision for the Airport, as set out in this Master Plan
- Ensure statutory requirements are complied with
- Build on achievements detailed in the 2015 Airport Environment Strategy (2015 AES).

12.1.2 KEY ENVIRONMENTAL ACHIEVEMENTS

Considerable progress has been made since the development of the 2015 AES in the following areas:

- The Airport undertook all required environmental monitoring and cooperated with relevant government agencies to define, monitor, manage and protect endangered and threatened species on the Airport
- The Environmental Management System (EMS) continued to develop to improve environmental performance across the Airport
- Vegetation maintenance and monitoring of threatened species Rufus Pomaderris (Pomaderris brunnea) and Camden White Gum (Eucalyptus benthamii)
- Bush regeneration works within the Airport Riparian Zone which is an area of environmental significance, which contains the River-Flat Forest Ecological Endangered Community (EEC)
- Registers to ensure that information is readily available for compliance purposes were maintained
- Engagement with Airport customers led to increased participation in the environmental auditing process
- The Metro-Flyer e-newsletter was used to communicate with all operators situated on the Airport to inform them of environmental obligations and achievements at the Airport.

12.1.3 CONSULTATION

Key stakeholders were consulted during preparation of this AES, as detailed in Section 2.4. They include the CACACG, Camden Council, the NSW Government, DITRDC and Department of Environment and Energy (DoEE). Consultation included a review of this AES by the Airport Environment Officer (AEO) appointed by DITRDC.

12.2 LEGISLATIVE AND POLICY FRAMEWORK

The Airports Act and *Airports (Environment Protection) Regulations 1997* (Airports Regulations) provide a system of regulation and accountability which requires operators of Commonwealth Government leased airports to manage the impacts of airport activities and promote improved environmental management practices. This AES has been prepared in accordance with these requirements:

AIRPORTS ACT

This AES includes the following information required by Section 71(2)(h) of the Airports Act:

- Identification of the current environmental status of the Airport, including areas of environmental significance
- Environmental management objectives for the Airport
- Sources of environmental impacts associated with the Airport operations
- Measures to prevent and minimise environmental impacts associated with the operation of the Airport
- Studies, reviews and monitoring of current and future activities including timeframes and reporting
- Details and outcomes of the stakeholder consultation undertaken to prepare this AES.

AIRPORTS (ENVIRONMENT PROTECTION) REGULATIONS

In addition to the Airports Act objectives, the Airports Regulations:

- Sets standards and imposes duties relating to environmental pollution
- Authorises the monitoring and remediation of breaches of environmental standards
- Requires continuous improvement in environmental performance of activities at the Airport.

While the Airports Regulations outline major obligations with respect to environmental matters on the Airport, they do not apply to pollution or noise generated by aircraft (except ground-based generated noise). The Commonwealth Government regulates these matters through the *Air Navigation (Aircraft Engine Emissions) Regulations 1995* and the *Air Navigation (Aircraft Noise) Regulations 2018* respectively.

OTHER LEGISLATION AND STANDARDS

The Airport is on Commonwealth Government land and is therefore subject to the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The EPBC Act details requirements for managing matters of national environmental significance, such as threatened flora and fauna species, heritage approvals of activities involving Commonwealth Government land and activities by Commonwealth Government agencies.

NSW Government legislation applies where Commonwealth Government legislation is silent. CAL will consider NSW legislation to achieve best practice environmental standards or where there is a risk to off-airport environment.

Industry codes of practice, Australian Standards, relevant national and state environment protection measures and other guidelines are also applicable to operators at the Airport.

12.3 ENVIRONMENT MANAGEMENT FRAMEWORK

The Environment Management Framework as illustrated in Figure 12.1 outlines the policies, programs and activities developed by the Airport to improve the environmental outcomes associated with Airport operations.

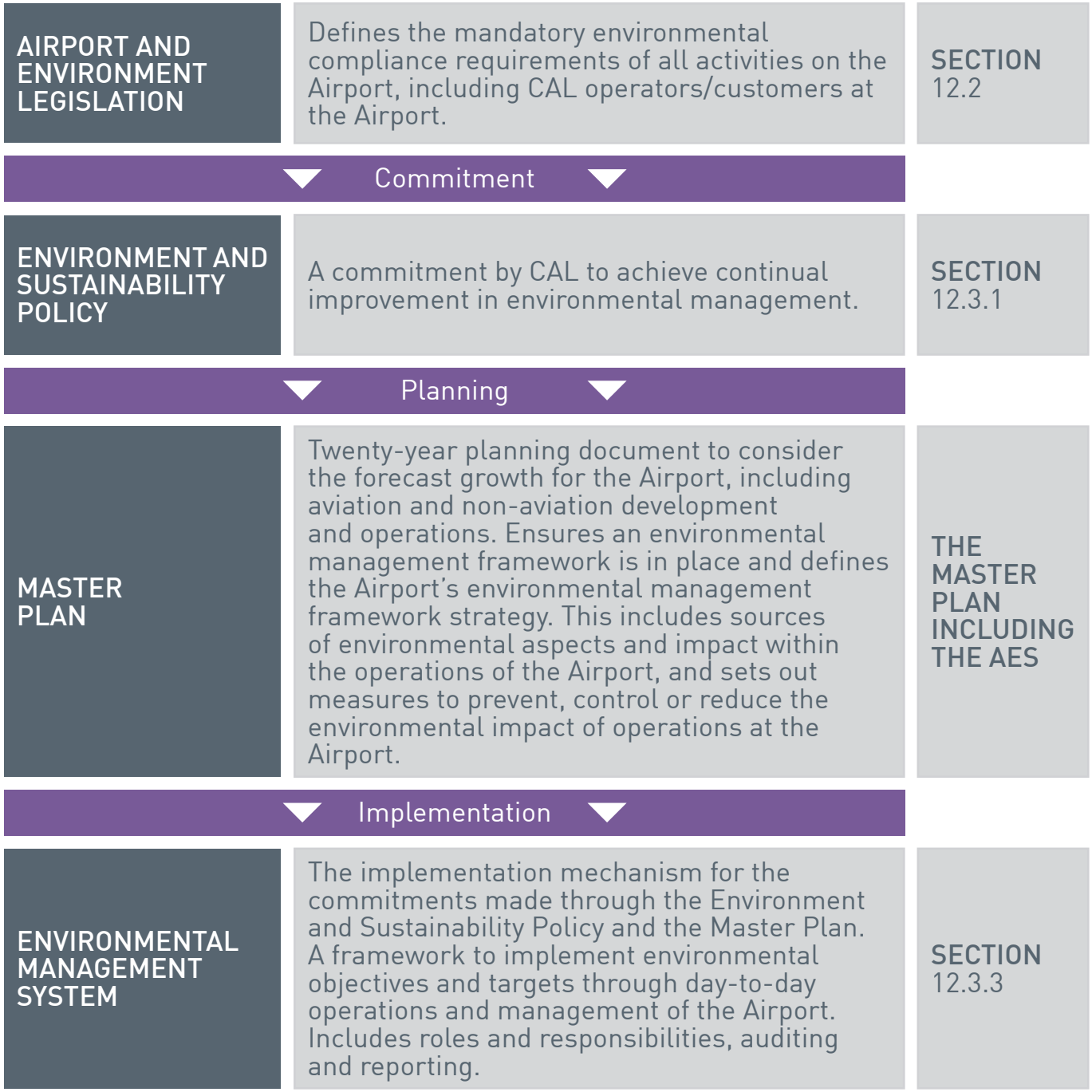

Figure 12.1: Environmental Management Framework

12.3.1 ENVIRONMENT AND SUSTAINABILITY POLICY

CAL is committed to meeting or exceeding compliance with its environmental management objectives through the application of its Environment and Sustainability policy. The policy is provided in Appendix F and is reviewed annually.

