

Darwin International Airport



Final Environment Strategy 2004





1. Overview

This Airport Environment Strategy (AES) is a plan for managing the operations at Darwin International Airport in a manner that minimises the impact upon the environment and promotes best practice environmental management by all airport users.

On 20 September 1999 the Minister of Transport and Regional Services (the Minister) approved the first Darwin International Airport Master Plan and AES developed by SKM consultants for Northern Territory Airports PL. Under the *Airports (Environment Protection) Regulations 1997* (the Regulations) the AES is expected to span a 5 year period.

The 2004 AES follows on from the 1999 AES. It is a legally binding document under the *Airports Act 1996* (the Act) for management of all operations on AES from the date of approval by the Minister, until development of the next AES in 2009.

This AES covers the management of all operations on airport, including both aviation and non aviation related activities. The AES has been developed in conjunction with the Darwin International Airport Master Plan, which provides the direction and overall plan for development of the Airport site. This AES does not cover air emissions or noise generated by aircraft movements, as these are regulated separately by AirServices Australia and the Commonwealth under the *Air Navigation (Aircraft Engine Emissions) Regulations 1984* and the *Air Navigation (Aircraft Noise) Regulations*.

Northern Territory Airports PL is committed to the evolving process of environmental management on airport and has ensured that this AES builds on the management practices developed in the original 1999 AES and the Minor Variation to the AES, approved by the Minister and published in 2002.

The AES has been produced in accordance with the terms of the lease and with Section 6 of the Act. The Final AES has been developed entirely in compliance with the Act and the Regulations.

1.1 Management of Darwin International Airport

1.1.1 Company Structure

The Airport Development Group PL (ADG) through its subsidiaries acquired a lease for the three Northern Territory airports comprising Darwin International Airport, Alice Springs Airport and Tennant Creek Airport, from the Commonwealth Government with a commencement date of 10 June 1998 and total consideration of \$108.3 million.

ADG is the ultimate parent of the group (Figure 1). ADG owns 100% of Northern Territory Airports PL which in turn owns 100% of Darwin International Airport and Alice Springs Airport PL who are respectively the holders of a 50 year lease over Darwin International Airport and Alice Springs Airport with free options to renew for a further 49 years. ADG also owns 100% of Tennant Creek Airport PL who are the holders of a 50 year lease over Tennant Creek Airport with free option for a further 49 years.

1. Overview



1.1.2 Shareholders, Directors and Management

ADG is majority Australian owned and has five shareholders comprising:

- Development Australia Fund Management Ltd (managed by Hastings Funds Management Ltd)
- Australian Infrastructure Fund (managed by Hastings Funds Management Ltd)
- Perpetual Investments Ltd
- National Asset Management Ltd (trust units beneficially owned by Development Australia Fund Management Ltd)
- BAA Australia Pty Ltd

1.1.3 Mission, Scope and Performance of NT Airports Operations

The Mission Statement of NT Airports Pty Ltd is:

In the interests of all stakeholders, operate an airport business that is world class in financial and environmental performance, customer service and safety and security, and is recognised as a key contributor and participant in the economic growth of the Northern Territory.

Vision

Airport Development Group's vision is to be a world class Airport business.

That is, we aspire to achieve the following:

- Standards of efficiency and safety that equal world's best practice
- Compliance with all operational, regulatory and environmental standards
- Customer satisfaction with facilities, commensurate with the scale of our airports
- Staff and management excellence
- Appropriate returns to shareholders on invested capital that reflect the underlying risk
- All commercial opportunities are fully investigated, and where appropriate developed and implemented

Values

We will demonstrate our values by action and we will:

- Deliver on our commitments to customers, shareholders and other stakeholders
- Act with honesty and integrity in all our dealings with employees and customers
- Demonstrate our professionalism and credibility in all areas of our operations
- Respond in a timely and appropriate manner to stakeholder needs

- Reward staff for their endeavours on a fair and equitable basis
- Accept the responsibility and accountability that goes with the challenge of delivering objectives and plans
- Respect all people who we work and have contact with
- Excel in providing the highest quality service and support to our stakeholders

Air travel is essential to Australia's economic and social well being. This is particularly true of the Northern Territory with its vast distances and geographically isolated major centres. Air travel plays an important role in connecting the people of the NT to the rest of Australia as well as to the key South East Asian centres of trade and commerce, including Singapore, Denpasar and Brunei. Through it's ownership of Darwin International Airport and Alice Springs Airport's, Northern Territory Airports PL plays an important role in the development of the Northern Territory business and community.

Darwin International Airport has a total of 39 staff providing services to the company, tenants and public including financial, commercial, airfield safety, maintenance, customer service, environmental and management services.

