

Note

As part of an organisational restructure that became effective on 1 April 2009, Environment and Climate Change moved from Corporate Affairs to Safety & Environment.

Accordingly, until these documents are updated, any references to Corporate Affairs accountabilities or responsibilities should be read as being Safety & Environment accountabilities or responsibilities, with the exception of any activities that directly relate to the Corporate Affairs Business Group functions i.e. public affairs.

Please contact **s47F** on ext 4279 if you have any queries.

Released by Airservices Australia pursuant to the Freedom of Information Act 1982 (Cth)

Airservices Australia

National Operating Standard Environment Standard & Practices

Environment Assessment Process for ATM Changes

Document Number: AA-NOS-ENV-2.100

Endorsed by:	s47F	Prepared by:	s47F
Designation:	Manager Environment Branch, Corporate Affairs	Designation:	Senior Specialist, Environment Branch
Approved by:	s47F		
Designation:	General Manager, Corporate Affairs		
Issue Number:	3	Issue Date:	28 Nov 2007

© Airservices Australia 2007 – All Rights Reserved

Note

A controlled electronic copy of this manual is controlled through AVNET.

Any hard copy of this document is deemed to be uncontrolled

The onus is on the user of the information to verify currency.

Editorial Practices

- | | |
|----------------------|---|
| Standard | <ul style="list-style-type: none"> ▪ Any specification of the criteria necessary to ensure that a product, service or system achieves compliance with safety, environment and regulatory and organisational requirements |
| Recommended Practice | <ul style="list-style-type: none"> ▪ Provides recommended practices on how a standard may be met. Business units may develop alternative practices provided that they meet the requirements of the standard. Business units must ensure that such alternative practices provide a due diligence defence for Airservices Australia. ▪ <i>Printed in italics with the prefix (P).</i> |
| Note | <ul style="list-style-type: none"> ▪ Presents relevant factual information or references, but does not constitute part of the Standard or Recommended Practice. ▪ Prefixed with "Note". |

Amendment Record

Amendment Number	Section Amended	Amended by	Date
Issue 1	Original	DSEA	8/6/2001
Issue 2	Front Cover: Directorate Title, Document Number	DSEA	29/5/2002
Issue 2.1	Throughout Document-Format, TEMS to ARMS, Document Numbers; Front Cover - Document Number/Title; Page 2 – Editorial Practices/ Key words.	DSEA	27/6/2003
Issue 2.2	Section 3 Added clarification that Groups and Sectors entirely over ocean did not need to record changes in ARMS unless the change influences low flying aircraft. This change did not involve a real change in procedures as ARMS does not require an assessment of these changes over the ocean. Hence the change was released as Issue 2.2 rather than Issue 3	DSEA	30/6/2004
Issue 3	Revised to reflect new organisational structure. Additional words added to 3.3.1 to emphasise proponent requirements to provide information for proposal assessments. Reference to responsibility of Manager Environment Branch with respect to proposals assessed as having a significant environmental impact added to 2.3. Reference to CASA OAR airspace and air route assessment requirements included and name of Minister updated.	Environment Branch	28/11/2007

Key words

EMS
Environment Management System
Environment Assessment
ATM
Change

Table of Contents

Editorial Practices	2
Amendment Record	2
Key words	2
Table of Contents	3
Definitions	4
1. PURPOSE.....	6
2. PRINCIPLES.....	6
2.1 All Proposals	6
2.2 Significant Environmental Business Risks.....	7
2.3 Proposals with Significant Impacts.....	7
2.4 Responsibilities.....	8
3. ENVIRONMENTAL ASSESSMENT	9
3.1 Environment Assessment Process	9
3.2 Screening for Environmental Risk Process.....	9
3.3 Environmental Impact Assessment Process.....	10
3.4 Environment Business Risk Management Process.....	11
3.4.1 Elements of Environmental Business Risk Management.....	11
3.4.2 Environment Business Risk Assessment	11
3.4.3 Environment Business Risk Strategy	12
3.4.4 Reporting of Environment Business Risk	12
3.5 Environmental Pre-Implementation Check	14
3.5.1 Elements	14
3.5.2 Pre-implementation check.....	14
3.5.3 Recording Implementation in ARMS	14
4. REFERENCES/RELATED DOCUMENTS.....	15
5. APPENDICES.....	15
6. EXPLANATORY NOTES.....	16