12.3.2 ENVIRONMENTAL PLANNING

CAL's objectives, goals and management actions associated with each environmental and sustainability aspect are detailed in this AES. These objectives, goals and management actions have been developed to ensure that CAL meets the commitments stated in the Environment and Sustainability Policy. Objectives and goals for each environmental aspect were developed with consideration of the following:

- The vision for the Airport
- Development objectives
- Environment and Sustainability Policy
- Statutory requirements
- Environmental risk
- Feedback from stakeholders and the community
- Timeframes and resources to undertake required works.

12.3.3 ENVIRONMENTAL MANAGEMENT SYSTEM

The EMS developed and maintained by CAL conforms to the requirements of AS/NZS ISO 14001:2016 Environmental management systems – Requirements with guidance for use. It provides a structure for managing environmental aspects on the Airport. An EMS review is undertaken annually and updated to ensure CAL complies with all applicable environmental legislation outlined inSection 12.2. Key elements of the EMS and how they support AES implementation are detailed in the following sections. The EMS consists of plans and procedures to manage the following:

- Inspections
- Monitoring
- Incidents, non-conformances and corrective actions
- Training
- Stakeholder engagement
- Records and document control
- Auditing
- Reporting
- Continuous environmental improvement.

INSPECTIONS

CAL undertakes regular inspections across the Airport to ensure that environment-related issues are identified and addressed in a timely manner. Records of inspections are maintained, and actions raised are completed within agreed timeframes. A responsible person is identified for completing the actions.

MONITORING

CAL undertakes monitoring to comply with statutory requirements, to understand trends, and identify areas where additional focus is required. The environmental monitoring program for the Airport is provided in Table 12.1, and the monitoring procedures are detailed in the EMS.

Monitoring associated with development is detailed in specific Construction Environmental Management Plans (CEMP) and/or Safe Work Method Statements (SWMS). Monitoring associated with customer operations is detailed in their Operational Environmental Management Plans (OEMP) and via the customer audit program. Monitoring undertaken by CAL is detailed in the relevant aspect-specific management plan.

Monitoring is undertaken by suitably qualified and experienced people. Sample analysis is undertaken by laboratories registered with the National Association of Testing Authorities (NATA) for the specific test method.

CAL reviews monitoring results to identify if any actions are required. Monitoring results are reported to DITRDC and other relevant Commonwealth and NSW Government departments.

The level of monitoring may change as a result of monitoring and changes that occur on or off the Airport.

Table 12.1: Frequency of Environmental Monitoring

Environment Aspect	Frequency
Surface water	Biannual (rainfall dependant)
Groundwater	Annual
Air quality	As required
Noise and vibration	As required
Wildlife (airside)	Daily
Endangered/Threatened species	As required
Vertebrate pests	As required
Soil and contamination	As required
Groundwater	As required
Resources	**Frequency**
Waste and recycling	6-monthly
Water	6-monthly
Electricity	6-monthly
Fuel	6-monthly
Customers/Tenants	**Frequency**
Audits	As required

INCIDENTS, NON-CONFORMANCES AND CORRECTIVE ACTIONS

Incidents (as defined in the Airport's Emergency Management Plan) that occur on the Airport are reported to the Airport Environment and Heritage Manager (AEHM). The AEHM maintains a record, investigates, determines if external notification is required, and followed up to ensure that any corrective actions have been completed.

Non-conformances identified in the course of audits, inspections, monitoring and incidents will be addressed within timeframes agreed between the AEHM and the person responsible for addressing the non-conformance. CAL will subsequently confirm the corrective action has been taken.

TRAINING

CAL provides training for employees in accordance with the Skills Training Matrix detailed in the EMP to ensure the Airport's obligations to comply with statutes and other regulatory requirements are understood, and better environmental outcomes are promoted. At a minimum, the following employee training is conducted:

- EMS awareness
- Applicable statutory and compliance requirements
- General environmental and sustainability awareness relating to the Airport
- Roles and responsibilities.
- CAL also provides guidance to Airport customers to ensure they promote better environmental and sustainability outcomes with their employees.

STAKEHOLDER ENGAGEMENT

CAL communicates proactively with stakeholders about environmental and sustainability matters associated with Airport operations and developments by:

- Reviewing and updating relevant EMS documents
- Undertaking monitoring and reporting to stakeholders
- Undertaking regular reviews of environmental and sustainability performance.

CAL has established a Camden Airport Community Aviation Consultation Group (CACACG), which includes representatives from a range of stakeholders including local environmental interest groups. This forum is a means of facilitating communication between the Airport and the community about environmental and sustainability issues.

RECORDS AND DOCUMENT CONTROL

CAL maintains a filing system to ensure that records and documents are controlled and stored in a secure and logical manner. This system encompasses the Environmental Site Register (as required by the Airports Regulations) which includes:

- Formal communications with the AEO
- Assessments and reports
- Monitoring results
- Environmental programs
- Details of contamination
- Details of heritage items
- Inspection and auditing records
- Incident reports
- Other environmental and sustainability records.

It is the responsibility of the AEHM to maintain the Environmental Site Register to ensure that all required documentation is readily available.

AUDITING

CAL undertakes two categories of audits, EMS audits and customer audits. The EMP sets out the annual EMS auditing schedule which the AEHM has responsibility for managing. The purpose of EMS audits is to ensure that compliance requirements are met, and that the EMS is effectively implemented and maintained.

Customers are assigned an environmental risk ranking (Tier 1, 2, 3 and 4) based on the potential for their business activities to cause environmental harm. The risk rankings, which determine the audit requirements of different customers, are defined in Table 12.2. Guidance is provided in the EMP on determining which tier classification applies to the tenant.

REPORTING

CAL prepares an Annual Environment Report which is submitted to DITRDC in accordance with the Airports Regulations. Information to be provided in the report is detailed in Regulation 6.03 and includes reporting on CAL's performance in achieving the targets identified in the AES.

CONTINUOUS ENVIRONMENTAL IMPROVEMENT

CAL continues to work closely with DITRDC and the AEO to improve environmental performance on the Airport by:

- Implementing the AES management actions and outcomes
- Working with the community and government agencies
- Implementing, reviewing and updating the EMS
- Continuing to identify and update environmental standards
- Undertaking monitoring
- Conducting regular reviews to identify opportunities for continuous improvement.

Table 12.2: Customer Environmental Risk Rankings Tiers

Customer Risk Rating	Definition	OEMP Mandatory	Audit Frequency
Tier 1	Potential to cause serious environmental harm	Yes	Annual
Tier 2	Potential to cause material environmental harm	Yes	Annual
Tier 3	Potential to cause environmental nuisance	No	Every 5 years
Tier 4	Operations pose negligible environmental risk	No	As required

12.3.4 RESPONSIBILITIES

CAL has a responsibility to ensure that Airport operations comply with the Airports Act and Airports Regulations to minimise environmental impacts. All CAL employees, customers and users of the Airport have a responsibility to minimise environmental impacts on the Airport, as defined in the EMP. To ensure the successful implementation of the AES, roles and responsibilities have been assigned and are detailed in Table 12.3.