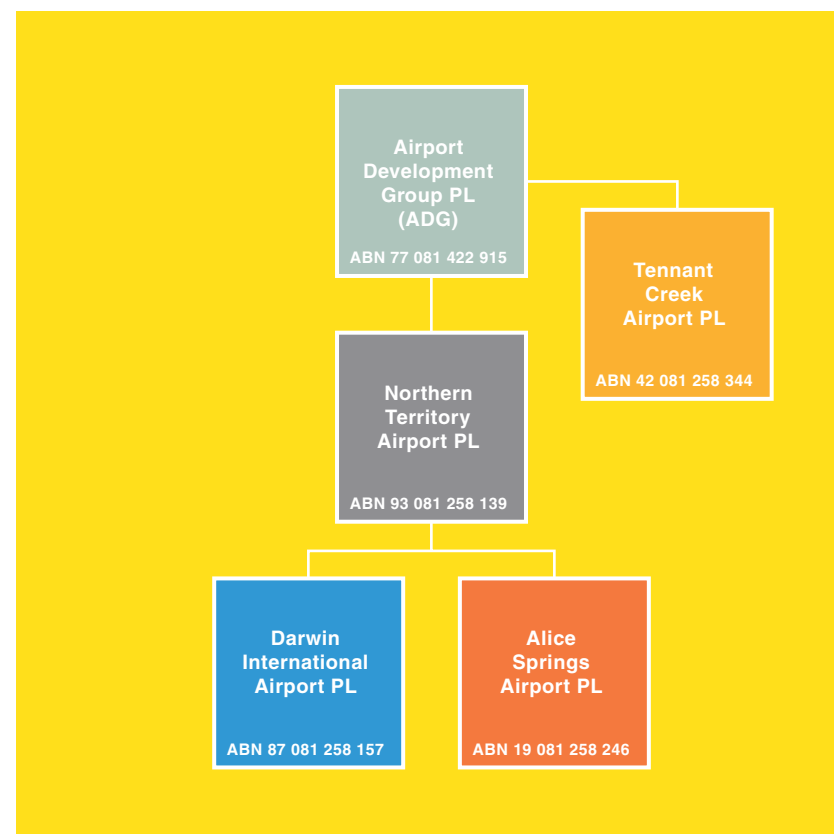


Figure 1 Airport Development Group Company Structure

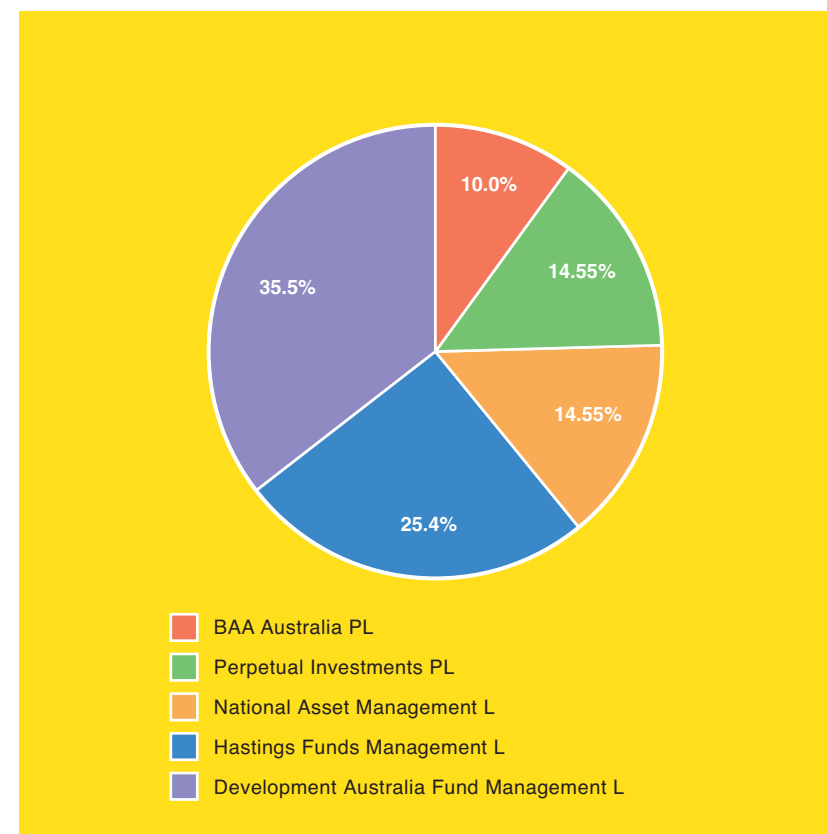


Figure 2 Airport Development Group PL Shareholdings



Figure 3 Northern Territory Airports PL Environmental Management Structure



1.2 Commitment to Environmental Management

The Environment portfolio for Darwin International Airport is represented at the management level of the Airport Development Group by the Environment Coordinator (Figure 3). Having environmental representation at this level of management demonstrates the commitment of the organisation to the management of environmental issues at its airports and ensures environmental consideration in all aspects of the operation. The Environment Coordinator holds the responsibility as part of the management team for ensuring consistency and improvement in environmental management.