Definitions

ATM	Air Traffic Management
DAHAP	Designated Airspace Handbook Amendment Proposal
EIA	Environmental Impact Assessment
EBRA	Environmental Business Risk Assessment
Environmental Business Risk Strategy	The risk mitigation strategy required for all proposals with an EBRA assessment of "significant environmental business risk". It is developed by recording, in ARMS, objectives and targets.
Environmental Clearance	Indicates that from an environmental perspective the proposal has clearance to be implemented as the proposal has been assessed as not having significant impacts and the impacts have been minimised. A proposal cannot be implemented without "Environmental Clearance". "Environmental Clearance" is established in ARMS (in the "Risk Assessment Window") and then recorded in the RFC.
Environmental Risk Screening Criteria	The criteria used to determine if Environmental Impact Assessment and Environmental Business Risk assessment is required. See also: AA-NOS-ENV-2.120
Environmental Sensitive Area	An area of high conservation value (including biosphere reserves, world heritage areas, Commonwealth reserves, Ramsar wetlands, National Parks and conservation reserves) or areas of highly sensitive to aircraft noise.
EMS	Environmental Management System
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999.
Manager	Responsible Manager in Airservices or their delegate
Production/ Implementation Unit Manager	The Manager, whose actions will or may result in the proposal becoming operational. This may or may not be the Proponent Manager
Proponent Manager	Manager of the Business Centre which is responsible for the management of the proposal, or the Manager's delegate.

Definitions

Proposal	<p>Proposal is any change in Airservices' air traffic management practices that may affect aircraft movements. This would include, but would not be limited to, proposals to alter or introduce:</p> <ul style="list-style-type: none">• New or amendments to an instrument approach;• A new or amendment to an existing flight path or air route;• Re-classification of air space;• Change to preferred runways;• Change in time of day of operation (eg amendments to tower hours of operations – as the time of day that a tower operates may alter the flight path used by aircraft);• A change to a support system that may influence the capacity or mode of operation of an of ATC unit;• A change that allows use of a flight path / airspace by different type or number of aircraft;• A tactical decision of an air traffic controller to alter the track of an individual aircraft does not institute a proposal.
Proposal – for Environmental Assessment document	<p>The documentation of the proposal prepared by a Proponent Manager that forms the basis for environmental assessment.</p>
RFC	<p>Request for Change registers, which are managed by the Business Centres.</p>
Significant Environmental Impacts	<p>A proposal assessed as having significant impact in accordance with the EPBC Act</p>
Significant Environment Business Risk	<p>A proposal assessed in Environmental Business Risk Assessment as having significant business risks associated with the environmental impacts of the proposal. . A proposal may be a significant environmental business risk without having significant environmental impacts, for example a change in an air route that causes public concern but does not have a significant impact in terms of noise.</p>
Small Remote Communities	<p>Small residential areas located in a "Designated Remote Area" on En Route Charts -ERC (low) or in ERSA (GEN - FIS - In Flight) - (Central Australia).</p>
ARMS	<p>Tool for Environmental Management. This is the database used to record data arising from Airservices' EMS. It is available on request by contacting IT Help Desk 5555.</p>

1. PURPOSE

- 1.1 To establish a standard for the environmental assessment of proposed changes to Airservices' air traffic management practices that may involve a change to aircraft operation ([proposals](#)).
- 1.2 The Standard provides a process, designed to ensure sound environmental management, and to ensure appropriate due diligence activity, by facilitating:
- (i) Compliance with environmental management requirements by:
 - (ii) Identifying proposals that may have significant impacts and ensure that appropriate assessment of these proposals is undertaken, as required under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC);
 - (iii) Ensuring air traffic management practices are conducted in a manner so that the environment is protected, as far as is practicable, as required under the Air Services Act 1995; and
 - (iv) Documenting the process to facilitate demonstration of due diligence.
- 1.3 Management of environmentally related business risk.

2. PRINCIPLES

2.1 All Proposals

- 2.1.1 All proposed changes to Airservices' air traffic management practices ([proposals](#)) that may affect aircraft operations shall:
- (i) Reflect environmental considerations in their design and must be consistent with Airservices' "Environmental Principles for Minimising the Impact of Aircraft Operations (including Noise)" ([See AA-NOS-ENV-2.110](#));
 - (ii) Be recorded in [ARMS](#) (the database that supports the Airservices' environmental management system) and Airservices' Request for Change (RFC) register by the Proponent Manager;
 - (iii) Be assessed in accordance with the ATM Environmental Assessment process outlined in this Standard, and the outcome of the assessment (including whether "[Environmental Clearance](#)" for implementation is established) shall be recorded and approved using [ARMS](#), and recorded in the [RFC](#) register and (where relevant) [DAHAP](#);
 - (iv) NOT be implemented without "[Environmental Clearance](#)" as designated in ARMS; and
 - (v) Be reassessed under the Environment Assessment process prior to implementation, if the proposal has been modified after "[Environmental Clearance](#)" for implementation" has been established in accordance with this Standard.
- 2.1.2 All proposals for airspace and air route changes are also assessed by the CASA Office of Airspace Regulation (OAR).

Note: OAR does not assess proposals associated with departure and approach procedures such as SIDs, STARs and Instrument Approach Procedures.

In the case of airspace and air route changes where Airservices is the proponent, Airservices shall undertake an environmental assessment of the proposal in accordance with EMS requirements before forwarding to the proposal to OAR for approval where appropriate. OAR will undertake their own environmental assessment in accordance with OAR documented procedures.

2.2 Significant Environmental Business Risks

2.2.1 All [proposals](#) assessed as having a "[significant environment business risk](#)" shall:

- (i) Have an appropriate environmental risk management strategy (ie. objectives and targets which aim to manage the environment related business risks) developed by the [Proponent Manager](#) and these shall be recorded in [ARMS](#);
- (ii) Be reported to the Board; and
- (iii) Be informally reported to Department of the Environment and Water Resources, by the Corporate Environment Manager, for their information - even if the environmental impact assessment is not significant.

2.3 Proposals with Significant Impacts

2.3.1 All [proposals](#) assessed as having "[significant impacts](#)", shall be referred, by the Manager Environment Branch to the Minister for the Environment and Water Resources for his advice, (unless the Proponent Manager decides not to proceed with the proposal).

- (i) The Environment and Water Resources Minister's advice shall be considered by the CEO; and
- (ii) The action taken (eg in relation to implementation of the proposal) shall be recorded, and if the Minister's advice was not given effect, the reasons why, shall be documented and forwarded to the Environment & Water Resources Minister, by the CEO, in accordance with the [EPBC Act](#).

Note: For Explanation see Explanatory Notes for [Section 2.3](#).

2.4 Responsibilities

Note: OAR is responsible for assessing airspace change proposals in accordance with documented OAR environmental assessment procedures. See [OAR Environmental Aspects of Airspace Changes](#) for details.

