



PROTOCOL FOR THE SPECIALIST ASSESSMENT AND MINIMUM REPORT CONTENT REQUIREMENTS FOR ENVIRONMENTAL IMPACTS ON CIVIL AVIATION INSTALLATIONS

and

PROTOCOL FOR THE SPECIALIST ASSESSMENT AND MINIMUM REPORT CONTENT REQUIREMENTS FOR ENVIRONMENTAL IMPACTS ON DEFENCE INSTALLATIONS

PUBLISHED IN GOVERNMENT NOTICE NO. 320, GOVERNMENT GAZETTE 43110 OF 20 MARCH 2020.

PROPOSED AMENDMENT OF THE JUNO WIND ENERGY FACILITY ENVIRONMENTAL AUTHORIZATION, WESTERN CAPE PROVINCE (JUNO 1 WEF AND BESS)

PART II EA AMENDMENT FOR ENVIRONMENTAL AUTHORIZATION

Government Notice No. 320, dated 20 March 2020, includes the requirement for an Initial Site Sensitivity Verification Report to be produced for a development footprint. As per Section 2.3, the outcome of the Initial Site Verification must be recorded in the form of a report that-

- a) Confirms or disputes the current use of the land and environmental sensitivity as identified by the national web based environmental screening tool;
- b) Contains a motivation and evidence of either the verified or different use of the land and environmental sensitivity;
- c) Is submitted together with the relevant reports prepared in accordance with the requirements of the Environmental Impact Assessment Regulations.

This report has been produced specifically to consider the Civil Aviation and Defense theme and addresses the content requirements of (a) and (b) above.

Table 1: Specialist assessments identified in terms of the national web-based screening tool for the proposed development

Identified Specialist Assessment	Assessment Protocol	Identified Sensitivity		Comment
		By DEFF Screening Report	By Specialist / EAP	
Civil Aviation Assessment	Protocol for the specialist assessment and minimum report content requirements for Environmental Impacts on Civil Aviation Installations, gazetted on 20 March 2020.	High Sensitivity	Low Sensitivity	CAA Theme was listed as having a high sensitivity due to development being "within 8 km of other civil aviation aerodrome". With the current rating, the EAP acting on behalf of the Applicant, is required to submit a Civil Aviation Compliance Statement (CAA).

Identified Specialist Assessment	Assessment Protocol	Identified Sensitivity		Comment
		By DEFF Screening Report	By Specialist / EAP	
Defense Assessment	Protocol for the specialist assessment and minimum report content requirements for Environmental Impacts on Defence Installations, gazetted on 20 March 2020.	Low Sensitivity	Low Sensitivity	<p>Defense Theme was listed as having a low sensitivity.</p> <p>As no specific assessment protocol has been prescribed, the required level of assessment must be based on the findings of the Initial Site Sensitivity Verification and must comply with Appendix 6 of the Environmental Impact Assessment Regulations promulgated under sections 24(5) and 44 of the National Environmental Management Act, 1998 (Act No. 107 of 1998) (The Act), where a specialist assessment is required.</p> <p>The EAP acting on behalf of the Applicant is required to submit a Statement to the Civil Aviation Compliance Statement (CAA) acting on behalf of the Defense Force / Military.</p>

The protocol provides the criteria for the assessment and reporting of impacts on civil aviation installations for activities requiring environmental authorisation. According to the national web based environmental screening tool, the proposed development was rated as having a High Sensitivity for impacts on Civil Aviation and Low Sensitivity for impacts on Defence. As the South African Civil Aviation Authority (SACAA) is providing comment on behalf of Defence Force/Military, the compliance statement below is applicable to both sensitivity themes.

In this instance, a Civil Aviation and Defence Compliance Statement is required to be prepared by an Independent Environmental Assessment Practitioner (EAP), in accordance with the following minimum requirements set out below:

Table 2: EAP Compliance Fulfilment based on the results of assessment for the themes

Sensitivity	Minimum Requirement	EAP Compliance Fulfilment
High Sensitivity - potential for negative impacts on the civil aviation installation that can potentially be mitigated. Further assessment may be required to investigate potential impacts and mitigation measures.	The Compliance Statement must be prepared by an Environmental Assessment Practitioner for the site being submitted as the preferred development site and must indicate whether or not the proposed development will have an unacceptable negative impact on civil aviation installations.	<p>The proposed development will <u>not</u> have an unacceptable negative impact on civil aviation installations.</p> <p>No powerlines are being constructed as part of the proposed development.</p> <p>Only landing strips has been identified within 35 km of the proposed development site.</p>
	A comment, in writing, from the South African Civil Aviation Authority (SACAA), which may include inputs from the Obstacle Evaluation Committee (OEC), if appropriate, confirming no unacceptable impact on civil aviation installations.	

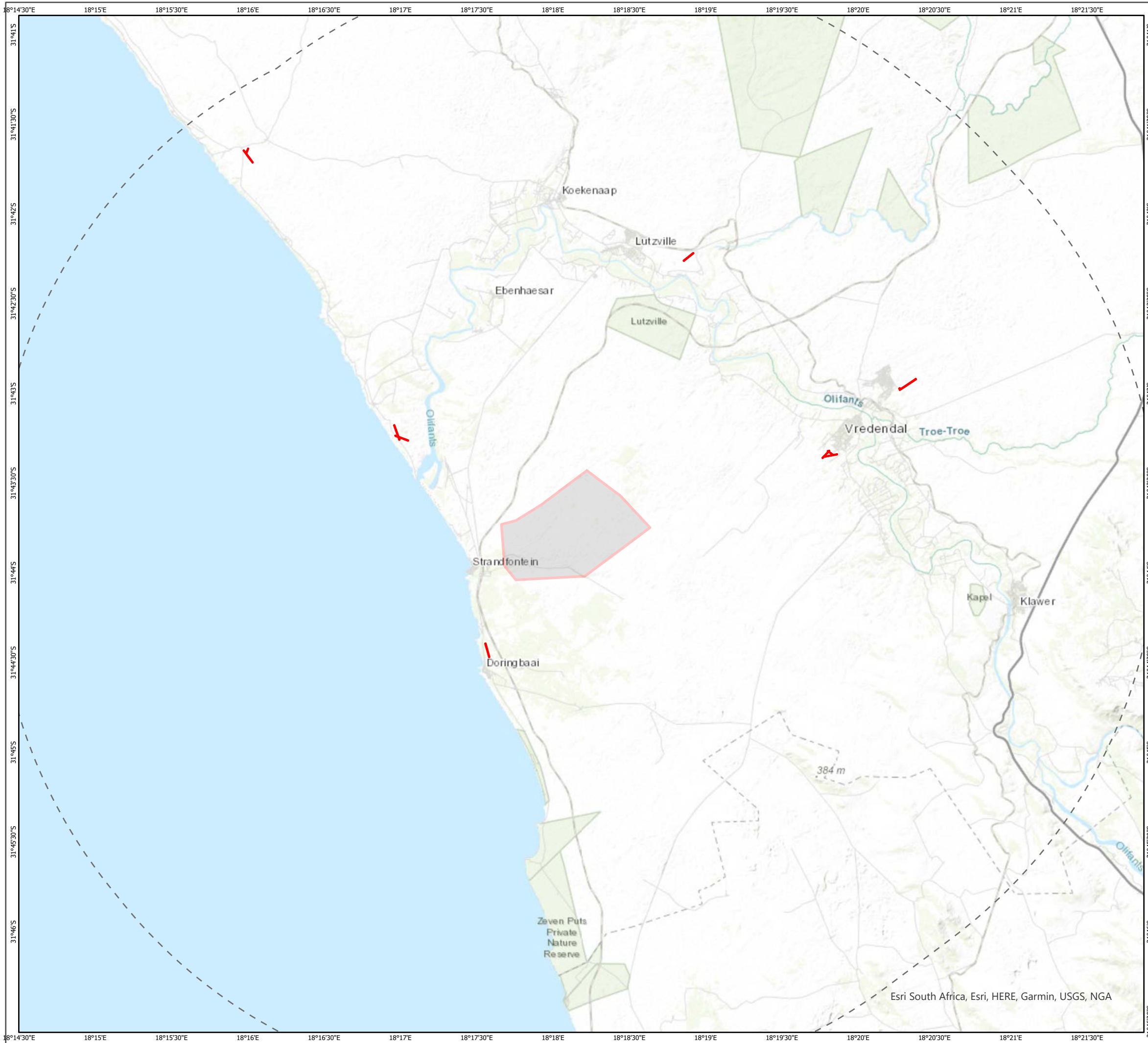
Sensitivity	Minimum Requirement	EAP Compliance Fulfilment
	Should comment from the SACAA require further assessment, a copy of the assessment report and mitigation measures is to be attached with the Compliance Statement as part of the Basic Assessment Report (BAR) or Environmental Impact Assessment Report (EIAR). The assessment must be in accordance with the requirements stipulated by the SACAA.	An initial / provisional letter of no objections to the development of the proposed project has been received from SACAA in December 2020. This letter includes the result based on consultation with the Defense / Military.
	Inputs from the SACAA, if provided within prescribed timeframes in terms of the National Environmental Management Act, 1998 (Act No. 107 of 1998), will be considered by the relevant competent authority for decision making. If no inputs are provided by the SACAA within the prescribed timeframes, then the EAP must provide evidence of engagement with the relevant officials at SACAA and timeous requests for inputs	Both Stakeholders will continue to be notified of the application process.
	A signed copy of the Compliance Statement must be appended to the Basic Assessment Report or Environmental Impact Assessment Report.	This compliance statement is included in Appendix D of the DAR.