1.3 Environmental Management Strategy – Past Initiatives

During the past five years Darwin International Airport has progressively implemented a range of environment management initiatives including:

- 1 The development and commencement of the staged implementation of an Environmental Management System in line with the ISO 14001 Standard.
- 2 A risk management review of environmental issues on Darwin International Airport and from the review implemented and approved a Minor Variation to the 1999 AES. The Minor Variation provided an improved framework for environmental management at Darwin International Airport.
- 3 The establishment of an Environmental Geographic Information System (GIS) which involves the continual updating of data on threaten species, contaminated sites, monitoring sites as well as biophysical data such as drainage information, soils and vegetation communities etc.
- 4 The installation of a three part system for the management of stormwater run off from the RPT apron comprising of scheduled pump outs of flame traps, installation of three Hume hydrocarbon separators and placement of hydrocarbon booms across major drains.
- 5 The development and implementation of a Standard Operating Procedure for all spills on airport including a “report all spills” and “explain all spills” policy.
- 6 The installation of “state of the art” Baldwin hydrocarbon separators on the northern and southern GA Aprons.
- 7 The connection of all General Aviation (GA) wash-down areas to sewer via hydrocarbon separators.
- 8 The placement of high technology spill clean-up materials available to all operators on the RPT and GA aprons.
- 9 The delivery of several training sessions to all operators in relation to spill prevention and cleanup.

- 10 The review and expansion of the water quality monitoring program to include macro-invertebrate monitoring, habitat assessment, implementation of greater quality control and risk assessment.
- 11 The removal of all unused soil stockpiles and building rubble.
- 12 The development of erosion and sediment guidelines for the ‘Contractors Site Rules’ document.
- 13 The implementation of an extensive open drain capital works program to control erosion.
- 14 The development and implementation of an erosion monitoring program across Darwin International Airport.
- 15 The successful implementation of an extensive weed and fire program.
- 16 The extensive mapping of weeds and the development of a five year Weed and Fire Strategy.
- 17 The near eradication of Gamba grass from the Darwin International Airport land adjoining the Rapid Creek corridor.
- 18 The establishment of over 15 hectares of native vegetation to be used as an environmental reserve.
- 19 Conducting extensive fauna surveys in all proposed development areas, the Rapid Creek Corridor, Marrara Swamp and the new Environmental Reserve.
- 20 Conducting extensive flora surveys in all proposed development areas, the Rapid Creek Corridor, the new Environmental Reserve and wetland areas.
- 21 Implementing a revegetation program on the Rapid Creek Corridor buffer zone using local native species.
- 22 The participation in the Commonwealth Greenhouse Challenge.
- 23 The application for a trade waste agreement with the NT Power & Water Authority.
- 24 The auditing and establishment of maintenance schedules for grease traps out-falling to sewer.
- 25 The installation of a mag-flow meter to monitor trade waste quantities.
- 26 The management and remediation of five contaminated sites.
- 27 The establishment of a close working relationship with the Larrakia Nation including contracts for litter and vegetation works, employing three Larrakia people as ground staff and the establishment of “Karawa Park” on Darwin International Airport land.
- 28 The continued active involvement with the Rapid Creek Catchment Advisory Committee (RCCAC).
- 29 The design and establishment of native gardens both landside and airside.
- 30 The design and implementation of a Wildlife Hazard Management System (WHMS) to improve control of bird hazards and other animals on airport and reduce the impact of airport operations on local bird populations.
- 31 The implementation of a feral species eradication program including the successful removal of all feral pigeons from Darwin International Airport.

1.4 The Commonwealth Government’s Requirements for Environmental Management

The Act and the Regulations were enacted to provide a regulatory framework for operation and development of federal airports in Australia leased to non-government enterprises.

Specific to the AES is Part 6 of the Act – Environmental Management, which directs how the Airport Lessee Company (ALC) should manage the environmental issues arising on the airport. The following is a simplified outline of Part 6 of the Act:

- For each airport, there is to be a Final Environment Strategy.
- A Final Environment Strategy is a draft environment strategy that has been approved by the Minister.
- A Draft Environment Strategy is prepared by an airport-lessee company after taking into account public comments.
- It is an offence to cause environmental harm at an airport site.
- The regulations may deal with environmental standards at airport sites.

