Heritage Strategy
2018-20
Statement from the Chief Executive Officer

The aviation industry has a long and proud history in Australia. For more than a century, it has played a key role in connecting our vast continent and supporting the economic weight of our primary industries. Today, it is a proud reflection of the heritage of our cities and outback communities, and our national love of travel and adventure.

Since 1995, Airservices Australia has served the aviation industry through times of enormous change. Today, we manage an asset portfolio valued at more than $1 billion, to deliver our services from two major air traffic services centres in Melbourne and Brisbane, two terminal control units, 29 air traffic control towers, and aviation rescue fire fighting stations at 26 of the nation’s airports.

The aim of this strategy is to outline how we will manage our assets with known heritage values and ensure that potential heritage values of other assets are assessed.

One of the key objectives in the first year of this strategy is the completion of heritage management plans for six of our iconic air traffic control towers at Bankstown, Essendon, Hobart, Launceston, Parafield and Sydney airports. These towers are included on the Commonwealth Heritage List, with each capturing one or more key milestones of air traffic control in Australia over the last 100 years.

In addition to outlining how we will meet our heritage obligations, this strategy also provides clear guidance to our managers and staff on how to ensure that Airservices heritage assets are recognised and valued.

As we move towards celebrating the centenary of Australian aviation in 2020, Airservices recognises the role it has to play in conserving the rich heritage of the industry we serve. This is particularly relevant as we prepare for a very different aviation future through world-leading initiatives such as the OneSKY program to harmonise civil and military airspace.

Our assets provide a tangible touchpoint to the past. Airservices is committed to achieving sustainable heritage outcomes on behalf of the aviation industry, and I am confident we will deliver those outcomes.

Jason Harfield
Chief Executive Officer
En route controllers, Tullamarine Airport, 1970s (Source: Civil Aviation Historical Society, CAHS (top and bottom))
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<td>Airports Act 1996</td>
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<td>Airservices</td>
<td>Airservices Australia</td>
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<td>ANS</td>
<td>Air Navigation Services</td>
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<td>ARFFS</td>
<td>Aviation Rescue and Firefighting Services</td>
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<td>ATC</td>
<td>Air Traffic Control</td>
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<td>CAHS</td>
<td>Civil Aviation Historical Society</td>
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<td>CASA</td>
<td>Civil Aviation Safety Authority</td>
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<td>CEO</td>
<td>Chief Executive Officer</td>
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<td>CHL</td>
<td>Commonwealth Heritage List</td>
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<tr>
<td>CIRRRIS</td>
<td>Airservices Corporate Integrated Reporting and Risk Information System database</td>
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<td>CSE</td>
<td>Customer Service Enhancement</td>
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<td>DCA</td>
<td>Department of Civil Aviation</td>
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<td>DHA</td>
<td>Detailed Heritage Assessment</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<td>DoEE</td>
<td>Department of the Environment and Energy</td>
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<td>EGM</td>
<td>Executive General Manager</td>
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<td>EMS</td>
<td>Environmental Management System</td>
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<td>EPBC Act</td>
<td>Environment Protection and Biodiversity Conservation Act 1999</td>
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Figure 1  En route controller, location not known, 1950s (Source: Civil Aviation Historical Society)
Figure 2  Air Traffic controllers, location not known, 1950s (Source: Civil Aviation Historical Society)
Figure 3  Essendon Air Traffic Control Tower interior, 1960s (Source: Civil Aviation Historical Society)
Figure 4  Avalon ARFFS Fire Station, 1970 (Source: Alan Jones, Avalon)
Figure 5  Doppler VOR, Wynyard (Burnie) Airport (Source: Airservices Australia)
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<thead>
<tr>
<th>Abbreviation/acronym</th>
<th>Full name/title</th>
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<tr>
<td>EPBC Regulations</td>
<td>Environment Protection and Biodiversity Conservation Regulations 2000</td>
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<td>ESA</td>
<td>Environmental Systems and Assurance</td>
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<tr>
<td>HMP</td>
<td>Heritage Management Plan</td>
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<td>ICOMOS</td>
<td>International Council on Monuments and Sites</td>
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<td>IHA</td>
<td>Interim Heritage Assessment</td>
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<tr>
<td>ILS</td>
<td>Instrument Landing System</td>
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<tr>
<td>MLS</td>
<td>Microwave Landing System</td>
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<tr>
<td>NDB</td>
<td>Non-Directional Beacon</td>
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<td>S&amp;A</td>
<td>Safety and Assurance</td>
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<td>VAR</td>
<td>Visual Aural Range</td>
</tr>
<tr>
<td>VHF</td>
<td>Very High Frequency</td>
</tr>
<tr>
<td>VOR</td>
<td>Very High Frequency Omni-Directional Radio Range</td>
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1.0 Introduction

Airservices Australia (Airservices) is a government-owned organisation (Commonwealth statutory authority) that provides telecommunications, aeronautical data, air navigation and aviation rescue and firefighting services to the aviation industry. Airservices objectives are to enable the safe, secure, efficient and environmentally-responsible operation of the industry. Airservices operations are governed by the Air Services Act 1995, and other relevant Commonwealth legislation.

In the delivery of its services, Airservices owns and/or manages over 1,000 buildings and places across Australia. A number of these places, including air traffic control towers, fire stations and navigational aids (navaids), have been assessed as having (or potentially having) Commonwealth Heritage values (see Figure 1 and Figure 2).

Airservices first Heritage Strategy was prepared in 2010, in accordance with Section 341ZA of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Schedule 7C of the Environment Protection and Biodiversity Conservation Regulations 2000 (EPBC Regulations). As required under the EPBC Act and its Regulations, the strategy must be updated every three years.

This Heritage Strategy (2018-2020) updates the 2014-2017 document, and includes:

- reference to Airservices new corporate structure;
- a review of Airservices heritage assessment programmes, and associated timeframes, and
- strategies for the management of Airservices heritage assets.

The format of this Heritage Strategy has been modified to provide a concise and accessible document for Airservices staff, external stakeholders and the broader community. Each section of the document provides an overview of the specific requirements outlined in the EPBC Regulations, and where relevant, strategies for implementation during the 2018-2020 period.

This Strategy has been prepared in accordance with Preparing a Heritage Strategy: A guide for Commonwealth agencies (Commonwealth Department for the Environment, Water, Heritage and the Arts, 2010).
2.0 Corporate Framework and General Matters

Airservices commitment to identifying, managing and protecting Commonwealth Heritage values and Commonwealth Heritage places is incorporated into the agency’s corporate governance through its Environmental Management System (EMS). The EMS is aligned to the international standard on environment management – AS/NZS ISO 14001:2015.

The protection of the environment, which includes heritage, is an important function of Airservices activities. This is reflected in the Air Services Act 1995, the organisation’s strategic priorities and in its environmental policy and environmental strategy.

2.1 Objective

Airservices, as a Commonwealth agency, recognises its responsibility to identify, manage, protect and promote the Commonwealth Heritage values of the places under its ownership and control, consistent with best practice in conservation and environmental management.

2.2 Matters to be included in a Heritage Strategy

The following extract from the EPBC Regulations (Schedule 7C) sets out the general matters that must be included in a Heritage Strategy:

a a statement of the agency’s objective for management of its heritage places;

b a description of how the heritage strategy operates within the agency’s corporate planning framework;

c a list of key positions within the agency, the holders of which are responsible for heritage matters;

d an outline of a process for consultation and liaison with other government agencies on heritage matters;

e an outline of a process for consultation and liaison with the community on heritage matters, including, in particular, a process for consultation and liaison with Indigenous stakeholders on Indigenous heritage matters;

f an outline of a process for resolution of conflict arising from the assessment and management of Commonwealth Heritage values; [and]

g an outline of processes for monitoring, reviewing and reporting on the implementation of an agency’s heritage strategy.
2.3 Operation of the Heritage Strategy

The Airservices Corporate Plan 2017–2022 identifies the key purpose of the agency as follows:

- ...to provide safe, secure, efficient and environmentally responsible air navigation and aviation rescue firefighting services that are valued by the aviation industry and community on behalf of our owner, the Australian Government.

In addition, Airservices Environmental Policy makes the following commitment with regard to heritage:

- We will identify and protect the heritage values of places Airservices controls or potentially impacts; and assist in the protection and promotion of historical aviation values.

Guided by the Corporate Plan, it is up to each business group within Airservices to ensure that their annual business planning activities are consistent with Airservices environmental policy.

The Heritage Strategy is integrated with Airservices organisational EMS, and all Airservices business groups must comply with the EMS. Given that almost all assets and places that have currently been identified as having heritage value are managed by the Air Navigation Services (ANS) Group, the development and implementation of Airservices Heritage Strategy now rests with the ANS Group. Compliance with the EMS (including management of heritage issues) is assured by the Environmental Systems and Assurance (ESA) Unit, within the Safety and Assurance (S&A) Group.

2.3.1 Strategy

1. Inclusion of heritage strategy planning in the annual cycle of Airservices business planning and monitoring of the strategy via governance arrangements in the corporate EMS.

2.3.2 Actions

2. Continued integration of Airservices obligations under the EPBC Act and this Heritage Strategy into Airservices business planning, the EMS and the associated standards, guides and policies.

3. Identification of an annual budget for the management of Airservices property with Commonwealth Heritage values.

2.4 Key positions responsible for heritage matters

Airservices operational environmental issues are mainly managed through ANS and ARFFS, while the management of the corporate EMS (including EMS development, assurance and continuous improvement), is still delivered centrally by the ESA Unit, within the S&A Group.

In keeping with the EPBC Act, Airservices considers ‘heritage’ to be an aspect of the ‘environment’. Airservices staff with environmental responsibilities in ANS and ARFFS are required to consider heritage matters in the performance of their role within the organisation.
The environmental management responsibilities of key Airservices staff (including heritage matters) are described in Airservices National Operating Standard, Executive Environmental Management Accountabilities (AA-NOS-ENV).

Airservices current organisational chart can be found in this link (www.airservicesaustralia.com/about/organisational-structure/). Table 1 identifies key positions within Airservices and associated responsibilities in relation to heritage matters.

2.4.1 Strategy

Identify heritage obligations relevant to the organisation and designate key corporate positions responsible for heritage to ensure that those obligations are met.

2.4.2 Action

Review and update environmental responsibility documentation within Airservices EMS to ensure it adequately reflects the responsibilities required for effective implementation of the heritage strategy.

<table>
<thead>
<tr>
<th>Position</th>
<th>Heritage responsibilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airservices Board</td>
<td>Airservices Board is responsible for setting the environment policy governing environmental management, including heritage management.</td>
</tr>
<tr>
<td>Chief Executive Officer (CEO), Airservices</td>
<td>The CEO is responsible for providing support to the Board of Directors to assist them to discharge their responsibility in relation to environmental policy and corporate governance documentation. The CEO is accountable for the implementation and maintenance of the environment policy and does this by directing and delegating tasks at the corporate level to appropriate areas within the corporation. A further responsibility is for the submission of a triennial review of the Heritage Strategy to the Australian Government Minister for the Environment (Environment Minister). A copy of this report will also be provided to the Minister for Infrastructure and Regional Development.</td>
</tr>
<tr>
<td>Executive General Manager (EGM) Safety and Assurance (S&amp;A)</td>
<td>The EGM S&amp;A is responsible for developing and conducting an audit programme to provide assurance that Airservices is meeting its environmental, including heritage obligations. As part of the environment systems and assurance role, the EGM is responsible for providing assurance to the CEO and the Board that Airservices is managing the environment (and heritage matters) responsibly. The position is responsible for providing corporate direction to ensure environmental (and heritage) assurance can be achieved.</td>
</tr>
<tr>
<td>EGM Aviation Rescue and Fire Fighting Services (ARFFS)</td>
<td>The EGM ARFFS has responsibility for ARFFS property management and is therefore responsible for the implementation of the Heritage Strategy in relation to ARFFS land and property management. The position is responsible for ensuring personnel within ARFFS comply with their responsibilities under Airservices EMS.</td>
</tr>
<tr>
<td>Position</td>
<td>Heritage responsibilities</td>
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<td>----------------------------------------------</td>
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<tr>
<td>EGM Air Navigation Services (ANS)</td>
<td>The EGM ANS has responsibility for ANS property management and is therefore responsible for the implementation of the Heritage Strategy in relation to ANS land and property management. The position is responsible for ensuring personnel within ANS comply with their responsibilities under Airservices EMS. This position is also accountable for ensuring that a review is undertaken of the Heritage Strategy every three years, and that the Heritage Strategy is updated as required (this update).</td>
</tr>
<tr>
<td>EGM Customer Service Enhancement (CSE)</td>
<td>The EGM CSE has responsibility for enhancing Airservices understanding of customer expectations and value from Airservices. The position is responsible for engaging on strategic issues with customers, airports and the broader aviation industry, however it does not deal with tactical heritage matters.</td>
</tr>
<tr>
<td>Chief Financial Officer (CFO)</td>
<td>The CFO has responsibility for Airservices finances, and is therefore responsible ensuring that sufficient resources are included in Airservices annual budget to adequately cover Airservices ongoing heritage management obligations.</td>
</tr>
<tr>
<td>Chief Information Officer (CIO)</td>
<td>The CIO has responsibility for all Airservices information management and digital services, and is therefore responsible for ensuring that all data pertaining to heritage matters is stored in a safe and secure form, accessible to the relevant staff and managers, as well as ensuring that any IT assets with potential heritage values are identified, assessed and managed in the appropriate way.</td>
</tr>
<tr>
<td>Manager, Standards and Systems</td>
<td>The Manager, Standards and Systems is responsible for the development and maintenance of an effective EMS across Airservices, and for monitoring and reporting on the environmental performance of the organisation to the Airservices Board. The Manager is also responsible, through the monitoring of environmental risk, to provide assurance that Airservices is meeting its environmental obligations. The position is responsible for drafting national operating standards and other internal corporate environmental procedures, guidelines and plans; and for providing environment advice to business units and stakeholders about these matters.</td>
</tr>
<tr>
<td>Project Managers</td>
<td>The Project Managers within ARFFS and ANS are responsible for complying with EMS protocols and ensuring heritage matters are adequately incorporated into capital works planning, project planning and management activities (including environmental assessments).</td>
</tr>
<tr>
<td>All managers</td>
<td>All managers are responsible for environmental performance in their areas of accountability.</td>
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2.5 Consultation regarding heritage matters

Under Section 9(2) of the Air Services Act 1995, Airservices has an obligation to ‘exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from the effects associated with operations and use of aircraft’. Section 9(1) of this Act also states that ‘in exercising its powers and performing its functions, Airservices must regard the safety of air navigation as the most important consideration’.