Table 12.3: AES Roles and Responsibilities

Role	Responsibility
Chief Executive Officer (CEO)	• Overall environmental performance of the Airport • Reporting to DITRDC • Ensure that adequate resources are made available to manage environmental aspects • Ensure that CAL employees fulfil their environmental responsibilities
Environment and Heritage Manager (AEHM)	• Effectively lead and manage the development and implementation of the AES and EMS • All reasonable steps to be taken to achieve environmental compliance • Oversee environmental monitoring, inspections and audits • Oversee the investigation, corrective action and reporting of any environmental incidents or complaints (in conjunction with respective executive management) • Undertake environmental reporting • Produce any correspondence and documentation necessary for approvals and environmental and sustainability management • Identify and implement environmental training for CAL employees • Manage environmental and sustainability specialist consultants
General Manager - Property and General Manager - Aviation	• Integrate environmental requirements into daily operations • Manage of environmental issues associated with respective operations • Provide employee environmental awareness in consultation with the AEHM • Identify staff training needs in consultation with the AEHM
CAL employees	• Adhere to the EMS • Undertake activities on the Airport in accordance with applicable environmental legislation • Reporting of environmental incidents and complaints • Participation in environmental training and awareness
Customers and contractors	• Adhere to relevant EMS Procedures and management plans • Undertake work in compliance with applicable environmental legislation • Development and implementation of OEMP and CEMP/SWMS as required • Participate in site inductions and relevant environmental training and awareness programs • Report environmental incidents, and complaints
Airport Environment Officer (AEO)	• Is authorised under the Airports Act to exercise powers regarding environmental issues conveyed through the legislation • Ensure management of the Airport environment is in accordance with the Airports Act and Airport Regulations through regular monthly meetings, site inspections, monitoring and reporting

12.4 ENVIRONMENTAL ASPECTS AND IMPACTS

Camden Airport is a small general aviation airport supporting a range of aviation and non-aviation businesses that have the potential to cause environmental harm. Accordingly, CAL is responsible for ensuring that environmental impacts are minimised. While the Master Plan has a 20-year horizon, this AES focuses on the actions over the initial eight year period and considers the impacts that can reasonably be anticipated from implementing this Master Plan. The environmental aspects managed at the Airport is illustrated in Figure 12.2.

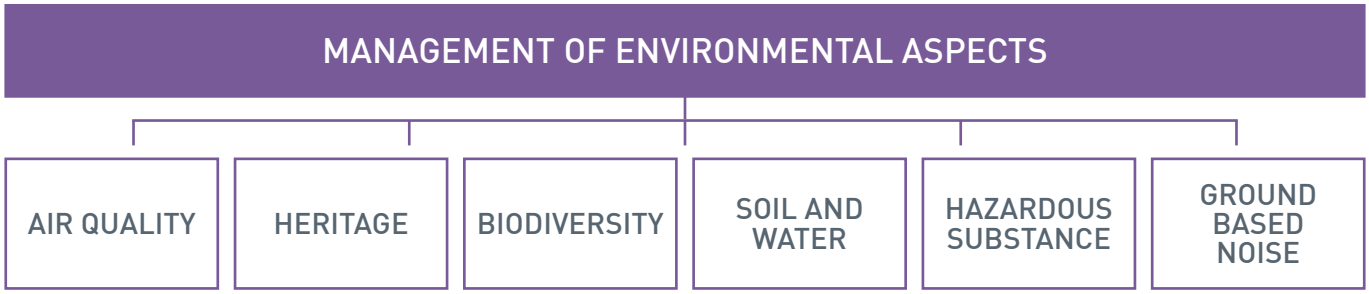

Figure 12.2: Management of Environmental Aspects

12.4.1 AIR QUALITY

Air quality requirements under the Airports Act apply to emissions from ground-based airport activities, such as fuel storage, stack emissions and engine running. Air emissions from flying, taxiing, landing and take-off are governed under the *Air Services Act 1995* and Air Navigation (Aircraft Engine Emissions) Regulations.

CAL has prepared an Air Quality Management Plan which details actions to improve air quality and is reviewed annually. The NSW Office of Environment and Heritage (OEH) also undertakes air quality monitoring on Camden Airport.

The Airport is situated in a semi-rural environment. Surrounding land uses include residential, agriculture and light commercial/ industrial. There are also a number of significant arterial roads, being the Northern Road and Narellan Road.

The main sources of emissions from the Airport relate to airport vehicles and dust associated with natural processes.

Typical pollutants that may be emitted from ground operations include carbon dioxide, carbon monoxide, nitrous oxides, sulphurous oxides, particulates (PM10 and PM2.5), volatile organic compounds and dust from construction.

National air quality standards are defined in the National Environment Protection (Ambient Air Quality) Measure (Air NEPM). The objective of the Air NEPM is to protect human health from poor air quality. The Air NEPM is implemented through the *Protection of the Environment Operations (Clean Air) Regulation 2010* and is administered by the OEH.

ACHIEVEMENTS

The following achievements have been made at the Airport relating to air quality since the release of the 2015 AES:

- Air Quality Management Plan has been implemented
- Ensured that customers comply with the Airports Regulations
- Prepared and implemented an Asbestos Management Plan and Asbestos Register.

IMPACTS

Activities with the potential to impact air quality at the Airport are listed in Table 12.4.

AIR QUALITY OBJECTIVES AND MANAGEMENT ACTIONS

Air quality goals and management actions for the Airport are listed in Table 12.5.

AIR QUALITY MONITORING REQUIREMENTS

Air quality is monitored as frequently as required.

Table 12.4: Activities and Associated Air Quality Impacts

Activities	Potential Impact
Construction and demolition works	• Air emissions, including greenhouse gases and potentially ozone depleting substances • Reduced visibility (mainly from dust) • Public nuisance or health issues • Offensive or concerning odours (e.g. fuel odours)
Vehicle, plant and equipment operation	
General aviation maintenance i.e. spray painting, workshop activities, cleaning etc.	
Fuel storage and refuelling operations	
Landscaping i.e. vegetation maintenance works	
Aircraft engine testing	
Auxiliary power units	
Exhaust stacks	

Table 12.5: Air Quality Objectives and Management Actions

Objectives	
• To comply with the requirements of the Airports Act and Airports Regulations • To appropriately manage Airport operations on developments to minimise impacts on the local air quality	
Management Action	**Timing**
CAL to ensure their plant and equipment is appropriately serviced and maintained	Ongoing
Continue to ensure CEMPs/SWMS incorporate measures to reduce potential adverse impacts to local and regional air quality associated with construction activities	Ongoing
Implement Air Quality Management Plan	Ongoing
Undertake air quality monitoring associated with known contaminated sites	As required

12.4.2 HERITAGE

The objective of the Heritage Management Plan 2020 (HMP 2020) is to assist CAL, customers and contractors to manage sites and structures which have heritage value.

CAL engaged specialist heritage professionals to prepare a new HMP 2020 for the Airport. This document supersedes the previous Heritage Management Strategy (HMS 2005). The HMP 2020 provides a comprehensive whole-of-airport strategy aligned with the objectives of this AES and is implemented as part of the EMS. The management of heritage assets in the context of aviation operations is a central part of the new HMP 2020.