Under the Act, an Airport Environment Officer (AEO) is appointed by the Department of Transport and Regional Services (DoTaRS), who administers the Act and the Regulations on Darwin International Airport and oversees adherence with the final AES.

The Act and the Regulations set standards and impose requirements in order to prevent or minimise:

- Environmental pollution (including air, water or soil pollution) generated at airport sites
- Impacts on biota and habitats
- Interference of sites of heritage value
- Interference of sites of significance to Aboriginal or Torres Strait Islander people
- Emission of noise generated at airport sites
- The storage and disposal of wastes at airport sites

The Regulations do not apply to:

- Aircraft noise generated during flight, landing, taking off or taxiing. The responsibility for such noise is with AirServices Australia and is regulated under the *Air Navigation (Aircraft Noise) Regulations (1984)*
- Air pollution caused by aircraft engines. This is regulated by the Commonwealth under the *Air Navigation (Aircraft Engine Emissions) Regulations*.



The Act also requires that each airport have an Airport Master Plan. The Master Plan describes the overall development plan and vision for Darwin International Airport. Like the AES the Master Plan is reviewed every 5 years although the overall development plan must address the medium term future to 2024. A summary of environmental management requirements for potential developments on Darwin International Airport is also included in the Darwin International Airport Master Plan.

The development foreshadowed in the Darwin International Airport Master Plan does not constitute a development proposal. The Act sets out a process for the consideration and approval of "Major Development Plans" (MDP's) for specific developments. The triggers for an MDP are outlined under Part 5, Division 4, Section 89 of Act. Specific developments likely to require an MDP include:

- Runways or taxiways
- Terminals
- Major road works
- Developments costing in excess of \$10 million (Aus)
- Developments that substantially add to an airport's capacity
- Developments that may have an environmentally significant impact or that may impact upon an area of environmental significance listed in the Environmental Strategy

Individual MDP's are assessed by DoTaRS and require a separate environmental assessment, independent of the AES.

The Regulations do not cover the entirety of environmental regulation on airport. Territory law must also be considered for any environmental standards not specified in the Regulations. In this case State and Territory regulations can be used to develop a local standard. Some Territory laws which apply to Darwin International Airport include:

- *NT Motor Vehicles Amendment Act 2003*
- *Work Health Act 2004*
- *Ozone Protection Act 1996*
- *Waste Management and Pollution Control 2003*
- *Dangerous Goods Act 1996*

Commonwealth law, other than those matters specified in the Regulations, is also relevant to Environmental Management on airport sites. Relevant legislation includes the *Australian Heritage Council Act 2003*, the *Environmental Protection and Biodiversity Conservation Act 1998* and the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*. State/Territory laws that cover biota, habitat, heritage and sites of indigenous

significance have an effect on airport provided they are not inconsistent with Commonwealth laws dealing with the subject.

The management of off-airport site impacts needs to address the relevant Northern Territory legislation including the *Water Act 2000*, the *Soil Conservation and Land Utilisation Act 2001*, the *Heritage Conservation Act 2000*, the *Territory Parks and Wildlife Conservation Act 2001*, the *Crown Lands Act 2000* and the *Waste Management and Pollution Control Act 1998*.

1.4.1 Required Contents of an Environment Strategy

In accordance with the Act, the AES must specify all of the following:

- Northern Territory Airports PL objectives for the environmental management at Darwin International Airport
- Areas within the Airport site which Northern Territory Airports PL, in consultation with State or Territory and Federal conservation bodies, identifies as environmentally significant
- Sources of environmental impact associated with Airport operations
- Studies, reviews and monitoring to be carried out in connection with the environmental impact associated with Airport operations
- Time frames for completion of those studies and reviews and for reporting on that monitoring
- Specific measures to be carried for the purposes of preventing, controlling or reducing the environmental impact associated with Airport operations and time frames for completion of those measures
- Timeframes for completion of specific measures
- Details and outcomes of the consultations undertaken in preparing the Strategy
- Any other matters (if any) as are specified in the Regulations

1.5 Summary of Consultations

1.5.1 Submission to Minister

Section 125(2) of the Act requires that the Draft AES be submitted to the Commonwealth Minister for the Department of Transport and Regional Services for approval. The Draft Strategy should also include:

- A summary of consultations with stakeholders and the general public and views expressed in those consultations;
- A list of names of all persons who were consulted and members of the public who provided written comment;
- A statement demonstrating that Darwin International Airport has taken full account of comments by stakeholders and the public in developing the draft AES; and
- Any other information required by the Regulations with regard to stakeholder and public comment for Transport and Regional Services

This AES will become a legally binding document under the Act for management of all operations at Darwin International Airport on its approval by the Minister. Until that time, the 1999 AES will remain in force.

