

Introduction

The CEM working arrangements should build on existing collaborative arrangements – to the extent that it is helpful to the effort. These existing arrangements may include established technical advisory committees, noise working groups, community roundtables and any other relevant working arrangements.

General Requirements

This 'Check List' lists the requirements and recommended practices to either identify existing suitable forums or establish a new internal CEM Working Arrangement at airports. Both scenarios involve core operational stakeholders taking a voluntary decision to implement collaborative working arrangements to minimise the environmental impacts at and in the vicinity of the airport.

Where similar arrangements already exist, the requirements in this section must be satisfied to claim compliance with this Specification.

7.2.1 Does your airport have established CEM working arrangements, or an existing suitable forum identified, to deal with environmental matters comprising of personnel drawn from the following core operational stakeholders: (Please document your Working Arrangement's name and any specific local needs below)

Yes No Airport Operator

Yes No Aircraft Operators

Yes No Air Traffic Service Provider

Action Required/Comments:

7.2.2 Do specific local circumstances foresee that local, regional or national regulatory bodies may form part of the core CEM working arrangements and should be mentioned in the terms of reference?

Yes **Action Required/Comments:**

No

7.2.3 Do the members of the CEM working arrangement possess the appropriate level of expertise and understanding of the issues to represent their organisations on operational environmental matters and to take decisions that commit their organisations to act (within the context of national legislation and measures)?

Yes **Action Required/Comments:**

No

7.2.4 The CEM Specification foresees that the Airport Operator or any other relevant stakeholder leading the local implementation should initiate the establishment of the CEM working arrangement or identify an existing forum: Is this the case?	
<input type="checkbox"/> Airport	Action Required/Comments:
<input type="checkbox"/> Aircraft Operators	
<input type="checkbox"/> ANSP	
<input type="checkbox"/> Others	

7.2.5 Are the core operational stakeholders aware that anyone of them can convene the CEM working arrangement?	
<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

7.2.6 Does the CEM working arrangement have the following?	
<input type="checkbox"/> Approved governance	Action Required/Comments:
<input type="checkbox"/> Agreed roles and responsibilities of each participating stakeholder	
<input type="checkbox"/> Agreement of confidentiality - allowing for discussion amongst the CEM stakeholders of commercially sensitive information e.g. fuel burn	
<input type="checkbox"/> Agreed terms of reference focusing on minimising environmental impacts generated by air traffic operations at and in the vicinity of the airport	
<input type="checkbox"/> A minimum frequency of meetings – depending on the topics to be dealt with	
<input type="checkbox"/> Documented meeting reports (recording decisions and the status of actions)	

7.2.7 When required by local conditions, are additional fixed based operators invited to the CEM working arrangement?	
<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

7.2.8 Are the following topics part of the terms of reference of the CEM working arrangements when relevant to local conditions?	
<input type="checkbox"/> Noise	Action Required/Comments:
<input type="checkbox"/> Local Air Quality (LAQ)	
<input type="checkbox"/> Greenhouse gas emissions	
<input type="checkbox"/> Risks to ATM operations and structures arising from climate change such as sea level changes and severe weather events	
<input type="checkbox"/> Implementation of Continuous Descent Operations (CDO)	

7.2.8 cont...

- The review and coordination of the introduction of new concepts of operations to improve environmental performance
- Identification of interdependencies between impacts and between their potential solutions
- Identification of trade-offs that would have to be made by each stakeholder when delivering solutions (in terms of issues such as capacity, operational flexibility, cost, customer service standards)
- Modifications to airport and CNS/ATM infrastructure
- Interaction with external stakeholders
- Communication
- Identification of applicable local, national and European legislation
- Alignment with state or local plans, such as air quality plans or climate action plans
- Any other environmental issue that impacts on the airport (Please specify in the comments)

Action Required/Comments:

7.2.9 Are the following additional topics¹ part of the terms of reference of the local CEM working arrangement where relevant?

- De-icing
- Waste management and refuse management in general
- Wildlife hazard management
- Conservation of biodiversity
- Areas of Special Scientific Interest or their equivalent
- Renewable energy possibilities such as:
 - wind turbines
 - bio-mass
 - solar panels, etc.

Action Required/Comments:

7.2.10 Are the following topics given their potential impact on operational and environmental performance, part of the terms of reference of the local CEM working arrangement where relevant?

- Land use in the vicinity of the airport
- Third Party Risk
- N/A

Action Required/Comments:

¹ This list of topics is non-exhaustive – local conditions will determine what should be added or deleted at any one time

7.2.11 Are the following topics, where local assessment and monitoring of performance indicators are required (using recognised tools and methodologies), part of the terms and reference of the local CEM working arrangement?

- Noise
- Local Air Quality:
 - NO_x emissions
 - Particulate Matter (PM) including Ultra-fine Particles (UFPs)
 - Black Carbon
- Fuel burn
- CO₂ emissions

Action Required/Comments:

Note: Annex D lists a selection of models and tools currently available that may facilitate solutions to environmental impacts at and around airports.

7.2.12 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.2.13 Do the Operational stakeholders within the CEM working arrangement provide mutual support to each other to facilitate successful compliance with the environmental legislation to which each is subject?

- | | |
|------------------------------|---------------------------|
| <input type="checkbox"/> Yes | Action Required/Comments: |
| <input type="checkbox"/> No | |

7.2.14 Does the CEM working arrangement identify and monitor compliance with environmental legislation applicable locally to the airport and those with the potential to influence air traffic operations?