ACTION	PROPONENT	ENVIRONMENT BRANCH
<u>SCREENING FOR ENVIRONMENTAL RISKS</u>		
<ul style="list-style-type: none"> • In ARMS: <ul style="list-style-type: none"> ○ Record the proposal ○ Undertake Screening for Env. Risks ○ Approve Screening result ○ Forward result to Environmental Services • In RCF / DAHAP record screening result 	Draft input & approval	
<u>ENVIRONMENTAL BUSINESS RISK ASSESSMENT (EBRA)</u> (If Screening result is "Criteria Not Satisfied")		
Assessment		
<ul style="list-style-type: none"> • In ARMS <ul style="list-style-type: none"> ○ Undertake EBRA ○ Approve assessment result • Forward results to proponent • In RFC record EBRA result 	Optional to draft assessment Input data	Draft assessment & approval
Environment Business Risk Strategy Development (If a significant business risk)		
<ul style="list-style-type: none"> • In ARMS <ul style="list-style-type: none"> ○ Develop, approve and implement Environment Business Risk Management Strategy (Objectives and Targets to minimise the risks) • In RFC record reference to objectives and targets. 	Draft input, approval & implement Input data	
Reporting to Board (If a significant business risk)		
<ul style="list-style-type: none"> • Report significant environmental business risks to the Board 		Report
<u>ENVIRONMENT IMPACT ASSESSMENT</u> (If Screening result is "Criteria Not Satisfied")		
Assessments		
<ul style="list-style-type: none"> • Forward a detailed, signed "Proposal-for Environmental Assessment" document to Environment Branch if Screening result is "Criteria Not Satisfied". • Undertake Initial EIA • Undertake Full EIA (if Initial Assessment isn't "No further assessment required") • Manage Formal EPBC assessment if (Full Impact Assessment is "significant impact" likely) • Forward assessment to proponent • In ARMS 	Provide required information	Draft assessment & approval Draft & approval

ACTION	PROPONENT	ENVIRONMENT BRANCH
<ul style="list-style-type: none"> ○ Record and approve assessment results ○ Forward results to proponent 		
<ul style="list-style-type: none"> ● In RCF / DAHAP record assessment result 	Draft & approval	
<ul style="list-style-type: none"> ● Inform Department of the Environment and Water Resources (If a significant business risk) 		Report
PRE - IMPLEMENTATION CHECK		
<ul style="list-style-type: none"> ● In RFC, check "Environmental Clearance" prior to implementation 	Check	
<ul style="list-style-type: none"> ● In ARMS record implementation (when proposal implemented) 	Input data	

3. ENVIRONMENTAL ASSESSMENT

Note: ATC Groups or Sectors which have their entire operational area of responsibility above the ocean and greater than 5 nautical miles off shore (eg Ocean Group, Indian sector and Indian South Sector) need not undertake an environmental assessment of changes to their procedures / routes unless the change involves:

- A route within 5 nm of a major island or a sensitive environment; and
- An ERC low chart, a DAP Aerodrome & Procedure Chart, or a route that is likely to be used by aircraft below 20000ft.

3.1 Environment Assessment Process

3.1.1 Airservices' ATM Environmental Assessment process incorporates four key elements:

- (i) Screening for Environmental Risk;
- (ii) Environmental Impact Assessment (EIA);
- (iii) Environmental Business Risk Assessment (EBRA); and
- (iv) Pre Implementation Check for "Environment Clearance".

See: [Flowchart 1](#). Environment Impact Assessment and Environment Business Risk Assessment Process (This flowchart details the Airservices' assessment process and does not include the separate OAR process required for airspace changes)

3.1.2 Airspace and air route change proposals also involve the following elements:

- (i) Proposals where Airservices is the proponent for a change. Airservices as the proponent will be required to provide to Airspace & Military Liaison (AML) all reasonable supporting evidence and this may include environmental assessments, for forwarding to OAR as an Airspace Change Proposal
- (ii) Airspace and air route change proposals shall comply with the environmental requirements of the OAR [Airspace Planning Manual](#).

3.2 Screening for Environmental Risk Process

3.2.1 The [Proponent Manager](#) shall:

- (i) Enter the proposal into [ARMS](#) and the [RFC](#);
- (ii) Undertake the Screening for Environmental Risk for all proposals using ARMS;
- (iii) Advise Environment Branch of the outcome; and
- (iv) Record in the RFC, the Screening result (including whether "Environmental Clearance" for implementation is established) and (where appropriate) DAHAP.

3.2.2 If the Screening result is:

- (i) "Criteria Satisfies": then, "Environmental Clearance" (to be implemented) can be established (without further assessment) by the Proponent Manager approving the Screening result in ARMS.
- (ii) "Criteria Not Satisfied": then, EBRA and EIA are required.