1.6 Community Consultation

This AES was produced as a result of consultation with airport lessees, the AEO, NT Government Agencies and community groups.

The Preliminary Draft AES was subject to a 90 day public exhibition period prior to submission to the Minister for Transport and Regional Services.

The Preliminary Draft AES was amended as required and was submitted with a summary of the public comments and consultation outcomes to the Minister for approval on 15 September 2004.

1.7 Dissemination of the Airport Environment Strategy

Northern Territory Airports PL will disseminate copies of the Final Darwin International Airport AES to all airport tenants, the AEO, the Airport Building Controller (ABC), Darwin community representatives, NT Government representatives, Rapid Creek Catchment Advisory Committee (RCCAC), Australian Defence Force and other relevant stakeholders. The AES will also be made available to the general public.

The following table summarises some of the major environmental commitments identified and the differences between the 1999 AES, the 2002 Minor Variation and the 2004 Draft AES.

following **Table 1** Summary of Environmental Initiatives

1. Overview



Environment Aspect	1999 AES	2002 Minor Variation	2004 AES
Water (ground, waste and storm)	No water monitoring program identified.	Quarterly water monitoring program implemented for drains and sites in Rapid Creek. Program expanded to incorporate habitat evaluation and biological monitoring. Physical tests conducted every month.	Darwin International Airport will complete trade waste agreement with PowerWater including scheduled maintenance of all separators and interceptors.
	Development of "report all spills" policy.	Installation of hydrocarbon separators on stormwater drains from RPT and GA aprons. All stormwater from airport aprons is now treated through separators.	Darwin International Airport will expand water monitoring program to include Yankee Pools.
		New SOP implemented for all water monitoring.	
Soil (erosion, sedimentation and dust)	Monitored sediment in open drains.	Developed a sediment monitoring program for main open drains.	Work with stakeholders to provide erosion works for the banks of Yankee Pools (Rapid Creek).
		Commissioned report on erosion issues for open drains. Implemented erosion works in many drains as per priorities outlined in the URS report.	Continue capital works project to refurbish open drains.
Wildlife Hazard Management	Continued to monitor bird numbers and bird strike and undertake bird harassment and control.	Commissioned and implemented recommendations from Bird Hazard Study	Focus on WHMS will be on land management to decrease wildlife attraction on the airfield.
		New Wildlife Hazard Management System (WHMS) developed including the convening of a Steering Committee representing stakeholders.	Will continue targeted training for Safety Officers and tenants.
		Wildlife Hazard Training conducted by Northern Territory Airports PL for Airport Safety Officers.	Will implement new wildlife hazard database and provide data to relevant authorities and WHMS Steering Committee.
Land Management (weeds, fire and ferals)	Investigated eradication of weeds or other control measures.	Successful implementation of weed and fire program.	Darwin International Airport will implement the 5 year weed and fire strategy and progressively expand the program to incorporate airside areas.
	Cleaned up and disposed of any illegally disposed product that existed on sited.	Erected signage prohibiting dumping.	Work cooperatively with RCCAC on issues of weed control and fire fuel loads in Rapid Creek Corridor.
	Implemented program to stop illegal dumping.	Assisted Parks and Wildlife to eradicate feral pigeons on airport.	Work with Parks and Wildlife and Larrakia Nation in regards to management and control of cane toads.
Native Flora and Fauna	Developed strategy to protect and mitigate any impact on any rare and endangered species identified.	Conducted further surveys for fauna and flora and identified species of conservation significance.	Darwin International Airport will commission study for a Plan of Management for Rapid Creek Corridor.
	Initial flora and fauna baseline survey conducted by SKM.	Commissioned study into wildlife habitat and vegetation conservation and drafted concepts for environmental reserve.	Darwin International Airport will commission a plan for new Environmental Reserve.
	Commitment to retain a buffer zone of 75 metres from the centreline of Rapid Creek.	Studies supported the move of existing "bushland park" to new environment reserve airside.	Develop and implement revegetation program for wildlife corridors as well as Rapid Creek Corridor.
		Developed and implement plans for new tracks, board walks and visitor areas along Rapid Creek Corridor	Rapid Creek Corridor has been identified as Environmentally Significant under the Act.
Air Quality and Ozone depleting substances	Carried out audit on ozone depleting substances.	Implemented controlled burning program to reduce incident of hot dry season burns.	Darwin International Airport will develop education materials in regards to fire control on landside areas.
		Established agreement with AirServices Australia in regards to black smoke emissions.	Darwin International Airport will continue to implement and report against Greenhouse Challenge commitments.
		Joined the Commonwealth Greenhouse Challenge Program and implemented recommendations.	Darwin International Airport will review Black Smoke agreement with AirServices.