LEGISLATIVE REQUIREMENTS

A Heritage Management Plan is required by Section 341S of the EPBC Act for places inscribed on the Commonwealth Heritage List (CHL). Schedule 7A of the EPBC Regulations specifies the content of a management plan for Commonwealth Heritage places. The HMP 2020 complies with the EPBC Regulations, which specify the content of a management plan for Commonwealth Heritage places.

Whilst the remainder of the Airport is not on the CHL, CAL recognises its heritage significance and is committed to managing the site in accordance with Commonwealth heritage management principles referred to in Section 341Y of the EPBC Act and Schedule 7B of the *Environmental Protection and Biodiversity Conservation Regulations 2000* (EPBC Regulations).

The Airport is listed on one statutory register, this being the *Camden Local Environmental Plan 2010* as item #198.

INDIGENOUS HERITAGE

The Airport has been modified since the Airport was constructed in 1935 by the Macarthur-Onslow family as a private aerodrome.

In 2009, an Aboriginal Archaeological Survey was undertaken as part of the flow restoration project undertaken by the Sydney Catchment Authority (SCA). The survey identified a number of small flacked stone artefacts scattered intermittently along an access track leading to the Nepean River. As a result of the finding, the site was registered on the NSW Office of Environment and Heritage Aboriginal Heritage Information Management System (AHIMS). This is the only AHIMS site registered as being located on the Airport. As part of SCA works, the artefacts were relocated off the access track under an Aboriginal Heritage Impact Permit. This was completed in consultation with the Aboriginal community including the Tharawal Local Aboriginal Land Council (LALC). The existence of this site is important tangible evidence of Aboriginal occupation in the Nepean River region, however Aboriginal representatives have indicated that it does not have specific cultural significance that would warrant its ongoing conservation.

Proposed future development may be subject to archaeological assessments where appropriate.

In particular, an 'Unexpected Heritage Finds Procedure (SMA-EN-SMA-MPR-000211)' is a requirement of all development applications. Should a relic be discovered during construction, the works will stop in the immediate area and the AEHM will ensure further investigations are undertaken.

NON-INDIGENOUS HERITAGE

The Airport was developed by the Macarthur-Onslow family in the 1930's. The Airport was used by the Royal Australian Air Force (RAAF) during World War II (WWII).

In addition to the Airport having historical significance as the location of a Royal Australian Air Force station during WWII, the Airport has transitioned through a number of significant phases including:

- Military period (1940-1945)
- Department of Civil Aviation (1946-1988)
- Federal Airports Corporation (1988-1998)
- Sydney Airports Corporation Limited (1998-2001)
- Privatisation from 1998 to present day.

Items of significant heritage have been identified in the HMP 2020 which provides for the conservation of these structures. Areas of heritage and environmental significance are shown in Figure 12.3. Table 12.6 also provides information on heritage areas of environmental significance.

Table 12.6: Heritage Areas of Environmental Significance

Heritage Aspect	Location	Significance
Area of Moderate Heritage Value (Administrative and Operations Area)	Airport Business Zone	Centre of administration area and heart of the WWII base complex. This area also includes the original pre-WWII Macarthur-Onslow hangars
Aerodrome Road	Airport Business Zone	Original alignment of the entrance to Macquarie Grove
Parade Ground	Airport Business Zone	The original Parade Ground was an important element in the administrative and operational functions of the WWII base complex

ACHIEVEMENTS

The following achievements have been made in relation to heritage since the release of the 2015 AES:

- The monitoring of the management by customers of the Airport properties with heritage value through customer environmental audits.
- CAL has ensured that buildings with heritage values have their heritage management requirements included in the OEMP's when they are leased to customers
- A new HMP 2020 was prepared for the whole of the Airport.

IMPACTS

Activities with the potential to impact on heritage at the Airport are detailed in Table 12.7.

HERITAGE GOALS AND MANAGEMENT

The heritage goals and management actions for the Airport are listed in Table 12.8.

Table 12.7: Activities and Associated Heritage Impacts

Activities	Potential Impact
Modifications to non-indigenous heritage items	• Damage to historic fabric • Loss of heritage value
Construction works impacting indigenous and non-indigenous heritage items	• Damage to unexpected heritage artefact • Loss of heritage value (e.g. impacts on site lines)

Table 12.8: Heritage Objectives and Management Actions

Objectives	
• To manage sites and structures of heritage significance in accordance with the requirements of the Airports Act, Airports Regulations and the EPBC Act • Ensure that historic sites and structures are managed appropriately • CAL to investigate and implement ways to publicly recognise Edward Macarthur Onslow and the Macarthur Onslow family in the establishment and development of Camden Airport.	
Management Action	**Timing**
Implement the Heritage Management Plan 2020	2020
Undertake a detailed Aboriginal Heritage Assessment	2025
Deliver heritage awareness training for CAL employees and contractors	Ongoing
Prepare SWMS or CEMP for work on heritage structures and sites to address potential heritage impacts and detail management requirements	Ongoing
Ensure that customers leasing sites and structures having heritage value address the heritage management in their OEMPs.	Ongoing
Undertake environment audit of customers that occupy heritage sites and structures	Ongoing
Asset condition surveys and reporting for all CAL owned assets	Ongoing
CAL to investigate and implement ways to publicly recognise Edward Macarthur Onslow and the Macarthur Onslow family in the establishment and development of Camden Airport.	2022

12.4.3 BIODIVERSITY

The Airport is situated in a semi-rural environment. Surrounding land uses include residential, agriculture and light commercial/ industrial.

The Airport has largely been cleared of its original native tree vegetation except for the area of land within the Airport Riparian Zone adjacent to the Nepean River. Part of this remnant vegetation is regrowth following sand mining activities. Vegetation on the remainder of the Airport is limited to open grassed areas and formal landscaped areas.

Conservation works within the Airport Riparian Zone have been occurring for over a decade. Over this period both CAL and the NSW Government have made financial contributions. CAL have made the commitment to prepare a strategy to clearly define the required outcomes and guide future works within the Riparian Zone.

The Airport is home to a number of native and exotic bird species, reptiles, amphibians and mammals (see Table 12.9).

FLORA

There is one key area of the Airport, which has been identified as having environmental significance as defined in the Airports Regulations. This is the Airport Riparian Zone. This area is detailed in Figure 12.3 .

It has been identified from previous flora survey's the presence of Camden White Gums (*Eucalyptus benthamii*), which is listed as 'Vulnerable' under both the *Biodiversity Conservation Act 2016* (BC Act) and *Environment Protection Biodiversity Conservation Act* (EPBC Act). *Pomaderris brunnea* listed as 'Endangered' under the BC Act and 'Vulnerable' under the EPBC Act has also been identified within the Airport Riparian Zone.

A previous vegetation survey identified the Nepean River riparian vegetation as River-Flat Eucalypt Forest as an EEC under the BC Act. It is CAL's intention to update the vegetation survey in the near future.

Table 12.9: Areas of Environmental Significance

Species Name	Location	Significance
Camden White Gums (Eucalyptus benthamii)	Airport Riparian Zone: scattered through the existing vegetation Airport Business Zone	Listed as 'Vulnerable' under the BC Act and EPBC Act.
Pomaderris brunnea	Airport Riparian Zone: five locations identified	Listed as 'Endangered' under the BC Act and 'Vulnerable' under the EPBC Act
River-Flat Eucalypt Forest	Airport Riparian Zone	Listed as an EEC under the BC Act

Figure 12.3: Areas of Heritage and Environmental Significance

FAUNA

Historic vegetation clearance over most of the Airport has reduced the vegetation cover (except for grasses) to the Nepean River and landscaped areas. This has had a significant impact on the fauna of the Airport.

