



# Technical Guidance Material on the role of Aerodrome/Heliport ECCs

## Advisory Circular

**Subject:** GUIDANCE MATERIAL FOR THE ESTABLISHMENT AND ROLE OF AERODROME/HELIPORT ENVIRONMENTAL CONSULTATIVE COMMITTEES (ECCs)

**Date:** 01 AUGUST 2023

### APPLICABILITY:

1. This Technical Guidance Material (TGM) is applicable to all:
  - 1.1 Aerodromes/heliports with a consultation process, including those prescribed in the South African Civil Aviation Regulations (CAR) Part 139.
  - 1.2 Those establishing, running and participating in aerodrome/heliport Environmental Consultative Committees (ECCs). (The term 'airport' shall be used in the document to mean either aerodromes or heliports).

### PURPOSE

2. The purpose of this document is to:
  - 2.1 This guideline sets out some principles and standards that ECCs can use to ensure they operate in an effective and constructive way.
  - 2.2 To provide guidance to enable interested and affected parties to present and deliberate on airport related environmental and community concerns, share information and offer ideas on the problems raised.

### 3. REFERENCE:

- i. Civil Aviation Regulations (CAR) Part 139.

### 4. TERMS AND ABBREVIATIONS:

TERM	DEFINITION
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None

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ABBREVIATION	DESCRIPTION
AECS	Aviation Environmental Compliance Specialist
AEP	Aviation Environmental Protection
E: ASI	Executive: Aviation Safety Infrastructure
ECC	Environmental Consultative Committees
IAP	Interested and Affected Party
TGM	Technical Guidance Material
ToR	Terms of Reference

## 5. INTRODUCTION: ESTABLISHMENT OF ECCs

### 5.1 What are ECCs?

ECCs are a mechanism to ensure appropriate community engagement on airports and operations. To meet South African Civil Aviation Regulations (CAR) Part 139 requirements, airports may have a responsibility to establish and maintain ECCs. Other platforms established by the airport operator or other authorities for handling concerns will not be replaced by the establishment of ECCs.

### 5.2 How are they established?

CAR 139 requires the Director (subject to such conditions he/she may deem necessary in the interest of aviation environmental protection) to make directives or notices regarding the establishment of ECCs. However, this TGM is also applicable to ECCs established prior to CAR 139 requirements. Airports have different development plans as well as vary in magnitude, activity and function in dissimilar communities. Thus, the solutions proposed by one may not necessarily be conducive for the other.

## 6. ROLE OF ECCs

**6.1** To enable local residents, airport operators, local authorities and IAPs to contribute to the successful management of aircraft environmental impacts such as noise in a collaborative manner.

**6.2** To provide the parties with consultative recommendations on matters of concern. ECCs are not decision-making or adjudication bodies.

**6.3** To provide a platform, (in a genuine and constructive manner), for environmental concerns to be raised and taken into consideration by the airport operator or the local authority.

## 7. OPERATION OF ECCs

### 7.1 Guiding Principles

ECCs differ in scope and size but their sole outcome is to address environmental concerns. The following can be used as a communal set of principles:

### 7.2 Transparency

ECCs ought to be open and clear about their deliberations and deductions. The local community should be aware of the existence of the ECC and its role in AEP issues.

### 7.3 Independency

Freedom of control or influence another or others

#### **7.4 Knowledgeable**

Members are not expected to be experts on all subjects but they should have extensive information or understanding in their areas of concern.

#### **7.5 Effectiveness**

Able to bring about an outcome

#### **7.6 Accountability**

Responsibility for the activities of concern

#### **7.7 Terms of Reference**

Terms of Reference (ToR) will differ from each ECCs but at a minimum should include the following:

- 7.7.1 Promoting communication and understanding among the airport, its users, business community and local residents.
- 7.7.2 Encouraging a sense of ownership of the local population in the development of the airport
- 7.7.3 Deliberating on the environmental impacts of the airport's activities (effects of prevailing development and operations, plans for future development), products and services in relation to the environment, situations of the local community, business community etc.
- 7.7.4 Planning, regulatory, and policy changes affecting the airport.

#### **7.8 Composition/ Membership**

There must be adequate representation from the various stakeholders such as:

- 7.8.1 Aviation services and airport operators
- 7.8.2 Local authorities in the vicinity of the airport
- 7.8.3 Local residents groups or individuals, community organisations
- 7.8.4 Business groups
- 7.8.5 Airport users
- 7.8.6 Other Interested and Affected Parties (IAPs)

#### **7.9 Chairperson and Secretary**



These shall be appointed through a transparent process and will serve for a limited term e.g. not more than three years. They must be independent of any sectional interest and any interests or associations should be disclosed to the group.

##### **7.9.1 Participation**

Participants should be given a Code of Conduct on the anticipated standards of behaviour and how the ECC works.

##### **7.9.2 Venue and Frequency of Meetings**

The ECC is expected to meet on a quarterly basis or more frequently as required. At least the Chairperson and three independent members should be present for the meeting to proceed.

<b>UPDATED BY:</b>		
	<b>EVELYN SHOGOLE</b>	<b>01 AUGUST 2023</b>
<b>SIGNATURE OF AECS</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>
<b>APPROVED BY:</b>		
	<b>GAWIE BESTBIER</b>	<b>01 AUGUST 2023</b>
<b>SIGNATURE OF E: ASI</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>

**END**