Figure 4 attached reflects any Air Transport Facilities or Military Bases which are located within an up to 35 km radius from the proposed project site. The figure indicates and confirms there is landing strips located within the 35 km radius. There are no aerodromes or military bases located in this radius. The EAP disputes the outcome and results for the Civil Aviation Theme and confirms the outcome and results of the Defense Theme of the DFFE screening tool. This assessment is considered sufficient for both civil aviation and defense themes. There is no reason for the development not to proceed based on the results of the assessment and no objection is made.

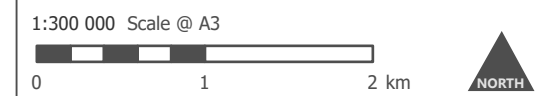
Kind Regards,



Ashlin Bodasing
Environmental Assessment Practitioner
Arcus Consultancy Services South Africa (Pty) Ltd



- Project Site
- Site_Buffer
- Air Transport Facilities**
- Landing Strip



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Air Transport Facilities
Figure 4

**Juno WEF Part II Amendment
CAA & Defense
Site Verification Report**

Esri South Africa, Esri, HERE, Garmin, USGS, NGA

SOUTH AFRICAN



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Juno Wind Energy Facility

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Lizell Stroh 011 545 1232
CAA_2019_W0104

04 December 2020

Attention: Neil van der Merwe

Wind Farm application received in 26 March 2019 and 18 February 2020 for the Environmental Impact Assessment process of the Proposed Development near Strandfontein known as Juno Wind Farm,

The SACAA recognizes the national need for renewable energy resources and as such is supportive of the development of any such projects within its mandate to ensure aviation safety in South Africa.

In light of this, a provisional assessment of your proposal has been conducted in relation to the terms and provisions as contained in the Civil Aviation Regulations (CAR), for the controlling and/or restricting of structures which will constitute an obstruction or potential hazard to aircraft moving in the navigable air space in the vicinity of aerodromes, along promulgated air routes and airspaces, or to aviation communication/navigation/surveillance systems, or which will adversely affect the performance of the said aviation infrastructure or systems.

The Civil Aviation Authority therefore in principle has no objections to the development of the proposed project, including the proposed transmission line routing, the pylons of which will be restricted to 45m in height. A conditional approval will be granted subject to the submission of the final (planned) turbine layout and height, which will be subjected to an in-depth assessment turbine layout in accordance with Civil Aviation Technical Standards, (CATS) 139.01.30. The SACAA will provide a final approval on receipt of details on "as built".

Please note: that the conditional approval will be valid for a period of 5 years from the date of issue. The CAA letter of no objection does not substitute or replace any other approvals which may be required by the applicant.

Yours Truly,

Lizell Stroh
Obstacle Inspector
PANS-OPS Section

Board Members: Mr Ernest Khosa (Chairperson); Mr Mongezi India; Prof Ntombizozuko Dyani-Mhango Mr Suren Sooklal;
Dr Brian Suckling; Ms Bulelwa Koyana; and Ms Tshitshi Phewa;
DCA: Ms Poppy Khoza; Company Secretary: Ms Nivashnee Naraindath