The Airport Riparian Zone provides fauna habitat in the form of hollow tree limbs and trunks, a dense shrub layer, grass layers and aquatic habitat within drainage lines. These habitats favour smaller birds and ground dwelling mammals. A range of common birds, mammals, marsupials, reptiles and amphibians have been identified on the Airport.

Since 2007, volunteers have continued to undertake bird banding within the Airport Riparian Zone.

A Wildlife Management Plan has been prepared to reduce the interaction of birds and aircraft and its impact on aviation operations. CAL also implements a series of escalating procedures designed to deter birds on the Airport, these include:

- Disturbing birds that land near runways
- Firing loud but non-lethal blasts in the vicinity of birds
- In extreme circumstances, the use of lethal shots to remove one of the birds in a flock is used. This option is a last resort and is infrequently used.

ACHIEVEMENTS

The following achievements have been made at the Airport in relation to biodiversity since the release of the 2015 AES:

- CAL continued to build strong working relationships with external stakeholders regarding management of native flora and fauna at the Airport
- CAL continued to work co-operatively with relevant government agencies and volunteers to continue the bush regeneration works within the Airport Riparian Zone.

IMPACTS

Activities with the potential to impact biodiversity at the Airport are detailed in Table 12.10.

BIODIVERSITY OBJECTIVES AND MANAGEMENT

The biodiversity objectives and management actions for the Airport are listed in Table 12.11.

Table 12.10: Activities and Associated Biodiversity Impacts

Activities	Potential Impact
Vegetation removal due to: • Grounds maintenance activities • Construction associated with development • Weed control	• Impact on listed flora species • Loss or fragmentation of habitat • Loss or degradation of foraging or breeding habitat • Reduced native biodiversity • Introduction and spread of weed and animal pest species
Bushfire	Loss of native vegetation and fauna species
• Implementation of fauna management process to deter birds from the Airport • Animal pest control • Vehicle/aircraft movements	Injury to fauna species

Table 12.11: Biodiversity Objectives and Management Actions

Objectives	
• To protect areas of environmental significance • To minimise bird strike by aircraft • To manage areas of environmental significance in accordance with CAL's EMS and Government Permits/ Licences • To facilitate government efforts in preserving and facilitating research of native species identified on the Airport	
Management action	**Timeframe**
Prepare and implement a Vegetation Management Strategy for the Airport Riparian Zone	2022
Investigate bio-banking or entering a Conservation Agreement associated with the 54ha of land within the Airport Riparian Zone to enhance the biodiversity condition	2021
Prepare and implement an Airport-wide Flora and Fauna Management Plan that will encompass all current and future documentation to effectively manage biodiversity on the Airport	2023
Undertake vegetation mapping within the Airport Business Zone to facilitate vegetation maintenance and also tree replacement associated with development works	2020
Continue to manage areas of environmental significance in accordance with the EMS and Government permits/licences	Ongoing
Utilise Geographic Information Systems (GIS) to facilitate vegetation maintenance, development work and streamline monitoring and reporting requirements	2023
Implement the Wildlife Management Plan and incorporate it within the new Flora and Fauna Management Plan	2020
Undertake biodiversity assessments, where required as part of construction works to ensure biodiversity is managed	Ongoing
Prepare Tree Replacement Policy and implement as part of the new Flora and Fauna Management Plan	2020
Work cooperatively with relevant government agencies to facilitate access to the Airport and contribute through the review of management plans to protect species identified on the Airport that are listed under both the EPBC Act and BC Act	Ongoing
Engage with government to investigate and implement animal pest species control within the Airport Riparian Zone	2020
CAL will work with the Airport customers to: • Provide further education on the importance of protecting the native species of fauna and threatened flora species located on the Airport • Inform them through the digital newsletter of works associated with protecting native species of fauna and threatened flora species located on the Airport • Inform them through the digital newsletter of works associated with protecting native species of fauna and threatened flora species located on the Airport	Ongoing

12.4.4 SOIL AND WATER

The Airport is situated within the Nepean River catchment, which is a major waterway. The Nepean River, boarders the eastern, southern and western boundaries of the Airport. The Nepean River flows into the Hawkesbury River.

Low density residential boarders the eastern side of the Airport and agricultural land boarders the northern boundary.

Generally, the existing soils at the Airport consist of a sandy loam topsoil, overlaying a sandy clay loam soil. These soils have been formed as a result of earthworks to shape runways and the Aviation Business Zone using natural alluvial soils from the local area. Soils are noted as having the following characteristics:

- Deep soil profiles, with excellent potential for root penetration
- Excellent soil drainage, with minimal potential for waterlogging (outside of flood-prone areas)
- Low water holding capacity (due to relatively high sand content)
- Poor structure (apedal)
- Prone to hard setting surfaces under traffic
- Low fertility (low Cation Exchange Capacity).

SOIL QUALITY

Any proposed development will require an assessment of its environmental impacts by CAL. This assessment includes a review of historical land uses, a contamination assessment, and any remediation required. A Site Contamination Register is maintained by CAL and comprises known, potential and remediated sites:

- 'Confirmed' contaminated sites consist of areas where environmental investigations have confirmed soil pollution
- 'Potential' contaminated sites are areas where contamination is suspected because historical activities frequently associated with contamination are known to have occurred, or environmental audits have identified the potential for soil pollution as a result of past practices
- 'Remediated' sites are those where the contamination has been addressed.
- Contamination prevention is achieved through activities including:
- **Lease terms:** leases at the Airport incorporate terms and obligations relating to environmental compliance
- **Development control:** all developments on the Airport are subject to an assessment by CAL, and approvals contain conditions to reduce the risk of potential contamination from construction activities
- **Audits and inspections:** The Airport's AEHM and the AEO inspect and assess all Customer sites on the expiry of the lease or a proposed change of land use. The AEO may inspect all tenancies as set out in Section 6.07 of the Airports (Environment Protection) Regulations. If there is reason to suspect soil contamination may have occurred during the Customer's occupation, a site assessment may be required
- **Reviews:** A lessons learnt exercise is undertaken following incident investigations.

WATER QUALITY

Current and historical activities at the Airport have the potential to impact water quality. The Airport, which comprises five indicative sub-catchments , is drained via a system of pipelines, culverts and open drains, which ultimately discharge off the Airport via overland flow paths towards the Nepean River or to adjacent properties via modified drainage lines. The catchments surrounding the Airport comprise of agricultural land.

A Water Quality Management Plan (WQMP) is implemented across the Airport. The purpose of the WQMP is to provide a broad framework to manage storm and ground water quality at the Airport in accordance with standards defined in the Airports Regulations. The WQMP includes strategies to monitor and manage pollution. Surface water monitoring is undertaken (rainfall dependent) to establish water quality levels of water flowing on and off the Airport.

It is also noted that there are enviro-waste water recycling systems on the Airport. These are present due to mains sewer infrastructure not installed throughout the whole Airport Business Zone. The enviro-cycle waste water treatment systems are regularly inspected in accordance with the manufactures requirements. It is the responsibility of the respective customers to maintain the systems. Water from the systems is sprayed onto airside away from stormwater drains

GROUNDWATER

Groundwater is not used for any purpose at the Airport.