Note: For explanation see Explanatory Notes for [Section 3.2](#):

3.3 Environmental Impact Assessment Process

3.3.1 For all proposals that do not satisfy the [Environment Risk Screening Criteria](#):

- (i) The [Proponent Manager](#) shall:
 - (a) Provide all the relevant proposal details, including any ongoing revisions or changes to the proposal, necessary for the Environmental Assessment to the **Manager Environment Branch** in a timely manner; and
- (ii) The **Manager Environment Branch**, in managing Environment Impact Assessment Process, shall:
 - (a) Ensure that all necessary proposal details are obtained from the Proponent Manager and clarify any potential ambiguities in a timely fashion;
 - (b) Undertake an **Initial Impact Assessment** of all proposals that do not satisfy the Environment Risk Screening Criteria;
 - (c) Undertake a **Full Impact Assessment** for all proposals assessed in the Initial Impact Assessment as requiring "Further Impact Assessment";
 - (d) Initiate and manage the "**Formal EPBC Impact Assessment**" for all proposals assessed in the Full Impact Assessment as having or likely to have significant impacts, Unless the Proponent Manager decides not to proceed with the proposal;
 - (e) **Document and approve the assessments**, and record the findings in ARMS,; and
 - (f) Advise the Proponent Manager of the environmental impact assessment findings and referencing this advice in [ARMS](#).
- (iii) The **Proponent Manager** shall:
 - (a) Record in the RFC, the EIA result (including whether "Environmental Clearance" for implementation is established and any conditions).
 - (b) In the case of airspace and air route changes, where Airservices is the proponent, forward the completed environmental assessment

- approval and any associated reports to the Airspace and Military Liaison Manager for submission to OAR.
- (iv) In the case of airspace and air route changes where Airservices is the proponent, the **Airspace and Military Liaison Manager** shall:
- (a) Forward the results of Airservices environmental assessments to OAR as part of the Airspace Change Proposal (ACP)

- (v) The **Corporate Environment Manager** shall:
- (a) **Advise the Department of the Environment and Water Resources** of all proposals and the EIA assessment findings where the EBRA is significant environmental business risk.

3.3.2 These actions shall be undertaken in accordance with:

- (i) this Standard;
- (ii) Environmental Principles for Minimising the Impact of Aircraft Operations (including Noise) [AA-NOS-ENV-2.110](#); and
- (iii) Initial Environmental Impact Assessment Process [AA-NOS-ENV-2.130](#).

Note: For explanation see Explanatory Notes for [Section 3.3](#)

3.4 Environment Business Risk Management Process

3.4.1 Elements of Environmental Business Risk Management

3.4.1.1 The Airservices' ATM environmental business risk assessment process incorporates three elements:

- (i) Identification of significant environmental business risk through the Environmental Business Risk Assessment (EBRA);
- (ii) Development of environmental business risks mitigation strategies for proposals with significant environmental business risks; and
- (iii) Reporting of significant business risks (and their mitigation strategies) to the Board.

3.4.2 Environment Business Risk Assessment

3.4.2.1 The Manager Environment Branch shall:

- (i) Undertake an assessment of the Environmental Business Risk (using ARMS) for all proposals that do not satisfy the Environment Risk Screening Criteria;
- (ii) Record the outcome in ARMS; and
- (iii) Inform the Proponent Manager of the outcome.

3.4.2.2 The [Proponent Manager](#) shall

- (i) Record in the [RFC](#), the [EBRA](#) result (ie whether it is a "[Significant Environmental Business Risk](#)").

3.4.3 Environment Business Risk Strategy

3.4.3.1 For all proposals that are assessed as having a significant environment business risk, the [Proponent Manager](#) shall:

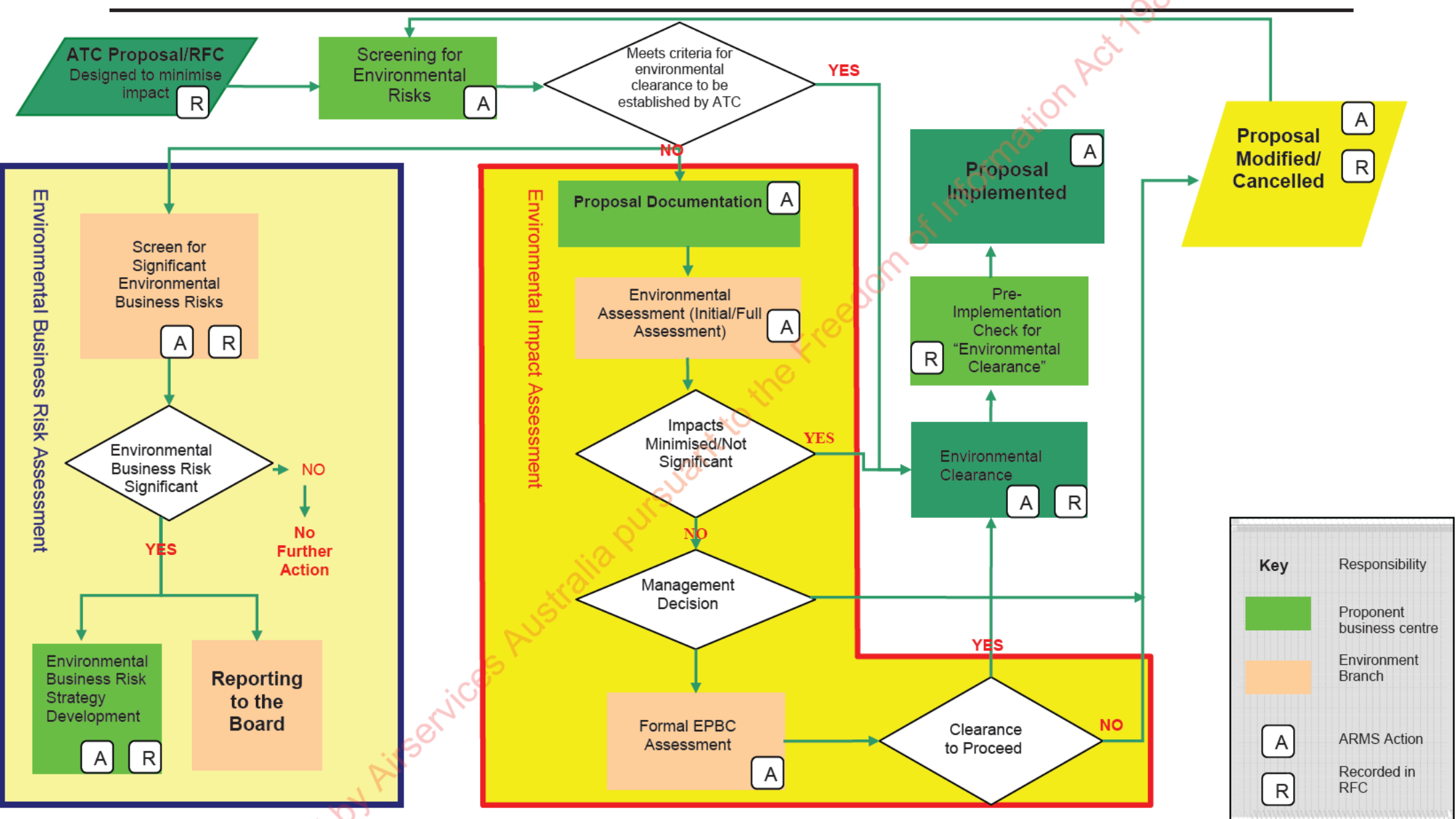
- (i) Develop an Environmental Business Risk Strategy to manage the business risks by recording in [ARMS](#), objectives and targets;
- (ii) Record in the RFC, a reference to the Environmental Business Risk Strategy; and
- (iii) Implement the strategy (objectives and targets) and record its implementation in ARMS.

3.4.4 Reporting of Environment Business Risk

3.4.4.1 The General Manager, Safety Management shall report the significant environment business risk (and their mitigation strategies) to the Board.

