

20/12/2010



CAA Advice for Pre-Planning

Following 24 December 2010, DAP will no longer respond to Windfarm Pre-Planning Applications. At this point, developers are referred to the pre-planning considerations detailed in CAR 764 Charter 5 Paragraph 1. In addition, they should note:

- There are a number of data sources in the public domain¹.
- Aviation safeguarding data is available online via the [DECC website](#)
- Developers should make themselves aware of the full extent of the aviation stakeholders in their area who may be affected by their proposal.
- The appropriate Local Planning Authority should be able to provide information relating to safeguarding requirements of local aerodromes, including those unlicensed aerodromes for leisure activities, who may not be listed or charted on national databases.
- Consideration should be given to local emergency services and air support units, due to the unique nature of their operations in respect of operating altitudes and potentially unusual landing sites.
- Details of the proposed development must be made available to National Air Traffic Services for assessment and comment on potential impacts to en route navigational facilities:

National Air Traffic Services Ltd
Navigation Spectrum and Surveillance
Corporate and Technical Centre
4000 Parkway
Whiteley, Fareham
Hampshire
PO15 7FL

An [electronic pre-planning application](#) form is also available on the NATS website.

- The MOD should be consulted, with regards to their airfields, operational requirements, and their airspace usage (including low flying); they can still be contacted via the [current Windfarm Pre-Planning Application form](#).
- There may be a need to install aviation obstruction lighting to some or all of the associated wind turbines should development proposals be progressed.
 - The need to install such lighting to any individual turbine becomes legally mandated should the maximum blade tip height (ie above ground level) be 150m or more - [UK Air Navigation Order Article 219 refers](#).
 - Where the maximum blade tip height is less than 150 metres, the potential lighting requirement is highlighted in anticipation of any concerns expressed by other

¹ AIP, ANO, CAA VFR charts and commercially available aviation gazetteers.

elements of the aviation industry, ie the operators. For example, if an operator suggested the requirement, the CAA² would wish, in generic terms, to support such a claim, and would do so if it could reasonably be argued that the structure(s), by virtue of their location and nature, could be considered a significant navigational hazard. That said, if the claim was clearly outside credible limits (ie the proposed turbine(s) was/were many miles away from an any aerodrome or it/they were of a height that was unlikely to effect even military low flying) the Authority would play an 'honest-broker' role. Responsibility for establishing further lighting related comment rests with the developer.

- Further related comment is available in this [Policy Statement](#).
- All parties should be aware that international aviation regulatory documentation requires that the rotor blades, nacelle and upper 2/3 of the supporting mast of wind turbines that are deemed to be an aviation obstruction should be painted white, unless otherwise indicated by an aeronautical study. It follows that the CAA advice on the colour of wind turbines aligns with these international criteria.
- The number of pre-planning enquiries associated with windfarm developments has been significant. It is possible that the proliferation of wind turbines in any particular area might potentially result in difficulties for aviation that a single development would not have generated. It is, therefore, not necessarily the case that, because a generic area was not objected to by the aviation industry, future, similarly located potential developments would receive the same positive response.

Should a windfarm proceed to development, the following policy requirements will be extant:

- There is a requirement in the UK for all structures over 300 feet high to be charted on civil aviation maps; the MOD utilises a lower threshold for their mapping – currently 60 metres). Should the proposed wind turbine development progress and the 300 feet height be breached, developers will need to provide details of the development to the Defence Geographic Centre to enable appropriate charting:

Defence Geographic Centre
AIS Information Centre
Jervis Building
Elmwood Avenue
Feltham, Middlesex
TW13 7AH
Telephone: 020 8818 2708

- Where the maximum blade tip height is less than 150 metres, note the policy detailed in para 2.1.

Generic pre-planning guidance will be incorporated into the next review of [CAP 764 \(CAA Policy and Guidance on Wind Turbines\)](#).

DAP Point of Contact

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² Sponsor of policy for aviation obstruction lighting.