Properties owned or controlled by Airservices, including those that have or may have Commonwealth Heritage values, are used to accommodate the functions or provide for the activities and operations of Airservices. The use of a place or the activities it performs can contribute to its heritage significance.

Airservices is committed to complying with all Commonwealth environmental legislation and with all relevant State, Territory and Local Government environmental legislation, as applicable, and engaging with key stakeholders and the community. In addition to the following outline of consultation regarding heritage matters, an EMS standard (Environmental Management System Objectives and Requirements Standard – AA-NOS-ENV-0001) sets out Airservices approach to communication and consultation.

2.5.1 Government agencies

Airservices is committed to consulting with relevant Commonwealth, State/Territory and Local Government agencies in the implementation of the Heritage Strategy, and in relation to the assessment of places owned and controlled by the agency which have Commonwealth Heritage values (details of Commonwealth, State and Territory heritage legislation are at Table 2). In addition, where heritage values are likely to be significantly impacted by an action undertaken by Airservices, the relevant statutory authorities will be consulted – namely, this will trigger a referral to the Commonwealth Environment Minister under section 28 of the EPBC Act.

Notwithstanding Airservices consultation obligations to other government agencies regarding heritage matters as specified in the EPBC Act, Airservices is also committed to consulting with aviation industry stakeholders about management of its heritage obligations. Properties that are, within the meaning of the EPBC Act, owned or controlled by Airservices are often located within the bounds of an airport. Airport owners and operators may also have heritage management obligations that could impact or be impacted by Airservices activities. Commonwealth-leased airports are administered by the Department of Infrastructure, Regional Development and Cities (DIRDC) under the Airports Act 1996, and the Airport (Environment Protection) Regulations, 1997 – which include provisions for protection of heritage values. Airservices carries out consultation with relevant government agencies on heritage matters at the relevant phase of the project/asset life cycle (planning, design, construction, operation and/or decommissioning).
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Statutory body/ies responsible</th>
</tr>
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<tbody>
<tr>
<td><strong>Commonwealth</strong></td>
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<tr>
<td>Air Services Act 1995</td>
<td>Airservices</td>
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<tr>
<td>Australian Heritage Council Act 2003</td>
<td>Department of the Environment and Energy</td>
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<tr>
<td>Aboriginal and Torres Strait Islander</td>
<td>DoEE</td>
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<tr>
<td>Environment Protection and Biodiversity</td>
<td>DoEE</td>
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<td>EPBC Regulations 2000</td>
<td>DoEE</td>
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<td>Airports Act 1997</td>
<td>DIRDC</td>
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<td>Airport (Environment Protection) Regulations 1997</td>
<td>DIRDC</td>
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<tr>
<td><strong>Australian Capital Territory</strong></td>
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<tr>
<td>Heritage Act 2004</td>
<td>Department of Territory and Municipal Services (ACT Heritage)</td>
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<td>Land (Planning and Environment) Act 1991</td>
<td>ACT Planning and Land Authority</td>
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<tr>
<td><strong>New South Wales</strong></td>
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<tr>
<td>Environmental Planning and Assessment Act 1979</td>
<td>Office of Environment and Heritage (Heritage Branch)</td>
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<td>Heritage Act 1977</td>
<td>Heritage Council of NSW/New South Wales Heritage Office</td>
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<td><strong>Northern Territory</strong></td>
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<tr>
<td>The Heritage Act 2012</td>
<td>Department of Lands, Planning and the Environment.</td>
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<td>Northern Territory Aboriginal Sacred Sites Act 1989</td>
<td>Aboriginal Areas Protection Authority</td>
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<td>State</td>
<td>Act</td>
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<tr>
<td>Queensland</td>
<td>Aboriginal Cultural Heritage Act 2003</td>
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<td>Nature Conservation Act 1992</td>
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<td>Queensland Heritage Act 1992</td>
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<td>Torres Strait Islander Cultural Heritage Act 2003</td>
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<td>Sustainability Planning Act 2009</td>
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<td>South Australia</td>
<td>The Aboriginal Heritage Act 1988</td>
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<td>National Parks and Wildlife Act 1972</td>
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<td>Tasmania</td>
<td>Aboriginal Relics Act 1975</td>
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<td>Historic Cultural Heritage Act 1995</td>
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<td>Victoria</td>
<td>Aboriginal Heritage Act 2006</td>
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<td>Victorian Heritage Act 2017</td>
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<td>National Parks Act 1975</td>
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<tr>
<td>Western Australia</td>
<td>Aboriginal Heritage Act 1972</td>
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<td></td>
<td>Conservation and Land Management Act 1984</td>
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<td></td>
<td>Heritage of Western Australia Act 1990</td>
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</table>
2.5.2 Community

Community interest in Airservices heritage issues, particularly in relation to changes in aviation-related technology is well-recognised. Consequently, consultation and liaison with the community is an important aspect of identifying heritage values and addressing potential conflicts, prior to undertaking an activity or management regime.

Of the approximately 1,000 sites owned or controlled by Airservices, many are located in areas of environmental sensitivity such as National Parks, World Heritage sites and reserves. In addition, several places owned or controlled by Airservices are subject to Native Title claim. These and other places under its control may have Indigenous heritage values, and maintaining or providing access to these sites requires an awareness of Indigenous or potential Indigenous considerations.

Where a place may have Indigenous heritage values or sensitivity, Airservices is committed to consulting with the local Indigenous group, and will be guided in its approach to consultation by the document Ask First: A guide to respecting Indigenous heritage places and values (2002).

2.5.3 Strategies

Airservices will consult with relevant National, State/Territory and local government authorities at the outset of projects where the Commonwealth Heritage values or Indigenous values of a place may potentially be impacted.

Airservices will identify stakeholder community groups, including Indigenous groups, for each place owned or controlled by Airservices where the agency’s actions may potentially result in impacts of concern to them.

2.5.4 Actions

Airservices will maintain an up-to-date register of key Commonwealth, State and Territory heritage-related legislation, and the agency/organisation responsible for its operation, available to all staff via its intranet (see also Table 2).

Airservices will, as appropriate, consult or seek heritage advice from the Commonwealth Department of the Environment and Energy. It will also consult as required with the Environment Minister through mechanisms provided in the EPBC Act.

Airservices will, as appropriate, consult with Government agencies that own or have management responsibility for heritage listed places, to determine whether actions proposed by Airservices could have negative impacts on the heritage values of those places.

Airservices will, as appropriate, consult with airport owners/operators about the agency’s actions which may have a potential impact on the heritage values of buildings and places.

For actions involving a Commonwealth Heritage place, Airservices will undertake community consultation and liaison in accordance with the place’s management plan. Where a plan does not exist, consultation will be consistent with the Commonwealth Heritage management principles.
2.6 Conflict resolution

As specified previously, Section 9(1) of the Air Services Act 1995 states that, ‘in exercising its powers and performing its functions, Airservices must regard the safety of air navigation as the most important consideration’.

Subject to that core obligation with respect to safety, section 9(2) requires Airservices to, ‘exercise its powers and perform its functions in a manner that ensures that, as far as is practicable, the environment is protected from the effects of, and the effects associated with, the operation and use of aircraft’. Consequently, in seeking the resolution of any conflict, Airservices will ensure that the final outcome provides for safe air navigation and related airside services to the aviation industry, the travelling public and the community.