Note: For explanation see [Explanatory Notes for Section 3.4](#)

Released by Airservices Australia pursuant to the Freedom of Information Act 1982 (Cth)



Flowchart 1 ATC Environmental Assessment Process

3.5 Environmental Pre-Implementation Check

3.5.1 Elements

3.5.1.1 Airservices' Environmental Pre-Implementation Check process incorporates two elements:

- (i) A pre-implementation check of the RFC, prior to the operational implementation of the proposal, to ensure that the proposal has "[Environmental Clearance](#)"; and
- (ii) Recording implementation of the proposal in [ARMS](#).

3.5.2 Pre-implementation check

3.5.2.1 The [Implementation / Production Unit Manager](#) shall, prior to implementation of any proposal, verify, using the RFC, that "[Environmental Clearance](#)" has been established. It is the Proponent Manager's responsibility to ensure that this occurs.

- (i) If "**Environmental Clearance**" is recorded in the RFC, the Production / Implementation Unit Manager may (from an environmental perspective) proceed with implementation.
- (ii) If "**Environmental Clearance**" is not recorded in the RFC, the Production / Implementation Unit Manager, shall :
 - Not implement the proposal, until "Environmental Clearance" has been established and recorded in the RFC; and
 - Inform the Proponent Manager that the proposal is not being implemented because it does not have "Environmental Clearance".

3.5.3 Recording Implementation in ARMS

3.5.3.1 After a proposal becomes operational, the [Proponent Manager](#) (or the Implementation / Production Unit Manager, on behalf of the Proponent Manager) shall record in [ARMS](#) (and may record in the RFC register and DAHAP) that the proposal has been implemented.

3.5.3.2 For details - See:

- (i) [AA-GUIDE-ARMS-2.000](#), Environment Assessment process for ATM changes Use Guide

Note: For explanation see Explanatory Notes for Section 3.5.

4. REFERENCES/RELATED DOCUMENTS

- 4.1 Airservices' Environment Policy
- 4.2 ARMS data base
- 4.3 RFC Register(s)

5. APPENDICES:

(Note: These appendices form part of the Standard)

[AA-NOS-ENV-2.110](#): Environmental Principles for Minimising the Impact of Aircraft Operations (including Noise)

[AA-NOS-ENV-2.120](#): Environment Risk Screening Criteria

Details the Criteria used in ARMS for the Screening for Environmental Risk

[AA-NOS ENV-2.130](#): Environmental Impact Assessment Process for ATM proposals undertaken by Environment Branch

Outlines in flow-chart form the Initial Environment Impact Assessment Process for ARS proposals that is undertaken by Environment Branch

[AA-NOS-ENV-2.140](#): ATM Environmental Business Risk Matrix

Details the Matrix used in ARMS to assess the Environmental Business Risks of ATM proposals

[AA-GUIDE-ARMS-2.000](#): ARMS User Guide (For Environmental Risks associated with ATS)

Provides a user guide for ARMS users.

6. EXPLANATORY NOTES

For Section 2.3: Proposals with Significant Impacts

The environmental assessment requirements for airspace management are established under the Commonwealth EPBC Act.

The [EPBC Act](#) requires Commonwealth agencies to:

- obtain and consider advice from the Minister for the Environment and Water Resources before authorising any change to an aviation airspace management plan / procedure, involving aircraft operations that has or are likely to have a significant impact on the environment; and
- report to the Minister for the Environment and Water Resources on the actions taken and the reason why the Minister's advice was not given effect if such a circumstance arises.

The Minister for the Environment and Water Resources may also request a referral of a proposal for his advice.

The [EPBC Act](#) assessment requirement for aviation airspace management differs from the assessment requirements for all other actions (except that for major airport development & foreign aid projects ie. those listed in Section 160).

All other actions (ie any action that will or is likely to have a significant impact on Commonwealth land or a matter of national environmental significance, and any action undertaken by a Commonwealth body that will or is likely to have a significant environmental impact) must be referred to the Minister for the Environment and Water Resources (where provision for public comment is made) and the Minister for the Environment and Water Resources decides:

- if the action is likely to have a significant impact (and therefore whether the proposal requires [EPBC](#) assessment);
- the level of formal assessment required; and
- subsequent to the assessment, whether the proposal has approval to proceed.