- | | |
|------------------------------|---------------------------|
| <input type="checkbox"/> Yes | Action Required/Comments: |
| <input type="checkbox"/> No | |

7.2.15 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.2.16 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.2.17 The CEM Specification indicates that the CEM working arrangement may propose the development of an Environmental Charter or similar document that describes the core operational stakeholders collective commitment to dealing with current and long term environmental issues at and around the airport. This may include, for example, wider commitments to sustainable development and corporate social responsibility. This can serve to demonstrate these stakeholders' collaborative efforts to engage with the concerns of the airport's neighbours and regulators. Does the CEM working arrangement plan to do this?

- | | |
|------------------------------|---------------------------|
| <input type="checkbox"/> Yes | Action Required/Comments: |
| <input type="checkbox"/> No | |

7.2.18 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.2.19 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.2.20 Are individual core operational stakeholders' management systems modified to implement processes contributing to commonly agreed solutions that mitigate operational environmental impact(s)?

<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

Relationships with external stakeholders

7.3.1 Does the CEM working arrangement support all of its external stakeholders concerned by the operational environmental impacts resulting from their combined operations at and around the airport. These may include:

- Yes No Airport neighbours and communities (e.g. Resident Associations, local businesses, schools, hospitals);
- Yes No Local, Regional and National Authorities
- Yes No State-designated competent authorities and bodies responsible for environmental legislation
- Yes No Non-Statutory bodies responsible for issues such as protection of wildlife, rural tranquillity, cultural/historical issues
- Yes No Other airports (for example those in close proximity and/or in the same operating group if relevant)?

Action Required/Comments:

7.3.2 Does the CEM working arrangement, when local circumstances require, establish a dialogue with representatives of external stakeholders? Prior to any formal dialogue the purpose, form and content of any subject matter to be communicated should be agreed.

<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

7.3.3 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.3.4 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

7.3.5 Is CEM working arrangement communication material, adapted to local needs and requirements, clearly identified whenever possible, as having been jointly prepared by the core stakeholders?

<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

7.3.6 Does the CEM working arrangement, if relevant locally, nominate focal points to liaise with authorities ² and other designated bodies responsible for environmental legislation?	
<input type="checkbox"/> Yes	Action Required/Comments:
<input type="checkbox"/> No	

7.3.7 Removed (see Annex F of the CEM Specification Edition 1.1 for details)

Relations with Competent Authorities

Under EU legislation, States have responsibility for nominating Competent Authorities on a variety of issues including air transport and the environment. Given the applicability of environmentally-related legislation to airports and air traffic operations, and the fact that different Competent Authorities may be involved, it is likely that a collaborative approach will facilitate working with them.

7.4.1 Does the CEM working arrangement, depending on local circumstances, support the Competent Authorities designated by the Member States under Regulation (EU) No 598/2014 in implementing the 'Balanced Approach' to assist in describing, compiling and/or assessing environmental information as needed to support compliance for the purposes of:	
N/A	<input type="checkbox"/>
Yes	<input type="checkbox"/> No <input type="checkbox"/> evidence to support the requirement of establishing a technical cooperation to examine measures to mitigate noise
Yes	<input type="checkbox"/> No <input type="checkbox"/> taking into account likely costs and benefits of the various measures available
Yes	<input type="checkbox"/> No <input type="checkbox"/> contributing to the description of the environmental objectives of the airport
Yes	<input type="checkbox"/> No <input type="checkbox"/> contributing to the description of measures already taken to reduce aircraft noise
Yes	<input type="checkbox"/> No <input type="checkbox"/> contributing to the assessment of the cost/effectiveness or cost/benefit of specific measures taking into account the socio-economic effects on airport users and local communities
Yes	<input type="checkbox"/> No <input type="checkbox"/> contributing to an overview of the possible environmental effects of the proposed measures on other airports etc.
Yes	<input type="checkbox"/> No <input type="checkbox"/> taking into account the relationship of the Directive 2002/49/EU on the regular assessment and management of environmental noise and any noise maps or action plans that may have been prepared?
Action Required/Comments:	

² concerned authorities will vary according to each state

7.4.2 Does the CEM working arrangement support the Competent Authorities and bodies as designated in EU Directive 2002/49/EC in describing, compiling and/or assessing environmental information as needed to support compliance for the purposes of:

N/A

Yes No the preparation of the strategic noise map of the airport

Yes No the review every five years of the strategic noise map of the airport

Yes No the preparation of the noise action plan of the airport

Yes No the preparation of proposals for the noise action plan taking into account the concerns of external stakeholders

Yes No the review, every five years, of the noise action plan of the airport?

Action Required/Comments:

7.4.3 Does the CEM working arrangement support the Competent Authorities and bodies as designated in EU Directive 2008/50/EC in describing, compiling and/or assessing environmental information/data as needed to support compliance for the purposes of:

N/A

Yes No the monitoring and assessment of ambient air quality data

Yes No the preparation of the local, regional or national air quality plans for improvement in ambient air quality

Yes No Public Information made available by Member States to the general public on ambient concentrations of the pollutants covered by this directive?

Action Required/Comments:

Information sharing

7.5.1 Do your core operational stakeholders who, through existing collaborative working arrangements at airports, already meet or surpass the requirements of this Specification contribute to pan-European harmonisation by sharing relevant case studies and practical information which may be documented in future editions of this Specification?

Yes

No

Action Required/Comments:

Signatures of Organisations involved in the CEM working arrangements: