



AERODROME SAFEGUARDING GUIDANCE NOTE

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Combined Aerodrome Safeguarding Team

GA2: General Aviation Guidance for
Local Planning Authorities



1 INTRODUCTION

This Guidance Note has been prepared by the General Aviation (GA) Focus Group of the Combined Aerodrome Safeguarding Team (CAST), supported by the CAA. The purpose of the Guidance Note series is to provide guidance to aerodrome operators.

CAST is a forum for aerodrome safeguarding stakeholders with representatives from government organisations, aviation and the private sector. The content of Guidance Notes is intended to provide guidance only and does not necessarily constitute the position of CAST members.



2 GENERAL AVIATION FOCUS GROUP GUIDANCE FOR LOCAL PLANNING AUTHORITIES

The CAA has set up the ‘Combined Aerodrome Safeguarding Team’ involving professionals from across the industry. Its purpose is to improve the ‘safeguarding’ of airports and aerodromes across the country. The General Aviation (GA) Focus Group is concentrating on smaller GA aerodromes.

Major airports are officially safeguarded under Circular 1/2003 but the CAA has always encouraged GA aerodromes to make unofficial arrangements with local planning authorities based on the same principles.

The CAST goal now is to ensure that all licensed aerodromes have a Safeguarding Plan lodged with their LPA and also a safeguarding map showing areas around an aerodrome of particular significance. The CAA’s CAP738 also aims to encourage all unlicensed aerodromes to follow the same process.

Aerodrome Safeguarding is intended to protect aviation activity from development which could cause safety problems – such as tall structures, reflective surfaces and trees or waste facilities that could attract birds. It is also there to ensure that other development does not take place in an inappropriate area – such as where there might be a risk of aircraft accidents happening or where noise could harm residential amenity.

Clearly, for both the aerodrome and its environs, development pressure is increasing in many areas and so the safeguarding process is becoming more challenging.

The GA Focus Group is encouraging Aerodrome Operators to engage with their LPA and advising them of what they need to do. CAST is also able to offer advice and possibly training to LPAs.

The emphasis on digitisation offers opportunities to make safeguarding plans more widely available to make the information

more accessible to developers – sometimes they do not pick up on safeguarding until very late in the planning application process.

Issues of importance to aerodrome safeguarding are changing all the time – for example the major push on afforestation or the increase in solar farms are more relevant than they were. Also, not all aerodrome activity has the same constraints – gliding for example may have less predictable implications and busy pilot training sites with a high proportion of single-engine aircraft have specific safeguarding needs.

The importance of this process is underlined by the increased policy protection and encouragement given to general aviation aerodromes in the NPPF.

Local Planning Authorities are therefore encouraged to work with GA aerodromes in their area, by identifying airfields in Local Plans and constraints mapping and engaging with the Aerodrome in connection with relevant planning and related applications.

The GA Focus Group would welcome giving assistance with any queries they wish to raise.



This Guidance Note has been produced for information only by the GA Focus Group of CAST (Combined Aerodrome Safeguarding Team) with the support of the CAA.

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