To maximise due diligence, in the absence of the option to refer the proposal to the Minister for the Environment and Water Resources (for a decision on whether the impacts are likely to be significant and subsequently the assessment requirements and whether the project is approved), the Corporate Environment Manager will inform Department of the Environment and Water Resources of all proposals that are assessed as having significant business risk (eg high risk of strong public concern).

For Section 3.1: Environment Assessment Process.

The Environmental Assessment process has been designed to enhance efficiency of the assessment process, while maintaining the rigour (effectiveness) of the system. Key elements of its efficiency /effectiveness include:

- Use of ARMS (a purpose built database that supports the Airservices' environmental management system) for screening of risks and environmental record management; and
- A staged approach to assessment with screening and initial assessment stages being adopted to enable proposals with no risks or low-level impacts to be fast tracked through the process.

For Section 3.2 Screening for Environment Risk Process

Screening for Environmental Risk is:

- A quick screening process to identify those:
 - proposals that may create a significant environmental risk and therefore require [Environmental Impact Assessment](#) & [Environmental Business Risk Assessment](#); &
 - proposal for which ATM Group may establish the "[Environmental Clearance](#)", as they have been screened as having no risk of creating a significant environmental impact or business risk.
- Compulsory for all proposals and is the first step in the ATM environmental assessment process.

For Section 3.3: Environmental Impact Assessment Process

The Environmental Impact Assessment process:

- Is compulsory for all proposals that do not satisfy the Environment Risk Screening Criteria (to establish whether ATM Group can establish "environmental clearance").
- Is designed to facilitate compliance with [EPBC Act](#) assessment requirements and Air Services Act requirements to minimise the impacts, as far as practicable, and facilitate due diligence; and
- Is a three staged assessment process managed by the Manager Environment Branch, consisting of:
 - **Initial Environmental Impact Assessment:** a quick assessment process to identify proposals that can be implemented without a full impact assessment (ie where the initial assessment indicates that there is no potential for significant impacts and the impacts have been minimised). This is undertaken for all proposals that do not satisfy the Environment Risk Screening Criteria;
 - **Full Environmental Impact Assessment:** A rigorous assessment to determine if impacts may be significant or impacts are not minimised. This is only undertaken for proposals assessed as requiring "Further Assessment" in the Initial Environmental Assessment; and
 - **Formal EPBC Impact Assessment:** A formal system of assessment undertaken in accordance with the [EPBC Act](#) requirements and considering the advice of the Minister for the Environment and Water Resources. This shall be undertaken for all proposals assessed as having, or likely to have "significant environmental impacts", unless the Proponent Manager decides not to proceed with the proposal; and
- Identifies proposals within 3 categories. Proposals that:
 - Minimise the impacts on the environment, as far as practicable, (as required under Air Service Act) and do not have the potential to create significant impacts (an [EPBC Act](#) requirement) and establishes such proposals have "Environmental Clearance" to be implemented;
 - Have significant impacts and therefore require formal assessment under the EPBC Act and ensures that appropriate formal assessment under the EPBC Act is implemented; and

-
- Do not minimise the impact on the environment, as far as practicable, (as required under Air Services Act) and therefore need to be modified to minimise the impacts prior to implementation.

For Section 3.4: Environment Business Assessment Process

Environmental Business Risk Assessment is designed to identify early in a proposals' development, if the proposal may raise significant environmental business risk and establishes a framework for managing these risks.

A proposal may raise significant environmental related business risks for Airservices, even though it may not have significant environmental impacts, under [EPBC Act](#). Usually such risks are associated with public outrage.

For Section 3.5: Environmental Pre-Implementation Check

Pre- Implemental Check (of "Environment Clearance"): is a "safety -net" to help ensure proposals are not implemented without "Environmental Clearance" and to record the implementation / cancellation of proposals.