It is also noted that some Airservices assets are located on sites which are operated by airport lessees. Airservices recognises the need to communicate with lessees where, in the process of meeting its heritage obligations related to its facilities on airports, managing heritage values may also impact on airport operations.

In instances where conflicts may arise, Airservices is committed to implementing a conflict resolution mechanism in a timely and effective manner. Airservices will make efforts to resolve the conflict in order to avoid the possibility of taking an action that will have a significant impact on the heritage values of places with Commonwealth Heritage values. Once Airservices reaches a conclusion, the organisation will record the reasons for the decision.

Conflicts arising from the assessment and management of heritage values on Airservices properties could occur when:

- attempting to manage different heritage values;
- attempting to manage heritage values and meet operational obligations, particularly where both requirements are statute driven; and/or
- opinions differ between government agencies, Indigenous groups, land and lease holders or stakeholder community groups on the heritage values of a place and the management of those values.

In instances where the conflict arises due to the management of differing heritage values, the resolution process will utilise one or more of the following techniques depending on the significance of the issue:

- advice from experts in the relevant heritage management field;
- reference to heritage guidelines such as The Burra Charter (Australia ICOMOS 2013) and Ask First—A guide to respecting Indigenous heritage places and values (AHC 2002); and/or
- advice from the Commonwealth Department of the Environment and Energy.

Where conflict arises between the management of heritage values and operational requirements, the resolution will be undertaken using one or more of the following measures depending on the significance of the issue:

- reference to Airservices legal obligations under the Air Services Act 1995 and applicable lease provisions for the place in question;
- advice from experts in the relevant heritage management and operational fields;
reference to heritage guidelines such as The Burra Charter (Australia ICOMOS 2013), and Ask First—A guide to respecting Indigenous heritage places and values (AHC 2002); and/or referral of the proposed action to the Environment Minister for advice under the terms of the EPBC Act.

2.6.1 Strategy
Airservices will seek to reduce potential conflicts by consulting with relevant stakeholders on proposed activities and impact mitigation measures.

2.6.2 Action
Identify a conflict resolution policy and flow diagram for inclusion in the EMS.

2.7 Monitoring, reviewing and reporting with regard to the Heritage Strategy

As a document which is integrated with Airservices EMS, the Heritage Strategy is monitored and reviewed on a regular basis as part of the agency’s commitment to maintaining an up-to-date EMS.

The Heritage Strategy has been reviewed every three years since the initial strategy was prepared in 2010, and the reviewed and updated document, together with a triennial report, is lodged with the Minister for Environment.

2.7.1 Strategy
Airservices will ensure the implementation of the Heritage Strategy is monitored, reviewed and reported in accordance with the EPBC Act and EPBC Regulations, and its internal EMS.

2.7.2 Actions
Prepare a triennial report for lodgement with the Heritage Strategy.
Implement the actions of the Heritage Strategy, as required, during the 2018-2020 period. The ANS group will report annually on the implementation of the heritage strategy, as required.
Undertake a review of the Heritage Strategy in 2020, prior to preparation of the updated Strategy for the next period.

Figure 1 Visual Aural Range (VAR) Beacon, Mangalore c.1954 (Source: CAHS collection)
Figure 2 VAR Beacon, Hobart n.d. (Source: CAHS collection)
Figure 3 Department of Civil Aviation (DCA) Technician measuring the field strength of the Essendon VAR radio beacon, which can be seen in the background c.1949 (Source: Col Durrell collection)
Parafield Operations and Administration building, 1940 (Source: Department of Civil Aviation Annual Report, 1940)
3.0 Identification and assessment of Commonwealth Heritage values

Airservices owns or controls approximately 1,000 places, including ATC towers, ARFFS fire stations, navigational aids (‘nav aids’), radar facilities, training centres, offices, fire training grounds, engineering and vehicle workshops, and former flight service centres. The agency has completed a national assessment of the Commonwealth Heritage values of ATC towers. Assessment programmes have also commenced for ARFFS fire stations and nav aids. These places have been assessed against the criteria for Commonwealth Heritage values as provided in Regulation 10.03A(2) of the EPBC Regulations. Radar facilities and former flight service centres are yet to be assessed against the Commonwealth Heritage criteria. The identification and assessment process which will be undertaken for these places is summarised at Section 3.1 below.

Schedule 7C of the EPBC Regulations specifies that a Heritage Strategy must include matters relating to the identification and assessment of Commonwealth Heritage values, including the following:

a  an outline of the process for identifying and assessing the Commonwealth Heritage values of all agency property;

b  a statement of the time-frames for the completion of:
   1  the agency’s heritage identification and assessment programme;
   2  the agency’s register of places and their Commonwealth Heritage values; and
   3  the agency’s report to the Minister, that includes details of the programme and a copy of the register.
3.1 Identification and assessment of Commonwealth Heritage values

Airservices has adopted a thematic approach to the identification and assessment of Commonwealth Heritage values for places owned and controlled by the agency.

3.1.1 Studies underway or complete

The assessment of ATC towers was undertaken in 2007-09. Of the 28 ATC towers assessed, seven were found to meet the threshold for inclusion in the CHL, and six were nominated to the List. These six towers (Bankstown, Essendon, Hobart, Launceston, Parafield and Sydney) were gazetted by the Commonwealth Environment Minister for inclusion in the CHL on 24 November 2015. The seventh ATC tower assessed to have potential CHL values, Melbourne-Tullamarine no. 1, was not nominated to the List because it was scheduled for demolition, related to the construction of a replacement tower. This demolition is yet to occur.

Sydney ATC tower no. 4, and the Operations Centre and Services Building (buildings 237, 238 and 239) are considered to have a ‘high’ level of heritage significance as identified in the Heritage Management Plan (HMP) for Sydney Airport prepared by GML (2009). The definition of a ‘high’ level of heritage significance in the HMP is, ‘Elements that demonstrate Commonwealth Heritage values in their own right …’. The HMP was prepared pursuant to the EPBC Act Regulations.

The assessment of ARFFS stations was undertaken in 2010-12. Avalon ARFFS Fire Station was identified as having Commonwealth Heritage Values, and was recommended for nomination to the CHL. This has yet to occur, however the owner of the Avalon Airport site (the Department of Defence), and the operating company (LinFox) have been notified by Airservices of the Avalon ARFFS Station’s heritage status.

The assessment of navaids was commenced in 2013, and Stage 1b was completed in 2014. Stage 1b, which comprised assessment of 13 navaids, concluded that Detailed Heritage Assessments (DHA) of five navaids should be prepared, to establish whether they have the potential to satisfy the CHL threshold. This work is scheduled to be completed in 2018-20. The five navaids are:

- Barcaldine (Queensland) NDB T48
- Ardrossan (South Australia) CVOR T57
- Point Lookout (New South Wales) DVOR T64
- Wynyard (Tasmania) DVOR T64
- Canberra (ACT) Microwave Landing System (MLS).

It should be noted that a DHA for the Canberra MLS was prepared in 2014, related to a proposal to remove the MLS. This assessment identified values associated with the 4000 series Interscan MLS that are indicative of Commonwealth Heritage values. The Canberra MLS is now in storage at the Airways Museum, Essendon Airport, Victoria.

The MLS at Melbourne, Victoria has been assessed as satisfying the threshold for inclusion in the CHL (Lovell Chen, report for Airservices, June 2007). Given its high historical and technical values, it can reasonably be anticipated that an application for inclusion of the MLS in the CHL would be successful.
It is proposed to continue the thematic approach to heritage assessments during 2018-20. Airservices is committed to the identification and assessment of Commonwealth Heritage values for radar facilities and flight service centres that it owns and/or controls during this timeframe, and to complete DHAs for the four navaids listed above (noting that the Canberra MLS has been removed from site and place in storage at the Airways Museum at Essendon Airport). See also summary at Table 3.

The International Transmitting Station at Llandilo, NSW has been identified as a place of heritage significance and was included in the CHL in 2011 (gazetted on 29 March 2011). The property has since been removed from the CHL by Airservices because of a proposal to divest the property to the NSW Government. The Shale Woodland at Shanes Park, which is the setting for the Transmitting Station, is included in the CHL for natural values (ID 105534). Airservices recognises the need to prepare a Heritage Management Plan (HMP) for the ITS site at Llandilo, regardless of whether the property is retained or divested.

3.2 Future studies

3.2.1 Aeradio and Flight Service Centres

A rich history exists in Australia on the role of the Aeradio and Flight Service (FS) network. Many of the places from which FS has operated were relinquished prior to the EPBC Act coming into force. However, Airservices retains some of the approximately 70 buildings concerned.

3.2.2 Radar facilities

Airservices owns and maintains a network of both primary and secondary radar facilities as part of its provision of safe air traffic management and surveillance services. These radars provide coverage for aircraft operating predominantly in high level airspace on significant routes. Some of these radars are also located so that they can support the coverage of nearby terminal area radars and provide coverage to ensure continuity of operations in the event of service outages. A number of these facilities will be the subject of replacement projects as they reach their end-of-life. There is potential for older installations to have some heritage value.

3.2.3 Methodology

The approach for the identification and assessment of the places owned and controlled by Airservices includes the following stages:

- Stage 1 – Desktop-based preliminary heritage assessment (Interim Heritage Assessment, or IHA) to identify the potential heritage values of the place and the nature, extent and level of those values (local, State, Commonwealth and/or National).
- Stage 2 – Detailed assessment (Detailed Heritage Assessment, or DHA), which involves historical research and comparative analysis, a physical survey and inspection, and assessment of the place against the criteria identified in section 341D of the EPBC Act ‘Meaning of Commonwealth Heritage values’.

If the assessment of the place determines that one or more of the Commonwealth Heritage criteria has been met, the place will be considered to be of Commonwealth Heritage value, and will be nominated for inclusion in the CHL. It is recognised there may be a requirement for places owned or controlled by Airservices (already included in the CHL) to be included in future assessment programmes, to determine whether values exist that have not been previously recorded.
A place is assessed against the Commonwealth Heritage criteria for its heritage value, and consideration is also given to the threshold or level of significance for which a criterion is satisfied. There are four broad levels of heritage significance: world heritage significance, national heritage significance, state/territory heritage significance and local significance. It is usual that a place which demonstrates any level of significance is of local significance. Places can be included in the Commonwealth Heritage List if they satisfy any level of significance, including local significance.

The following table provides a progress summary of the thematic groups of places owned or controlled by Airservices which have, or will undergo identification and assessment for Commonwealth Heritage values.

<table>
<thead>
<tr>
<th>Heritage projects/thematic areas for assessment</th>
<th>Progress of assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATC towers</td>
<td>The assessment was completed in 2009. Heritage Management Plans (HMPs) are being prepared for the six ATC towers included in the CHL, and are due for completion in 2018.</td>
</tr>
<tr>
<td>ARFFS fire stations</td>
<td>The assessment was completed in 2012.</td>
</tr>
</tbody>
</table>
| Navigation aids                               | Stage 1b assessment completed in 2014. Detailed Heritage Assessments for the following four nav aids to be completed in 2018-2020.  
  ◦ Barcaldine (Queensland) NDB T48  
  ◦ Ardrossan (South Australia) CVOR T57  
  ◦ Point Lookout (New South Wales) DVOR T64  
  ◦ Wynyard (Tasmania) DVOR T64 |
| Flight Service Centres / Aeradio              | Following completion of a scoping study to identify any Aeradio/Flight Service buildings and associated infrastructure that are still retained by Airservices, a heritage assessment is to be completed in 2018-20. |
| Radar facilities                              | Following completion of a scoping study to identify radar facilities that may possess heritage values, a national assessment is to be completed in 2018-20. |
| ITS, Llandilo (Shane’s Park), Sydney          | A Heritage Management Plan (HMP) will be completed in 2018-2020. |
In addition to the identification and assessment stages identified above, and complementing this programme, the Airservices EMS also incorporates environmental impact assessment protocols. The EMS requires environmental considerations, including heritage matters, to be addressed for all proposed on-ground change actions, such as the replacement of outdated equipment (refer Environmental Management of Changes to On-Ground Activities National Operating Standard – AA-NOS-ENV02.200).

Places considered as having potential heritage value that may be significantly impacted by a proposed action will be subject to a formal impact assessment process and, where required, referred under the EPBC Act.

3.2.4 Strategy
Airservices will continue to conduct a programme, in accordance with s.341ZB(1)(a) of the EPBC Act, to identify and assess the Commonwealth heritage values of places owned or controlled by the organisation.

3.2.5 Actions
Complete an assessment programme for the following thematic group of places owned or controlled by Airservices:

- Navails
  - Barcaldine, Queensland – NDB T48
  - Ardrossan, South Australia – CVOR T57
  - Point Lookout, New South Wales – DVOR T64
  - Wynyard, Tasmania – DVOR T64

Prepare a Heritage Management Plan for:
- The Llandilo Transmitting Station

 Undertake an identification and assessment programme for the following thematic groups of places owned or controlled by Airservices:

- Flight Service Centres / Aeradio
- Radar facilities

Update Airservices environmental risk register and site-specific environmental manifests to detail the Commonwealth Heritage values of each place.
3.2.6 Timeframes

Timeframes associated with the identification and assessment of thematic studies are outlined in Table 4.

<table>
<thead>
<tr>
<th>Thematic group</th>
<th>Position responsible</th>
<th>Completion date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navaids</td>
<td>EGM ANS</td>
<td>2020</td>
</tr>
<tr>
<td>Flight Service Centres / Aeradio</td>
<td>EGM ANS</td>
<td>2020</td>
</tr>
<tr>
<td>Radar facilities</td>
<td>EGM ANS</td>
<td>2020</td>
</tr>
<tr>
<td>ITS, Llandilo (Shane’s Park)</td>
<td>EGM ANS</td>
<td>2020</td>
</tr>
</tbody>
</table>

Airservices has prepared a heritage register of places which is available on the agency’s website: [www.airservicesaustralia.com/environment/heritage/heritage-register/](http://www.airservicesaustralia.com/environment/heritage/heritage-register/). The register will be progressively updated following the identification and assessment programme outlined in Table 4. See also Section 4.1.

Airservices will prepare a report to the Commonwealth Environment Minister outlining the above programme, the associated timeframe and a copy of the heritage places register at Section 4.1.
4.0 Management of Commonwealth Heritage values

Airservices is committed to managing and protecting the places it owns or controls that have Commonwealth Heritage value.