The Airport is situated on Bringelly Shale, which is part of the Wianamatta Group of sedimentary rocks in the Sydney Basin. The characteristics of the Bringelly Shale determine the hydrological regime of the Airport area.

PER-AND POLY-FLURO ALKYL SUBSTANCE

Substances containing Per- and Poly-fluro Alkyl Substances (PFAS) have been detected at the Airport. Although less than 5% of PFAS is contributed to Fire Fighting foam it is one of the reasons it is found on the Airport. PFAS is understood to be in firefighting foams; mainly foams used by the NSW Fire Brigade but this has not been utilised since the early 2000's. Due to the widespread use of PFAS by industry, there is potential that PFAS found at the Airport are from other sources.

PFAS are a large group of compounds consisting of a fully fluorinated hydrophobic alkyl chain of varying length (typically four to 16 carbon atoms) and a hydrophilic end group. These are emerging contaminants and their sources, fate and transport and toxicity are still not well understood. Similarly, the regulatory framework for characterising, assessing and managing risks associated with PFAS is in its infancy.

A PFAS National Environmental Management Plan (PFAS NEMP) has been prepared by the Heads of EPA Australia and New Zealand (HEPA) provides guidance on:

- Identifying and implementing site and catchment specific risk management actions
- Assessing sites and methods to address contamination.

The PFAS NEMP also includes a program of future work to address key knowledge gaps relating to the impacts of PFAS on environmental and human health and management options, through longer-term research activities undertaken by HEPA Working Groups.

A number of soil, surface and groundwater investigations and monitoring programs have been undertaken at the Airport, including the analysis of PFAS. CAL will continue to assess and manage PFAS contamination in accordance with relevant government guidelines.

ACHIEVEMENTS

Considerable progress has been made since the development of the 2015 AES to manage impacts on soil and water quality:

- Biannual surface water monitoring was undertaken
- Camden Airport WQMP continued to be implemented
- Site Contamination Register was continually updated
- The development approvals process resulted in practices which had the objective of preventing soil and water contamination at the Airport.

IMPACTS

Activities with the potential to affect soil and water quality at the Airport are listed in Table 12.12.

SOIL AND WATER OBJECTIVES AND MANAGEMENT

The soil and water objectives and management actions for the Airport are listed in Table 12.13.

SOIL AND WATER QUALITY MONITORING AND REPORTING REQUIREMENTS

The water quality monitoring and reporting requirements at the Airport are listed in Table 12.14.

Table 12.12: Activities and Associated Soil and Water Impacts

Activities	Potential Impact
Aircraft operations including: • Aircraft operators • Aircraft fuel storage and refuelling • Chemical storage • Aircraft washing	Potential for spills entering the soil and stormwater system
Historical land use	Potential for continuing soil and water quality impacts
Construction	• Increase in impermeable areas causing increased run-off into the stormwater system • Spills from construction-related activities entering the soil and surface water
Chemical use (i.e. pesticides, herbicides)	Potential for overspray entering the stormwater system
Connections to stormwater	Water quality impacts
Fuel storage	Leakage from above ground and underground fuel storage tanks
Offsite spill entering stormwater system	Stormwater pollution

Table 12.13: Soil and Water Objectives and Management Actions

Objectives

- To comply with the requirements of the Airports Act and Airports Regulations
- Identify opportunities to improve water quality
- Minimise impacts on water quality from construction
- Prevent pollution from underground fuel storage tanks
- Develop strong working relationships with Government agencies
- Minimise soil pollution

Management Action	Timing
Ensure that opportunities identified to improve water quality are captured in customer audits	Ongoing
Ensure customers meet monitoring requirements	Ongoing
Customers are required to monitor underground fuel storage tanks in accordance with NSW Regulations	Ongoing
Pollution control devices are installed as part of new developments (where required)	Ongoing
Identify opportunities to install pollution control devices in existing stormwater infrastructure in accordance with the Flood Management Strategy, once developed.	2023
Install pollution controls in existing stormwater infrastructure	2026
Ensure that adequate detail is provided in CEMPs to minimise impacts on water quality	Ongoing
Work co-operatively with relevant government agencies to improve water quality not only on the Airport but areas adjacent to the Airport	Ongoing
Work co-operatively with the relevant Government agencies to manage historic contamination issues on the Airport	Ongoing
Manage the importation of fill material to ensure contaminated fill is not brought onto the Airport	Ongoing
Conduct relevant environmental site assessments for new developments and lease terminations	Ongoing
Work with customers to address contamination identified on their sites	Ongoing
Maintain the Site Contamination Register	Ongoing

Table 12.14: Water Monitoring Requirements

Aspect	Frequency
Surface water	Biannual (rainfall dependent)

12.4.5 HAZARDOUS SUBSTANCES

Hazardous substances are used at the Airport on a day-to-day basis and include aviation fuel, chemicals in manufacturing and vehicle fuels etc. The use of these substances is a potential risk to the environment and human health if not managed appropriately.

The Airport and its customers are required to ensure hazardous materials are appropriately managed in accordance with relevant legislation, standards and codes of practice. Airport customers are responsible for hazardous substances stored in individual premises.

Hazardous materials are managed in accordance with the *NSW Work Health and Safety Act 2011* and *Work Health Safety Regulation 2011*, and relevant standards and codes of practice, as they are not addressed by Commonwealth legislation.

An Asbestos Register is maintained of all buildings owned by CAL which contain asbestos. These buildings are regularly inspected, and materials are removed where they are of high risk or if proposed construction works provide an opportunity to remove the material. It is the responsibility of customers to manage asbestos in buildings owned by them.

IMPACTS

Activities undertaken at the Airport that are likely to involve hazardous materials are detailed in Table 12.15.

HAZARDOUS SUBSTANCE OBJECTIVES AND MANAGEMENT

The hazardous substance goals and management actions for the Airport are listed in Table 12.16.

12.4.6 GROUND-BASED NOISE

The Airports Act and associated regulations include requirements relating to noise generated from ground-based activities. Noise generated by aircraft while flying, or during landing, take-off or taxing is governed by the *Air Services Act 1995* and is addressed in Chapter 5.0.

The Airport implements the Aircraft Engine Ground Running Guideline for aircraft operators. The guideline identifies the times and locations where aircraft ground running are permitted. A copy of the guideline is available on CAL's website and is provided to relevant customers.

CAL has prepared a new Noise and Vibration Management Plan, which incorporates a noise impact assessment for ground-based activities at the Airport. A specialist acoustics professional was engaged to undertake noise monitoring and modelling to prepare the noise impact assessment. The assessment will be used to assess noise impacts from proposed future development.

The Airport also ensures that noise and vibration impacts associated with new construction are assessed in accordance with NSW EPA Industrial Noise Policy.

ACHIEVEMENTS

Considerable improvements have been made in the management of ground-based noise impacts at the Airport since the 2015 AES:

- The development assessment process ensured all planned construction activities addressed noise and vibration impacts, having regard to the Airports Regulations and the NSW Industrial Noise Policy
- The Complaint Register was maintained, and complaints were addressed in a timely manner
- A new Noise and Vibration Management Plan 2019 was prepared.

IMPACTS

Activities undertaken at the Airport that have the potential to generate noise and vibration impacts on surrounding receivers are listed in Table 12.17.