Table 1 Summary of Environmental Initiatives *continued overleaf*

1. Overview



<i>Environment Aspect</i>	<i>1999 AES</i>	<i>2002 Minor Variation</i>	<i>2004 AES</i>
<i>Hazardous Materials</i>	Updated asbestos register.	Asbestos management plan developed for old buildings.	Darwin International Airport will investigate implementing a self-audit program for all tenants which will identify hazardous products.
	Developed and implemented a report all spills policy.	Implemented an "explain all spills policy."	Darwin International Airport will conduct further spill training courses for staff and tenants.
		Installed new spill clean up materials on RPT and GA aprons.	Continue spill reporting at the Ground Safety and Environment Committee meetings.
		Conducted several spill training courses for Darwin International Airport staff and tenants.	
<i>Resource Use</i>	Conducted energy audit and implemented recommendations.	Joined the Greenhouse Challenge Program.	Planned replacement of Terminal chillers will be more energy efficient.
		Commissioned energy consumption and systems review by Johnson Controls and Honeywell.	Revise water usage on airport and implement practical measures to reduce usage.
			Revise schedule for load balancing work on power factor correction equipment.
<i>Noise</i>	Commissioned and finalised ground running management plan.	Included noise monitoring for construction in Darwin International Airport site rules for contractors.	Investigate individual noise complaints and respond appropriately.
	Acted on any noise complaints received.		
<i>Waste, Recycling and Litter</i>	Encouraged tenants to remove waste oil off site for recycling.	Conducted waste audit for the terminal areas.	Investigate options for a staged recycling program commencing with terminal areas.
			Consider design options and implementation of a new waste transfer station for the RPT area.
<i>Contaminated Sites</i>	Update and maintain contaminated sites register. Performed risk assessment of all contaminated sites.	Project managed the clean up of several contaminated sites and monitored to ensure contaminants no longer triggered Regulations.	
	Performed risk assessment of all contaminated sites.	Updated contaminated sites register to incorporate into the Environmental GIS.	Investigate options and feasibility for ground water monitoring of cyclone Tracey dump sites.
		Anecdotal records of historical dump contents have been collected.	Continue to monitor remediated sites.
<i>Indigenous and Heritage</i>	Implemented policy of stop work if culturally significant artefacts are found.	Included stop work policy in contractors sites rules.	Darwin International Airport will protect any sacred sites identified by AAPA.
		Investigated NT and Commonwealth registers for any historical or indigenous sites – no records found.	Darwin International Airport will continue to work with and build on existing relationship with Larrakia Nation.
		Commissioned AAPA to liaise with custodians in regards to any sacred sites.	Darwin International Airport will review heritage requirements under the amended EPBC Act.
		Developed several joint projects and contracts with Larrakia Nation on airport and specifically in Rapid Creek area.	
<i>Social and Community</i>	No specific commitments	Continued to liaise with major tenants through the Ground Safety and Environment Committee meetings.	Darwin International Airport will continue to build on existing relationships with local Landcare, residents and community groups.
		Partner agency for Commonwealth Greencorps program. Projects focus is for visitor access and facilities in the Rapid Creek Corridor.	Continue to be an active member of RCCAC.
			Implement tracks, trails, infrastructure and visitor facilities for the Rapid Creek Corridor.

Table 1 Summary of Environmental Initiatives



4. Commitment to Environmental Management

4.1 Environmental Policy

Airport Development Group recognises the importance of maintaining and enhancing the quality of the environment for the benefit of all Australians, present and future.

In developing and managing Darwin International Airport, Alice Springs Airport and Tennant Creek Airport we will establish and maintain a system to:

- Identify and manage the significant environmental impacts on our airports;
- Comply with relevant environmental legislation and regulations;
- Set, in consultation with relevant authorities and the community, specific environmental objectives and targets to minimise environmental impact and prevent pollution;
- Continually measure, monitor, report and improve upon the environmental performance defined by our objectives and targets; and
- Promote the company's commitment to the environment, to our employees, tenant's customers and neighbours.

Reviews of the Environmental Policy are conducted periodically by the Environmental Management Review Committee and also upon appointment of a new Chief Executive Officer (CEO). The Environmental Policy was last changed in January 2002 upon appointment of the current CEO. The Environmental Policy is communicated, implemented and maintained at all levels within the organisation and is prominently displayed so as to be available to the public.