The following section addresses the matters relating to the management of Commonwealth Heritage values which must be included in a Heritage Strategy, as identified Schedule 7C of the EPBC Regulations:

a a description of how the agency’s heritage places register will be maintained, updated and made accessible to the public;

b a statement of the time frame for the preparation of management plans for the agency’s Commonwealth Heritage places;

c an outline of the existing use, by the agency, of places with Commonwealth Heritage values;

d an outline of current or expected development, works, disposal or other proposals that may affect Commonwealth Heritage values;

e an outline of the process to ensure that Commonwealth Heritage values are considered in the agency’s planning for future development, works, divestment or other proposals;

f a plan and budget for the maintenance and long-term conservation of Commonwealth Heritage values; and

g an outline of the process by which the success of the agency in conserving Commonwealth Heritage values will be monitored and reviewed.

4.1 Heritage places register

The EPBC Act requires that Airservices develops a heritage places register that identifies the Commonwealth Heritage values for each place it owns or controls (s.341ZB(1)(b)). This register currently contains seven air traffic control towers and is publicly accessible through Airservices website at www.airservicesaustralia.com. The register was last updated in July 2016 and will be updated in 2018 to include all places which are identified as having heritage value.
In order to ensure the heritage places register is up-to-date, Airservices will:

- maintain the register as an electronic database;
- ensure the information gained from environmental site audits, assurance programmes, document reviews, new/updated management plans and so forth are reviewed against heritage register entries; and
- create an EMS procedure that is reviewed cyclically to ensure information exchange exists between the heritage register, the environmental risk register, environmental manifests and Airservices estate management procedures.

- Airservices current heritage places register is shown in Table 5, over.

<table>
<thead>
<tr>
<th>No.</th>
<th>Place</th>
<th>Location</th>
<th>Known or potential heritage values</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Llandilo International Transmitter Station (ITS)</td>
<td>Stoney Creek Road, Shanes Park, NSW</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>2</td>
<td>Bankstown ATC tower no. 2</td>
<td>Tower Road, Bankstown Airport, Bankstown, NSW 2198</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>No.</td>
<td>Place</td>
<td>Location</td>
<td>Known or potential heritage values</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------</td>
<td>----------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>3</td>
<td>Essendon ATC tower no. 3</td>
<td>Essendon Airport, Wirraway Road, Essendon Victoria</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>4</td>
<td>Hobart ATC tower</td>
<td>Tower Road, Hobart International Airport, Cambridge, Tasmania 7170</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>5</td>
<td>Launceston ATC tower no. 2</td>
<td>Launceston Airport Evandale Road, Western Junction, Tasmania 7212</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>No.</td>
<td>Place</td>
<td>Location</td>
<td>Known or potential heritage values</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>6</td>
<td>Melbourne-Tullamarine ATC</td>
<td>Tullamarine Airport Tower Road, Tullamarine, Victoria 3043</td>
<td>Values identified</td>
</tr>
<tr>
<td></td>
<td>tower no. 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Parafield ATCtower</td>
<td>Parafield Airport, corner of Kittyhawk Lane and Anderson Drive, Salisbury SA 5108</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>8</td>
<td>Sydney ATC tower no. 5</td>
<td>Sydney Airport Air Traffic Control Tower (No.5) General Holmes Drive Kyeemagh, NSW 2216</td>
<td>Known values – CHL</td>
</tr>
<tr>
<td>No.</td>
<td>Place</td>
<td>Location</td>
<td>Known or potential heritage values</td>
</tr>
<tr>
<td>-----</td>
<td>-------</td>
<td>----------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>9</td>
<td>Avalon ARFFS fire station</td>
<td>Avalon Airport, Lara, Victoria 3212</td>
<td>Potential CHL values</td>
</tr>
<tr>
<td></td>
<td>(Avalon is owned by the Australian Department of Defence, managed by LinFox and operated by Airservices)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Barcaldine NDB T48</td>
<td>Barcaldine NDB installation, Queensland (Lat: 23° 34’ S; Long: 145° 18’ E)</td>
<td>Recommended for Detailed Heritage Assessment, potential CHL values</td>
</tr>
<tr>
<td>11</td>
<td>Ardrossan, CVOR T57</td>
<td>Ardrossan Airservices Australia CVOR installation, South Australia (Lat: 34° 25’ 05”; Long: 137° 53’ 40”), Allotment 839, Field Plan 197400 Hundred of Cunningham</td>
<td>Recommended for Detailed Heritage Assessment, potential CHL values</td>
</tr>
<tr>
<td>No.</td>
<td>Place</td>
<td>Location</td>
<td>Known or potential heritage values</td>
</tr>
<tr>
<td>-----</td>
<td>-------</td>
<td>----------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>12</td>
<td>Point Lookout, DVOR T64</td>
<td>Point Lookout Airservices Australia VOR installation, New South Wales (Lat: 30° 29’ 32.84; Long: 152° 21’ 33.13)</td>
<td>Recommended for Detailed Heritage Assessment, potential CHL values</td>
</tr>
<tr>
<td>13</td>
<td>Wynyard, DVOR T64</td>
<td>Burnie Airport, Tasmania</td>
<td>Recommended for Detailed Heritage Assessment, potential CHL values</td>
</tr>
<tr>
<td>14</td>
<td>Canberra Airport Microwave Landing System (MLS)</td>
<td>Airways Museum, Wirraway Road, Essendon Airport, Victoria</td>
<td>Potential CHL values</td>
</tr>
<tr>
<td>No.</td>
<td>Place</td>
<td>Location</td>
<td>Known or potential heritage values</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>15</td>
<td>Melbourne Airport Microwave Landing System (MLS)</td>
<td>Secure Airservices compound at Melbourne Airport</td>
<td>Potential CHL values</td>
</tr>
<tr>
<td>16</td>
<td>Sydney Operations Centre and Services Building, and ATC tower no. 4</td>
<td>Sydney Airport, (buildings 237, 238 and 239)</td>
<td>Potential CHL values</td>
</tr>
</tbody>
</table>

4.1.1 **Strategy**
Maintain the heritage places register in a publicly accessible location. (Airservices external website).

4.1.2 **Action**
Update the Airservices heritage places register to include all places with heritage values to align with outcomes of the assessment programme.
4.2 Heritage management plans (HMPs)

Section 341S of the EPBC Act requires Commonwealth agencies to prepare a written management plan to protect and manage the Commonwealth Heritage values of a place it owns or controls. Management plans prepared for Commonwealth heritage places, that is, those places that are included on the Commonwealth Heritage List, must meet the requirements provided in Schedule 7A of the EPBC Regulations.

Airservices has completed HMPs for Bankstown ATC tower no. 2, Essendon ATC tower no. 2, Hobart ATC tower, Launceston ATC tower no. 2, Parafield, ATC tower no. 2 and Sydney ATC tower no. 5. An HMP for the ITS site at Llandilo will also be completed in 2019-2020.

In addition, and in accordance with section 341X of the EPBC Act, the Executive General Manager Air Navigation Services (EGM ANS) will direct reviews of management plans to take place within five years of the plan’s completion. It is noted, however, that a review of an HMP may be required earlier than the statutory period where:

- the plan does not cater for proposed unforeseen actions;
- additional Commonwealth heritage values are identified; degradation of the place’s environment (for example, through accident or natural disaster) has occurred; and/or management policies/responsibilities do not adequately cater for changed operational or management regimes; and/or
- the EGM ANS considers the management policies do not adequately manage risks to the heritage values of the place.