GROUND-BASED NOISE OBJECTIVE AND MANAGEMENT

The ground-based noise goals and management actions are listed in Table 12.18.

Table 12.15: Hazardous Substance Activities and Impacts

Activities	Potential Impact
Construction, earthworks and demolition	• Human health impacts • Release hazardous substances into the air, water and/or soil
General Airport operations, maintenance, landscaping, weed and pest control etc.	
Aircraft refuelling	
Aircraft and vehicle maintenance	
Manufacturing	

Table 12.16: Hazardous Substance Objectives and Management Actions

Objectives

- To comply with the requirements of the Airports Act and Airports Regulations
- Minimise the use of hazardous substances where practicable
- To ensure the storage, handling and use of hazardous materials is carried out in accordance with the applicable legislation, standards and codes of practice

Management Action	Timing
Monitor availability of up-to-date Safety Data Sheets at points of use during internal and customer audits	Ongoing
Review and update the Asbestos Management Plan and Register	2021
Continue to ensure CEMPs incorporate measures to minimise impacts associated with the storage, handling and use of hazardous materials associated with construction activities	Ongoing
As part of customer audits, work with customers to identify opportunities to replace and/ or minimise the use hazardous substances where practicable	Ongoing

Table 12.17: Noise and Vibration Activities and Impacts

Activities	Potential Impact
Construction and demolition works	Nuisance to receivers situated around the Airport including residents, occupants and visitors
Road traffic at the Airport	
Non-aviation industrial activities	
General maintenance activities at the Airport	
Aircraft servicing	
Aircraft ground running and idling on aprons	
General customer and operator activities	

Table 12.18: Ground-based Noise Objectives and Management Actions

Objectives

- To comply with the requirements of the Airports Act and Airports Regulations
- To minimise noise-related impacts on surrounding receivers from ground-based Airport activities

Management Action	Timing
Implement the new Noise and Vibration Management Plan	2020
Continue to implement the Aircraft Engine Ground Running Guideline for the Airport	Ongoing
Respond to noise-related complaints in a timely manner	Ongoing
Maintain an up-to-date Noise Complaints Register	Ongoing
Review and develop educational materials for customers on how to minimise noise impacts on surrounding receivers from their activities on the Airport	2021
Ensure all construction activities noise and vibration impacts during development planning having regard to the Airports Regulations and the NSW Industrial Noise Policy	Ongoing

12.5 SUSTAINABILITY

The Airport will prepare a Sustainability Strategy over the duration of this Master Plan to guide the minimisation of environmental impacts by Airport users and promote initiatives to reduce climate change. The Airport will continue to identify opportunities to be more sustainable by reducing the use of energy, fuel and water, and by minimising waste. The focus to date has been on identifying sustainability opportunities during:

- Construction/refurbishment activities
- Tenancy environmental audits.

Key elements of the sustainability strategy are illustrated below.

12.5.1 ENERGY AND CLIMATE CHANGE

The Airport is considering ways to minimise the use of energy and maximising its efficiency along with alternative energy supply options for maintenance and development works. The focus is on reducing energy consumption and greenhouse gas emissions from Airport operations. CAL will continue to work with customers to minimise their impact on the environment and community.

ACHIEVEMENTS

CAL is working towards reducing energy consumption at the Airport and has implemented the following measures:

- Sustainability guidelines were developed for the Airport which included measures to improve energy efficiency and reduce energy consumption
- Energy options for power generation on proposed developments were considered.

IMPACTS

Activities that have the potential to increase energy consumption at the Airport are listed in Table 12.19.

ENERGY OBJECTIVES AND MANAGEMENT

The energy goals and management actions for the Airport are shown in Table 12.20.

ENERGY MONITORING AND REPORTING REQUIREMENTS

The energy monitoring and reporting requirements are listed in Table 12.21.

Energy use associated with Airport activities will be tracked every six months and the information used to identify trends and opportunities to reduce its consumption.

Table 12.19: Energy Resource Activities and Impacts

Activities	Potential Impact
Operation of runway lighting	• Carbon emissions • Non-renewable resource depletion
Operation of CAL and tenant owned buildings (i.e. lighting, air conditioners, equipment, refrigeration etc.)	
Operation of electrical equipment	
Construction-related activities	

Table 12.20: Energy Monitoring Requirements

Aspect	Frequency
Energy usage from CAL activities will be tracked to identify trends and opportunities to reduce energy usage	6-monthly

Table 12.21: Energy Objectives and Management Actions

Objectives
• To conserve non-renewable resources through efficient use of energy • Identify and implement opportunities to reduce energy use

Management Action	Timing
Incorporate energy efficiency measures as part of refurbishment and new developments where practicable. For new developments where feasible, principles recognised by authorities on sustainability, for example, the Green Building Council of Australia Green Star rating scheme or National Australian Built Environment Rating System	Ongoing
Investigate opportunities to implement solar initiatives on the Airport	Ongoing
Undertake an energy and carbon audit of Airport operations	2023
Identify opportunities as part of maintenance works to replace lights with more efficient options	Ongoing
Ensure that CEMPs identify opportunities to reduce energy usage during construction-related activities	Ongoing
Educate CAL employees and customers of the importance of conserving energy and resources	Ongoing

12.5.2 WATER USE

The Airport is taking steps to reduce the use of water in operational activities such as manufacturing, aircraft washing, and general maintenance and construction activities.

ACHIEVEMENTS

The following initiatives have been used to manage the level of water consumption at the Airport:

- Development of a Water Savings Action Plan
- Encouraged customers to use CAL's Climate Change Handbook and adopt sustainable water use practices.

IMPACTS

Activities that have the potential to increase water consumption at the Airport are listed in Table 12.22.

WATER OBJECTIVES AND MANAGEMENT

Water goals and management actions for the Airport are listed in Table 12.23.

WATER MONITORING AND REPORTING REQUIREMENTS

The water monitoring and reporting requirements at the Airport are listed in Table 12.24.

Water use from Airport activities will be tracked every six months to identify trends and opportunities to reduce consumption.

Table 12.22: Water Resource Activities and Impacts

Activities	Potential Impact
Customer operations (i.e. toilet flushing, aircraft washing, cleaning, food preparation, manufacturing etc.)	Deplete the potable water resources
CAL operations (i.e. toilet flushing, vehicle washing, general water use, ground maintenance)	
Dust suppression during construction	

Table 12.23: Water Objectives and Management Actions

Objectives	
• To conserve potable water • Identify and implement opportunities to reduce water use	
Management Action	**Timing**
Incorporate water efficiency measures in new developments Where feasible, adopt principles set out recognised authorities on sustainability, for example, the Green Building Council of Australia Green Star rating scheme or National Australian Built ERating System	Ongoing
Investigate opportunities to capture and use rainwater on the Airport where practicable	Ongoing
Ensure CAL's of maintenance activities install efficient equipment to reduce water consumption	Ongoing
Ensure that CEMP's as part of development applications identify opportunities to reduce water usage during construction related activities	Ongoing
Educate CAL employees and customers of the importance of conserving water through inductions, auditing and general communication	Ongoing

Table 12.24: Water Monitoring Requirements

Aspect	Frequency
Water consumption from CAL activities will be tracked to identify trends and opportunities to reduce water consumption	6-monthly

12.5.3 WASTE

Waste is generated from day-to-day Airport operations, including construction activities. It is the responsibility of the waste generator to ensure their waste is managed and disposed of at an appropriately licensed facility in accordance with NSW legislation.