This policy emphasises continual improvement and is consistent with other management policies and programs. The Environmental Policy is used when setting and reviewing objectives and targets for Northern Territory Airports PL. All Northern Territory Airports PL employees and agents are responsible for compliance with the Environmental Policy.

4.2 Organisational Structure and Responsibilities

ADG Board and Risk and Audit Committee

The ADG Board is responsible for the overall environmental performance and compliance of Northern Territory Airports PL and the appropriate allocation of funds and resources to discharge Northern Territory Airports PL's environmental obligations.

4. Commitment to Environmental Management



The Risk and Audit Committee (a subcommittee of the ADG Board) primarily deals with areas of significant risk including environmental risk and Northern Territory Airports PL 's progress in relation to environmental objectives and targets.

Management Team

The CEO is responsible for the provision of resources that are needed to implement and control the EMS. These resources include human resources and specialised skills, technology and financial resources.

Environmental Management Review Committee

The Environmental Management Review Committee membership consists of the Chief Executive Officer, Environment Coordinator (Management Representative and Secretary), General Manager Finance, General Manager Operations, Technical Asset Manager, Operations Manager – Darwin and Operations Manager – Alice Springs.

Other staff are seconded if required or if particular issues need to be addressed.

EMS Environment Representative

Under the EMS, the Environment Coordinator is appointed as the

Management Representative whose responsibilities are outlined in the Northern Territory Airports PL EMS Management Manual and includes:

- Ensuring that EMS requirements are established, implemented and maintained
- Reporting on the performance of the EMS to senior management for review and as a basis for improvement
- Acting as Secretary to the Environmental Management Review Committee

Environment Department

The Northern Territory Airports PL Environment Department is responsible for:

- Ensuring compliance with the Regulations
- Preparing the AES and monitoring its implementation
- Assessing the Environmental Management Plans
- The Department head is part of the Northern Territory Airports PL Management Team and is the EMS Environment Representative
- Providing advice to Northern Territory Airports PL staff on environmental issues
- Assisting all staff to discharge their environmental responsibilities;
- Primary contact for DoTaRS and the AEO
- The production of the Annual Environment Report

Employees

To ensure successful implementation of the EMS, it is essential that responsibilities for environmental management are clearly allocated to individual managers and staff. Employees at all levels within the organisation have responsibilities under the EMS, and are responsible for management of environmental issues associated with their day to day duties.

Contractors

Contractors are engaged by Darwin International Airport to provide a wide range of services at the Airport, including land management, maintenance and construction. Darwin International Airport ensures that contractors operate to the same high level of environmental management and performance that has been adopted by Darwin International Airport. Darwin International Airport makes every effort to ensure that contractors adopt sound environmental practices by:

- Providing contractors with clear work instructions covering standards of environmental management of the proposed operation;
- Advising contractors of sensitive environmental features of the site and informing them of necessary emergency action procedures should these features be threatened;
- Requiring significant contractors providing ongoing services to Darwin International Airport to prepare an EMP each year in relation to their operations; and
- Requiring contractors involved in major construction projects to prepare an Environmental Management Plan in relation to construction works.

Northern Territory Airports PL ensures that environmental management and performance obligations are included in any new agreements and otherwise as our commercial agreements with our various tenants, operators and other stakeholders allow. This includes requiring significant operators to prepare an EMP each year indicating how they intend to manage environmental issues in their operations.

Tenants

Environmental Management Plans

Northern Territory Airports PL assists with the environmental performance of all operators of undertakings through liaison and awareness raising, on-site visits and advice, provision of training and audits.

Northern Territory Airports PL have a policy that all development considered by the Environment Department to have a considerable impact is required to develop and commit to the outcomes of a Construction EMP. Some tenants have submitted operational EMPs.