4.2.1 Strategy

Airservices will, in accordance with the EPBC Act, prepare and implement management plans for places it owns or controls that are on the Commonwealth heritage list.

4.2.2 Actions

Airservices will prepare a programme for the preparation of HMPs for all places included in the CHL.

The EGM ANS will monitor the preparation and implementation of HMPs for Commonwealth heritage places.
4.3 Use of places with Commonwealth Heritage values

Currently, the majority of places owned or controlled by Airservices which have a heritage listing or Commonwealth Heritage values are used for operating navigational equipment (such as radio navigation aids) and communication facilities for the aviation industry. In addition, at a number of airports which have heritage values, Airservices is responsible for providing air traffic control and/or fire fighting services which includes the management of operational control towers, aviation rescue and fire fighting infrastructure and equipment and associated support facilities.

A comprehensive understanding of both current and past activities on Airservices properties is important when identifying and assessing current environmental risks and heritage impacts, and in developing appropriate management practices to minimise those risks and impacts.

4.3.1 Strategy

Airservices will provide a summary of the history and current use of each place in its heritage places register.

4.3.2 Actions

In accordance with Regulation 10.03G (2)(e) of the EPBC Regulations, Airservices heritage places register will include a sequential description of the use of each place entered in the register.

In the preparation of HMPs for Airservices places having Commonwealth heritage values, the past, present and proposed uses of the places will be identified. Current and proposed uses will be taken into account when assessing potential impacts and developing mitigation measures in those plans.
4.4 Future management of Commonwealth Heritage values

Airservices EMS protocols (for example, Environmental Management of Changes to On-Ground Activities - AA-NOS-ENV-2.200) provides a framework for the identification and management of current or expected development, works, divestment or other proposals that may affect the Commonwealth Heritage values of places owned or controlled by Airservices.

For places included in the CHL, the HMP provides a specific management framework to protect the Commonwealth Heritage values of the place.

4.4.1 Process for consideration in planning for future development, works and divestment

At any one time, Airservices has numerous development activities under way around Australia, that are at varying stages of planning or implementation. Current and known future projects that relate to places having Commonwealth heritage values are provided in Table 6.

Airservices EMS includes procedures in relation to assessing the risks associated with proposed changed management on environmental factors, including heritage impacts (for example, Environmental Management of Changes to On-Ground Activities - AA-NOS-ENV-2.200 and Guidelines for undertaking a desktop study to determine places of potential heritage value - ENV-GUIDE-0019). These documented processes will be used in the management of heritage values when planning projects and other activities that may impact on heritage values of places owned or controlled by Airservices.

As part of these processes, there is a requirement during the initiation phase of project development to conduct an assessment of environmental risks associated with the project. This includes searching the environment risk register for previously identified risks and completing a checklist of possible environmental impacts associated with the project. Additionally, relevant findings from any assessments of heritage value, will be entered into Airservices heritage places register, with this information to be made available to project managers for inclusion in their project planning. Potential impacts on heritage values will also be entered into the environment risk register.

For properties included in the CHL, Airservices will comply with the EPBC Act and take all measures to mitigate the impact of the action on the Commonwealth heritage values, seek early advice from qualified heritage specialists and the Department where appropriate and refer the action for a decision by the Environment Minister when necessary. Project managers are required to seek advice from the ANS Senior Environmental Specialist where:

- insufficient information is available to make informed decisions on likely risks to heritage values resulting from proposed actions; and /or
- risks identified through the operation of this strategy, EMS protocols, environment risk register or management plans indicate proposed actions are likely to have a significant impact on heritage values
### Future development, works and divestment activities identified by Airservices for the period 2018-2020, that may potentially affect properties with known heritage values.

<table>
<thead>
<tr>
<th>Project</th>
<th>Potentially affected Heritage property</th>
<th>Specific works that may affect the Commonwealth heritage values (All actions will be undertaken in accordance with the EPBC Act and the Airports Act 1996.)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Future development or works</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Towers Programme</td>
<td>Launceston no. 2, Essendon no. 3, Bankstown no.2, Sydney no.5, Parafield and Hobart ATC towers, all included in the CHL</td>
<td>Sydney ATC tower no.5 has been identified for replacement, however Airservices has decided to retain the tower due to its heritage values. A decision on whether the tower will remain operational, or whether the lease will be handed back to Sydney Airport, has not yet been made.</td>
</tr>
<tr>
<td>The upgrading and refurbishment of ageing air traffic control tower buildings is a component of Airservices National Towers Programme.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OneSKY Programme</td>
<td>Launceston no. 2, Essendon no. 3, Bankstown no.2, Sydney no.5, Parafield and Hobart ATC towers, all included in the CHL</td>
<td>All towers will require new controller consoles and specific IT equipment to run the new CMATS (Civil Military Air Traffic Control System), which is currently being rolled out across Australia as part of the OneSky Programme, until 2022.</td>
</tr>
<tr>
<td>Navex 2B, Navex Rationalisation project, Backup Navigation Network project. Navigation Aid projects including, life extension, upgrading and decommissioning of relevant assets.</td>
<td>Navigation aids with potential Commonwealth Heritage values as detailed at Table 5.</td>
<td>Replacement or upgrades of NDB, VOR and DME equipment for life extension or decommissioning programmes associated with the CASA mandate to move to satellite-based navigation.</td>
</tr>
<tr>
<td><strong>Divestment of property</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sydney Tower and Terminal Control Unit (TCU) Upgrade project</td>
<td>Sydney Operations Centre and Services Building, and ATC tower no. 4</td>
<td>With the construction of a new TCU and ATC tower at Sydney Airport, these properties may become surplus to Airservices needs, and may be handed back to Sydney Airport.</td>
</tr>
<tr>
<td>Llandilo former International Transmitter Station (ITS) Divestment</td>
<td>Llandilo former ITS</td>
<td>Airservices is planning to divest ownership of this property to the NSW government, however negotiations on this process have not progressed in recent years. Negotiations will recommence in the period covered by this strategy and a HMP will be prepared for this site.</td>
</tr>
</tbody>
</table>
4.4.2 Strategy
Current or expected development, works, disposal or other proposals that may affect the Commonwealth heritage values of places owned or controlled by Airservices will be identified and addressed via Airservices EMS protocols (for example Environmental Management of Changes to On-Ground Activities - AA-NOS-ENV-2.200), and HMPs.

4.4.3 Action
Airservices will ensure heritage values are considered early in the planning process for development proposals, divestment and other actions, with the aim of identifying and managing risks to those heritage values in accordance with legal obligations.

4.5 Budgeting for maintenance and conservation of heritage values
Airservices corporate governance policies ensure that financial budgeting accounts for costs involved in environmental legislation compliance. Protocols resulting from the financial policies require the identification of needs for funds and the process for developing effective budgets. All projects must include, where necessary, funds to ensure the environment is appropriately managed in accordance with Airservices legal and policy obligations. This will include addressing existing heritage values, and any values identified in the initiation phase of a project. In addition, management plans for Commonwealth heritage places will identify and guide maintenance and capital work requirements as well as provide details on expenditure requirements for budgeting purposes (the property manager for the place is responsible for identifying and bidding for required annual funds on an ongoing five-year funding cycle).

