

Environment Information

Unexpected Finds Protocol

The following document details protocols regarding what must be done if potentially contaminated or hazardous materials are unexpectedly encountered during construction activities undertaken at the Bankstown Airport or Camden Airport sites.

1 What is an unexpected find and where could it be?

An unexpected find is likely to comprise of any buried material which is not a typical soil material (i.e. fill, soil, rock) likely to be present at the airport. There could be many kinds of unexpected materials that could be encountered during excavation works including (but not limited to):

- Buried wastes
- Buried containers/drums
- Discoloured and odorous soils and groundwater/seepage
- Underground tanks
- Munitions / unexploded ordinance (UXO)
- Asbestos (the management of unexpected asbestos finds is presented as a separate protocol).

These unexpected finds are likely to be associated with poor waste disposal and/or construction activities undertaken historically at the airport.

Generalised descriptions of unexpected finds which maybe encountered at the airport site are provided below.

Buried Wastes	
Picture Examples	 
Descriptions	<ul style="list-style-type: none"> • Buried demolition wastes (e.g. concrete, tiles, bricks, asphalt, timber, metal, plastics) • Buried domestic wastes (e.g. plastics, cardboard, paper, food, vegetation) • Buried industrial wastes (e.g. chemical containers, ash/slag, paint, tar) • Buried sanitary waste (e.g. collection cans, glass, plastic, condoms, organic materials, tar).

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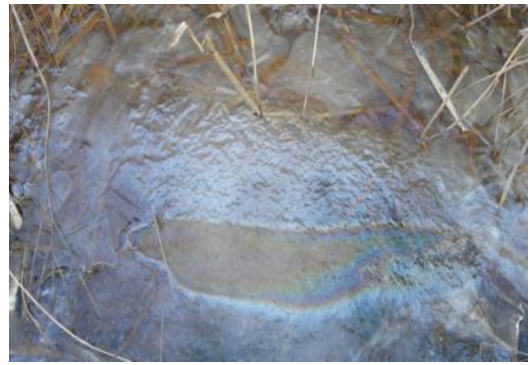
Buried Wastes

Buried Containers and Drums



- Metal or plastic drums, barrels and containers
- Chemicals may or may not be present within containers
- Strong chemical odour in surrounding soils.

Discoloured or Odorous Soils and Groundwater/Seepage



- Discoloured soil (soil with non-natural colouring). More likely to be present close to surface or buried within fill material
- Acid sulfate soils (grey/black/green, sulphur odour, shell fragments)
- Pungent, petroleum, compost, putrefied, sulphurous, acidic, caustic, septic, sweet, aromatic odours
- Rainbow sheen on water surfaces.

Underground Storage Tanks



Descriptions

- Likely to be located within or adjacent to historical and current refuelling facilities, mechanical and industrial operations

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Buried Wastes

	<ul style="list-style-type: none"> More likely to contain fuel and waste oil products Metal or fibreglass construction. Be aware of above ground evidence of tanks (i.e. pavement scarring, fill and dip points, bowser foundations, vent pipes on adjoining buildings) Hydrocarbon odours Be aware of sand backfill and concrete anchors during excavation works.
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Munitions / UXO



Descriptions	<ul style="list-style-type: none"> Buried bombs, grenades, bullets and associated storage containers Could be present close to the surface or at depth Potential unexploded ordnance (UXO).
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2 Where is there a risk of encountering an unexpected find?

The higher risk activities for encountering unexpected finds on the airport site during construction activities are considered to be:

- Excavation works.

Higher risk areas for encountering unexpected finds on the airport site during construction activities are considered to be:

- Areas within and/or immediately adjacent to current or historical refuelling facilities, mechanical and industrial operations and historical airport operations (especially those associated with World War 2 occupation).

3 What to do if an unexpected find is encountered?

If potentially contaminated or hazardous materials are encountered, works to stop, the work area secured and the Airports Facility Manager (8709 9413) contacted who will inform the Airports Environment Manager (0429 484 653). The Airports Environment Manager will provide advice and direction on management of the find.

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With respect to munitions and UXO, the airport representative will need to contact the local police to organise attendance and disposal of munitions / UXO by Defence personnel.

A flow chart demonstrating the requirements for managing unexpected finds is provided below.

Prior to Commencing Works

Review

Undertake a review of any relevant information held by the airport for the work area (e.g. Known contamination register).
If known contamination is present within work area, seek advice from Airports Facility Manager who will seek advice from the Airports Environment Manager prior to works commencing.



Inspect

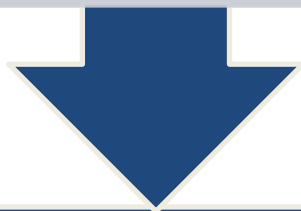
Prior to commencing works, inspect the work area.
Is there evidence of current or historical refuelling facilities, mechanical and industrial operations of areas of fill material within or adjacent to the work area?
If any of the above are identified within or immediately adjacent to the work area, contractors should implement increased diligence during excavations works.

During Works

Unexpected Find

Immediately stop work and secure the work area. Securing of the area should restrict access to the affected areas. Securing of the work area should include (but is not limited to) as a minimum:

For unexpected finds across site surfaces - Areas immediately surrounding the surface to be barricaded off (tape/bunting/temporary fencing).
For unexpected finds during excavation - Areas immediately surrounding the excavation to be barricaded off (tape/bunting/temporary fencing). Any stockpiled material from the excavation should be covered with tarps or plastic sheeting.



Contact Airports Facility Manager

Once work areas are secured, immediately contact the Airports Facility Manager.



Recommence Work

Works can only recommence following instruction from the Airports Environment Manager.

4 Legislative, standards and codes of practise

These protocols have been developed to ensure adherence to relevant legislative, standards and codes of practices.

- *Occupational Health and Safety Act 2000 and associated regulations*
- *Contaminated Land Management Act 1997*
- *Airport (Environment Protection) Regulations 1997.*

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