The Airport works pro-actively to address illegal dumping at the Airport.

The Airport has confirmed through tenancy audits that recycling is generally being implemented, and is working with customers to identify new ways to reduce waste and increase recycling.

The Airport prioritises waste management according to the resource management hierarchy embodied in the *Waste Avoidance and Resource Recovery Act 2001*. The waste management hierarchy is provided in Figure 12.4.

ACHIEVEMENTS

The following achievements have been made in relation to waste and recycling since the 2015 AES:

- Customers were encouraged to reduce, reuse and recycle their waste through correspondence, environmental audits and awareness programs
- The Airport has worked with the Sydney Regional Illegal Dumping Squad to minimise the frequency of illegal dumping at the Airport.

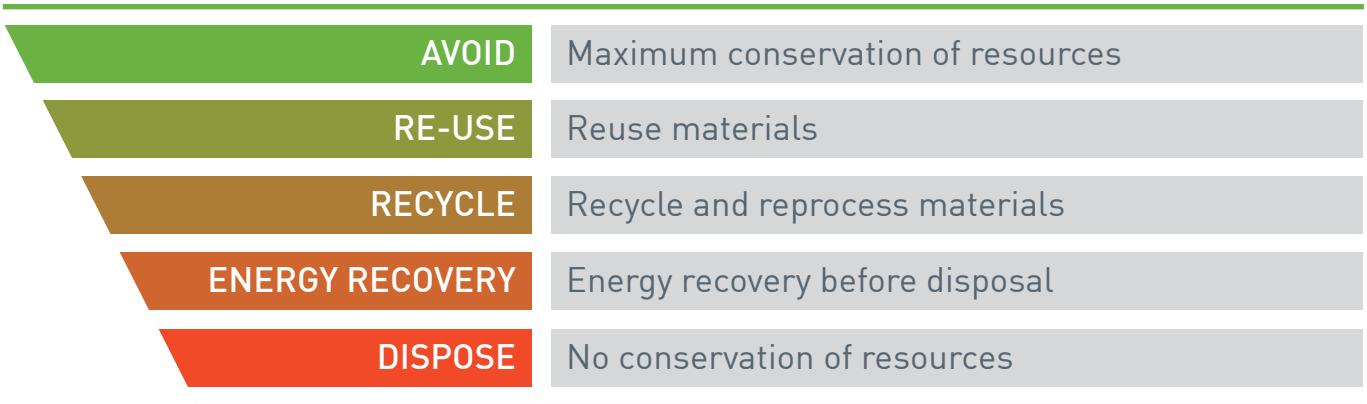

Figure 12.4: Waste Management Hierarchy

IMPACTS

Potential activities on the Airport that may generate waste streams are listed in Figure 12.5.

ACTIVITIES	WASTE STREAM
GENERAL AIRPORT MAINTENANCE	• Vegetation • Oils and grease • Electrical consumables (i.e. wiring, light globes etc.) • Oily rags • Mixed recyclables • Hazardous materials • Scrap materials
AVIATION MAINTENANCE	• Oil and grease • Electrical consumables (i.e. wiring, light globes etc.) • Broken parts • Mixed recyclables • Hazardous materials • Liquid waste (i.e. wash down, parts wash water)
AVIATION AND OTHER BUSINESSES	• Fuel samples • Mixed recyclables • General waste • Wastewater
CONSTRUCTION	• Demolition waste • Movement of contaminated spoil • Contaminated water • Asbestos • Off-cuts • Construction waste • Spoil from earthworks • Hazardous material
GENERAL OFFICE ACTIVITIES	• Paper/cardboard • Mixed recyclables • Ink cartridges • Putrescible (food) • Unused stationary • Electrical equipment and consumables • Wastewater

Figure 12.5: Potential Waste Streams

WASTE OBJECTIVES AND MANAGEMENT

Table 12.25 provides details on the waste goals and management actions for the Airport.

WASTE MONITORING AND REPORTING REQUIREMENTS

Waste generated by Airport activities will be tracked every six months to identify trends and opportunities to reduce waste being sent to landfill and increase recycling as outlined in Table 12.26.

Table 12.25: Waste Objectives and Management Actions

Objectives	
• Comply with the *NSW Protection of the Environment Operations Act 1997* and the *NSW Protection of the Environment Operations (Waste) Regulation 2014* with respect to waste management • To comply with the principles of the waste management hierarchy of avoid, reuse, recycle and dispose, where practicable • Review options for waste reduction, reuse and recycling and set targets where practicable	
Management Action	**Timing**
Encourage customers, through correspondence, environmental audits and awareness programs to reduce, reuse and recycle their waste	Ongoing
Ensure that CEMP's provide details on how to maximise the recycling of construction waste from development work	Ongoing
Hold a customer awareness campaign on the opportunities and benefits of effective green purchasing and waste management	2023
Maximise the reuse/recycling of non-hazardous construction/demolition waste for CAL developments on-Airport	Ongoing
Encourage company's undertaking construction works on the Airport to use resources in a sustainable manner to reduce resource use and waste	Ongoing
Investigate opportunities to further reduce, reuse and recycle waste associated with CAL's operations, and develop a Sustainable Procurement Guide for CAL's operations	2022
Ensure that CEMP's provide details on how waste will be managed, classified and disposed of at appropriately licensed waste facilities	Ongoing

Table 12.26: Waste monitoring requirements

Activities	Frequency
Waste quantities from CAL activities will be tracked to identify trends and opportunities to reduce waste being sent to landfill and increase recycling.	6-monthly

12.6 SOCIAL AND COMMUNITY

The Airport will continue to engage with its stakeholders about a wider range of environmental matters.

The CACACG is a particularly important mechanism for engaging with community groups to identify and address any issues and concerns. The forum is also an opportunity to provide information about this AES and CAL's commitment to responsible environmental management and sustainability.

Other important stakeholder groups include the local community, Camden Council, State and Commonwealth agencies.

ACHIEVEMENTS

CAL has engaged proactively and consistently with its stakeholders in the following ways:

- Environmental information was maintained on the website for customers and the wider community
- The Metro Flyer e-newsletter was produced to provide details on environmental issues and achievements
- CACACG met regularly to identify and discuss environmental matters
- An annual update on environmental activities at the Airport was provided in the Metro Flyer and made available on the Sydney Metro Airports website.

IMPACTS

Activities undertaken at the Airport that have the potential to impact on the community are listed in Table 12.27.

ENGAGEMENT WITH STAKEHOLDERS

Table 12.28 provides details on actions for the Airport to build a strong working relationship with its stakeholders through continued engagement activities.

Table 12.27: Aspects and Social Impacts

Activities	Potential impact
Aircraft movements	• Disturb residents located around the Airport • Damage environment
Vehicular traffic	
Construction works	
Maintenance activities	

Table 12.28: Social Objectives and Management Actions

Objectives

- Maintain strong working relationships with stakeholders to minimise community impacts
- To be open with stakeholders and the community regarding Airport operations
- Maintain strong relationships with customers to identify opportunities to minimise impacts associated with the operations on the community
- Maintain communication with stakeholders and the community

Management Action	Timing
Produce the Metro Flyer e-newsletter	Ongoing
Hold CACACG meetings	Ongoing
Undertake consultation with stakeholders and community on proposed major developments	As required
Produce and review environmental documentation to ensure that customers review their operations to minimise environmental impacts	Ongoing