Airservices Office of the CEO currently funds the Airways Museum at Essendon Airport on a three-yearly basis as part of its corporate sponsorship programme. For many years, Airservices has collected and preserved a range of equipment related to its business such as air traffic control consoles, radomes, fire trucks and navigation aids. This collection is managed and preserved in the current Airways Museum and, while largely historical in content, it houses equipment that may help illustrate Commonwealth heritage values of Airservices places.

4.5.1 Strategy
In accordance with its statutory obligations, Airservices will ensure the maintenance and long-term conservation of Commonwealth Heritage values for places it owns or controls are included in its planning and budgeting processes.

4.5.2 Action
The requirements for heritage assessment and protection will be planned and included in the budget for the development and implementation of capital works projects.
Identify expenditure for the maintenance and long-term conservation of Commonwealth heritage values in the Airservices annual report.
4.6 Monitoring and review

Airservices has an environmental audit programme for places under its control. The audit programme is conducted to assess the adherence to policy and procedures, as detailed in the EMS, and includes reference to heritage management plans prepared for places included in the CHL.

Non-compliance issues identified through the environmental audit programme are documented in Airservices Corporate Integrated Reporting and Risk Information System database (known as CIRRIS), with corrective actions determined and monitored. Issues considered as being significant (for example, non-compliance with legislation or issues of public sensitivity) will be reported to the EGM ANS.

The success of conserving heritage values of Commonwealth heritage places owned or controlled by Airservices will be monitored and reported in accordance with management plans for those places (refer to clause(h)(ix), Schedule 7A of the EPBC Regulations). Airservices will use the description, condition and integrity of the Commonwealth heritage values of the place as a datum against which to measure any change to those values. Airservices will use the information on its heritage register to monitor and report on the conservation and protection of those values.

4.6.1 Strategy

Airservices will monitor and report on its success in conserving the Commonwealth heritage values of places it owns or controls through protocols and benchmark criteria outlined in its EMS.

4.6.2 Action

Integrate heritage management into Airservices annual environmental audit programme, consistent with procedures detailed in its EMS.
5.0 Training & Promotion

Airservices is committed to providing training for staff in relation to environmental management and heritage matters, and in promoting the Commonwealth Heritage values of places that the agency owns or control.

This section addresses the matters relating to Commonwealth Heritage training and promotion which must be included in a Heritage Strategy, as identified in Schedule 7C of the EPBC Regulations:

a a programme for the training of agency staff about Commonwealth heritage obligations and best practice heritage management;

b a programme for promoting community awareness of Commonwealth Heritage values, as appropriate.

5.1 Staff training

Airservices EMS (Environmental Management System Objectives and Requirements Standard – AA-NOS-ENV-0001) establishes the agency’s standards for staff training, awareness and competence. The EMS ensures and maintains appropriate staff competencies in environmental management throughout the organisation via direct training or corporate environmental training modules, maintaining a register of EMS and environmental trainers within the organisation, and providing staff environmental awareness programmes. Airservices has a rolling annual programme of environmental awareness training that it conducts at the corporate level.

All Airservices staff are required to undertake mandatory environmental awareness training as an online course, with refresher training required on a regular basis (every two years) – this includes heritage issues. All site-based staff (and contractors) are also required to undertake site inductions prior to entering an Airservices site – these inductions cover environmental and heritage issues, where relevant.

The quality of decision making in relation to heritage issues relies on the availability of information about the places Airservices owns or controls. Airservices recognises the need to raise awareness and understanding of heritage issues among managers and staff, and to achieve more effective integration of heritage management within its existing EMS and organisational structure.

5.1.1 Strategy

Continue to integrate heritage management awareness training into Airservices ongoing environment training programme.

5.1.2 Action

Continue to provide training regarding heritage management awareness as part of Airservices environment training program and EMS assurance and training activities.
5.2 Community awareness

Community awareness of Airservices environmental and heritage issues, its operations and its environments management is primarily undertaken through the organisation’s website, media releases, social media, conferences and associated workshops. Where appropriate, information about the conservation and management of places with Commonwealth heritage values will be available through Airservices website, its heritage register or the relevant HMP.

Airservices is committed to making available information on the Commonwealth heritage values of places it owns or controls to the community (subject to issues of confidentiality), for education and awareness purposes. Most of this information is also available on the Department of Environment and Energy’s CHL website (http://www.environment.gov.au/heritage/places/commonwealth-heritage-list).

5.2.1 Strategy

Continue to provide publicly accessible information with regard to the Commonwealth Heritage values of the places owned or controlled by Airservices.

5.2.2 Actions

Continue to regularly update the information provided on the Airservices heritage webpage to provide information about current projects to the community.

For upcoming capital works projects, develop focused information strategies to inform and consult with key community stakeholders. Note: For security and safety reasons, access by the public to operational Airservices sites is restricted.

Airservices will continue to provide information to the relevant heritage and historical societies, including the Civil Aviation Heritage Society, with regard to the Commonwealth heritage values of the places it owns or controls, as well as to the Department of Environment and Energy.
Wonthaggi NDB, c. 1960s
(Source: Civil Aviation Historical Society)
References


Airports Act 1996.


Airservices Environment Policy, Version 1, 9 October 2017 (www.airservicesaustralia.com/environment/).

AS/NZS ISO 14001.

Ask First: A guide to respecting Indigenous heritage places and values (2002).


The Burra Charter (Australia ICOMOS 2013).
Avalon Airport Control Tower No. 5
(Source: Civil Aviation Historical Society)
APPENDIX

Appendix A  Environmental Policy
Australian DME external installation
(Source: Civil Aviation Historical Society)
Appendix A

Airservices Environmental Policy
Environmental Policy

Airservices is a provider of safe, secure, efficient and environmentally responsible services to the aviation industry. We are committed to the principles and practices of sustainability, and strive to continuously improve our organisational environmental performance to achieve positive outcomes for our customers, stakeholders and the community.

Our commitments

Airservices is committed to reducing the impact of our operations on the environment, heritage and communities.

Noise and community management
We will actively investigate proposed changes to air traffic control and on ground activities, to minimise associated noise and environmental impacts; and effectively respond to complaints and community concerns regarding our environmental performance.

Emissions and air quality
We will reduce emissions associated with Airservices air traffic control and on ground activities wherever practicable; and proactively work with the aviation industry to achieve improved emissions and air quality outcomes.

Waste and pollution
We will investigate and implement waste reduction, re-use and recycling opportunities; prevent uncontrolled release of our waste products to the environment; and manage legacy issues associated with Airservices waste products and pollution.

Energy and resource usage
Where practicable, we will reduce total energy, water and fuel consumption; adopt resource efficient technologies; and reduce Airservices greenhouse gas emissions and dependence on fossil fuels.

Heritage
We will identify and protect the heritage values of places Airservices controls or potentially impacts; and assist in the protection and promotion of historical aviation values.

Land soils, water and biodiversity
We will ensure: our impacts to land, soil and biodiversity (including erosion, sedimentation, and habitat destruction) are prevented or minimised; invasive species are eradicated or appropriately managed at our sites; and our impacts to surface and/or ground-waters are controlled and minimised.

Environmental Management System
We will continually work to improve our Environmental Management System (EMS) to meet our organisational compliance obligations and realise our environmental performance commitments.

Jason Harfield
Chief Executive Officer

INFO FOR STAFF