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### ASSEMBLY — 36TH SESSION

#### EXECUTIVE COMMITTEE

#### Agenda Item 17: Environmental protection

#### ENVIRONMENTAL MANAGEMENT AT INDONESIAN AIRPORTS: "STRIVING FOR BETTER ENVIRONMENT"

(Presented by Indonesia)

#### EXECUTIVE SUMMARY

This paper is providing general information regarding Indonesia position in environmental management and also her efforts and achievements to deal with different condition to comply with international aviation safety regulation within cultural local uniqueness. The Assembly is invited to note the information contained in this information paper.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objective C ( <i>Environmental Protection - Minimize the adverse effect of global civil aviation on the environment</i> ).
<i>Financial implications:</i>	Not applicable
<i>References:</i>	

## **1. ENVIRONMENT POLICY FOR AIRPORTS**

1.1 Over past of decades Indonesia have been supported the global activities related to environment. It could be traces from activities that she always participated, including participation on Kyoto Protocol which has been ratified by Indonesia since 2004. Indonesia does believe this protocol will preserve the ecosystem for next generation.

1.2 Being part of the transportation system which affected the environment, Indonesian airports, have been striving to improve environmental performance by implementing noise reduction management, waste water management, mitigation for natural environment, socio-economic, socio-cultural and public health.

1.3 With deep understanding of global warming and climate change, Indonesian airport also required to cope with recycling system based in promoting energy conservation and waste recycling, which is the most prioritized task in 21st century, in airport development and management.

1.4 Therefore, Indonesia airport will have an eye on coping with various environmental measures in all stages of airport development and management, which include not only compliance with environmental law, regulation and preservation of natural environment but also promoting to reduce energy consumption and total material input and to re-use and recycle source and products.

## **2. ENVIRONMENTAL REGULATION**

### **2.1 Regulation Framework**

2.1.1 The basic law in environment at conceptual level in air transportation system are perform by at least 4 (four) organizations namely Minister of Environment/MOE (representing national interest), Ministry of Transportation – Directorate General of Civil Aviation (DGCA) (representing Air Transportation interest, Local Government Environment Agency (representing local interest) and Airport authority (representing private interest).

2.1.2 The Ministry of Environment has a task to set up the environmental target and direction at national policy level where the Ministry of Transportation and Local Government Environment Agency derived the National policy into a regulation at operational level ti implement it by Airport operator concerning the environment respectively in airport property operation.

2.1.3 The environmental items to be considered in airport development and operation are defined in Indonesian Environmental Impact Assessment (EIA) system. These include items for social environment, natural environment and pollution control. In order to cope with airport development and operation based on recycling and sustainability, the following items should be considered in planning design, construction and operating stage:

a) Planning/Design Stage:

1) Noise management;

- 2) Atmosphere Pollution Prevention;
  - 3) Environmental Mitigation;
  - 4) Energy Conservation;
  - 5) Waste Control;
  - 6) Water recycling;
  - 7) Social economic impact;
- b) Construction/Operating Stage:
- 1) Noise management;
  - 2) Atmospheric Pollution Prevention;
  - 3) Water quality;
  - 4) Environmental Mitigation;
  - 5) Land use management;
  - 6) Energy conservation;
  - 7) Waste control;
  - 8) Water recycling;
  - 9) Others (incl. Social economic impact);

## **2.2 Oversight and Audit**

2.2.1 Other important task is to oversight the implementation of the regulation. To uphold the basic law in environment at implementation level as described before, DGCA had been established the environment inspector team as required, to supervise and oversight every step of airports development (from planning up to operation).

2.2.2 Each member of team is requisite to hold environment management certificate and assigned individually or as a team to perform oversight activity in airports on certain number of environment issues each year and reported to related/responsible department.

2.2.3 Even though the establishment of the team is considered new, the team has already make a significant result, showed in number of environmental reports, reported by airport operator under team supervision to Ministry of Transportation and related department/agency which is responsible to the environmental sector.

### 3. “GENIUS LOCI”- A LESSON TO LEARN

3.1 Instead related to local wisdom, which is a formal translation of genius loci, this chapter is trying to extend its meaning by introducing specific situation in Indonesia regarded as ‘genius loci’ to give another point of view related to environmental management.

3.2 Airport in Indonesia have facing a multidimensional adverse aspect namely lack of number professional personnel, short of budget etc, but the most unique condition is related to the “LAND USE ABUSED”. It refer to activities which is not comply with aviation regulation such as erected construction or flying objects that infringe Obstacles Limitation Surface (OLS) or land utilization in airports vicinity that not comply with Noise map requirement. This condition is not only harm the airport operation, but foremost are endangered the people living around the airport, furthermore in some cases it caused a BLACK STAR status to the airport.