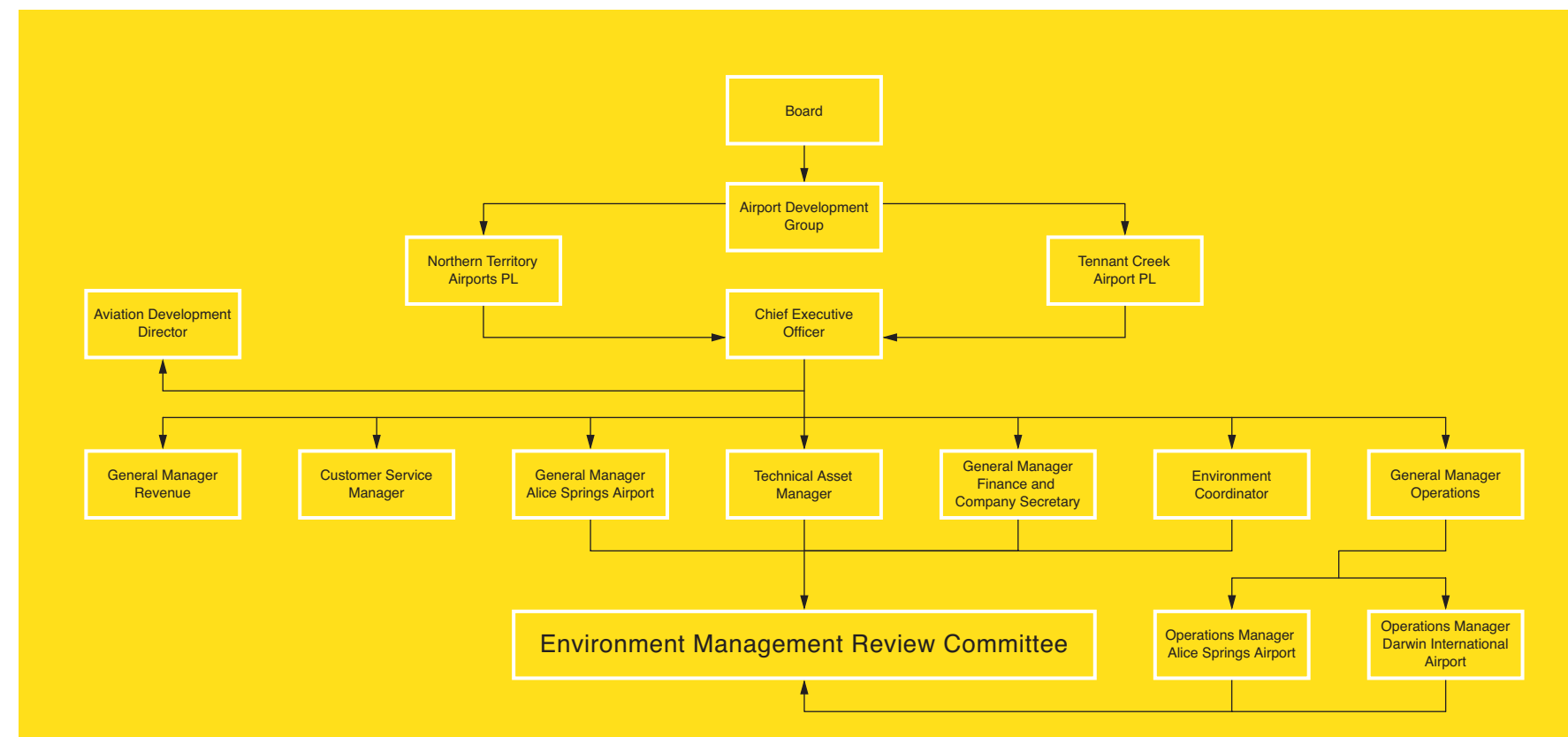


Figure 11 Northern Territory Airports PL Current Organisational Chart

4. Commitment to Environmental Management



A future focus for Northern Territory Airports PL will be the staged implementation for facilitating further development of Tenant operational EMPs. All Tenants will be categorised by Northern Territory Airports PL dependant on the nature and scale of activities that are undertaken at the Airport. This process will require extensive consultation and education of tenants and will be implemented gradually focussing foremost on those tenants who undertake activities that are considered to be of highest potential environmental impact.

Ground Safety and Environment Committee

The Ground Safety and Environment Committee membership consists of all major Tenants at Darwin International Airport including major airlines, maintenance facilities, AirServices Australia and Fuel Farm operators. The Committee meets every quarter and discusses issues such as waste, spills and other environmental issues arising.

4.3 Training, Awareness and Competence

Northern Territory Airports PL has established and shall continue to maintain documented procedures to ensure that all personnel, whose work has a risk of creating a significant impact on the environment, have received adequate training. In particular personnel need to be aware of:

- The importance of compliance with the Environmental Policy and objectives and with the requirements of the EMS;
- The significant environmental effects of their work, whether actual or potential;
- The environmental and economical benefits of improved performance;
- Their roles and responsibilities in achieving compliance with the Environmental Policy and objectives including emergency procedures;
- The potential consequences of deviating from acceptable procedures; and
- Specific training that personnel are required to go through is outlined in the following Table 5. Some of the training is conducted by outside organisations and others conducted by the Airport Managers in house.

Training	Type of Training
Airport Induction	In house
Spill Response and Management	Certificate and In house
Wildlife Hazard Management	In house
Chemical Hazard Management	Certificate
Fire Fighting and Clean Up	Certificate

Table 5 Environmental Training at Darwin International Airport