3.3 Since social aspect is one of environment management to be considered, it becomes a huge task to tackle. To solve this unique condition, DGCA have set integrated approach which is proven to be work efficiently and effectively as follows:

#### ***Establish technical standard document***

3.3.1 To established closed cooperation with airport authority and local government to produce Noise map with Weighted Equivalent Continuous Perceived Noise Level (WECPNL) measures as required in ANNEX 16 – and Obstacle Limitation Surface (OLS) map as required in ANNEX 14 Aerodrome and Part 6 manual Controlling Obstacle.

#### ***Adoption technical standard by local regulation***

3.3.2 To urged the local government to adopt this Noise map and OLS map into its local regulation.

#### ***Familiarization of regulation to affect people***

3.3.3 To work together with airport authority, local government and community informal leader to familiarize the regulation through presentation.

#### ***Continuous Oversight***

3.3.4 To establish system and organization between Airport operator and local transportation office to oversight required area against non comply aviation regulation.

3.4 The other thing is to educate people around the airport to have similar point of view that airport is important to support the economic activities and its direct relationship to the wealthiest of community who lives around the airport.

3.5 Since the first 25 busiest airports out of 201 airports in Indonesia are run by State Owned Enterprise (SOE), the relationship between company and community will plays important feature in term of sustainability of the airport operation in the future.

3.6 With regard to situation, recently Indonesian government has already published a new regulation regarding community enhancement which is called Corporate Social Responsibility (CSR). The CSR is a program that executed by company or corporate to support and promote community and environment around the project to make sure that the people gain the benefit from project presence. The program funded by company based on percentage from its revenue. It is not imposed yet, but it gives a hope that company and community will unite for future-better environment.

#### **4. INDONESIA'S ROLE IN PROMOTING ENVIRONMENT MANAGEMENT**

4.1 Understanding the necessity to protect the environment DGCA has been played actively to promote environmental management through regional cooperation such as a lead country coordinator since 2004 and will continue up to 2008.

4.2 New project related to environment proposed by Indonesia in 2004, as a part of ASEAN Japan Transportation Partnership Program. The ASEAN-Japan Airport Study Project (AJAT-3) was adopted by the 2nd ASEAN-Japan Transport Ministers Meeting (Phnom Penh, Cambodia) held in November 2004. The project is conducted to share information by collecting information/data from each country in order to promote airport transport and improve the environment surrounding airports in the ASEAN region and Japan.

4.3 The objectives of AJAT-3: ASEAN-Japan Airport Study Project is to enhance policies and measures that are critical for improvement of operation and environmental quality of airports in the ASEAN-Japan region.

4.4 There are 2 (two) activities conducted by ASEAN-Japan in which Indonesia play as a lead country coordinator with technical assistance by MLIT Japan, as follows:

##### ***Collecting Current Status of Airport Environmental Measures***

4.4.1 For the first stage Indonesia disseminated questionnaires in 2005. The current status of airport environmental measures in ASEAN countries and Japan is reflected and derived from those questionnaires which have sent and spread to 11 (eleven) countries that is Indonesia, Singapore, Malaysia, Thailand, Philippine, Brunei Darussalam, Vietnam, Myanmar, Cambodia, Laos and Japan. The purposes of the survey are:

- a) To clarify the state of airport environmental managements and problems in each country;
- b) To clarify the state of efforts to overcome environmental problems at airports in each country;
- c) To clarify the state of coordination which is important aspect to support the environmental management in airports activity.

The survey results are:

- a) 72% of Airports in ASEAN and Japan were not facing environmental problems;

- b) 41% of Airports in ASEAN and Japan put an effort to protect and preserve the environment;
- c) 54% of Airports in ASEAN and Japan cooperated with other parties (government, resident) to support environmental management.

***Establishment of Airport Major Environmental Management Plan***

4.4.2 For second stage of the project, Indonesia will start disseminate eco-airport guidelines in August 2007 as scheduled, to get a comment from ASEAN Countries and Japan to improve the guideline. Those guidelines will become a tool to develop Airport Major Environmental Management Plan (AMEMP) for biggest airport at each country. This AMEMP planned to be a model for other airport in each countries in managing their environment.

4.4.3 Under this regional cooperation, Indonesia have learn environmental management directly from advanced country such as Japan, Singapore, Malaysia and at the same time understanding the difficulties/problem from developing countries like Indonesia itself, Kingdom of Cambodia, LAO PDR, Myanmar, Vietnam, etc.

4.4.4 With this unique position as a lead country coordinator, Indonesia put an effort to succeed this study to come up with practical result in order to help other developing countries to manage their precious national treasures, the environment.

**5. FUTURE AGENDA**

5.1 Indonesia believes that environmental management should be actively promoted and imposed to all countries under fair standard and regulation. But, in its implementation should consider the local aspect including cultural aspect, social values and other things that differ one nation from another to secure environmental preservation.

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