

12 Air Safeguarding

12.1 Introduction

The potential effects of wind turbines on aviation interests have been widely publicised and there are two dominant scenarios that are of interest to aviation stakeholders:

- Physical obstruction: turbines can present a physical obstruction at or close to an aerodrome or other landing/take-off point, or to military aircraft conducting low flying training exercises; and
- Radar/air traffic services: turbine clutter appearing on a radar display can affect the safe provision of air traffic services as it can mask unidentified aircraft from the air traffic controller and/or prevent him from accurately identifying aircraft under his control. In some cases, radar reflections from the turbines can affect the performance of the radar system itself.

12.2 Existing Environment

The proposed High Clachaig Wind Farm is unlikely to affect aircraft operations at the local airport in Campbeltown (18.5km south of the site). Part of the land available for turbine development is within the operational range of NATS Primary Surveillance Radar (PSRs). NATS uses their PSRs to support their provision of navigational services to aircraft operating between the UK and mainland Europe and to those overflying the UK Flight Information Region (FIR).

Military Air Defence systems are typically more complex than civil communication, navigation and surveillance systems. The MOD has a role to provide unimpeded airspace surveillance and early warning of air attack and intrusion into UK airspace.

During the course of the EIA, a detailed Aviation Impact Assessment will be undertaken as well as full consultation with potentially affected aviation stakeholders to determine the extent of any concerns and provide a strategy for mitigation, if required.

12.3 Methods

An Aviation Impact Assessment will be conducted as part of the EIA process. This will identify the relevant aviation stakeholders, the nature and likely sustainability of any objections and will provide a brief assessment of any areas of suitable mitigation, should it be required. This will include line of sight analysis to relevant radars operated by the local Air Navigation Service Providers. Consultation will be carried out with the relevant aviation stakeholders to discuss the results and understand the viability of any objection. The following guidance documents will be referred to during the course of the aviation assessment:

- Military Aeronautical Publication (UK Mil AIP), No1 Aeronautical Information Documents Unit (AIDU);
- CAP032 UK AIP (United Kingdom Integrated Aeronautical Information Publication);
- CAP168 Licensing of Aerodromes;
- CAP393 Air Navigation: The Order and the Regulations;
- CAP670 Air Traffic Services Safety Requirements;
- CAP738 Safeguarding of Aerodromes;
- CAP764 Policy and Guidelines on Wind Farms;
- Pooleys Flight Guide; and
- Lockyears Farm Strips and Private Airfields Guide.

Where mitigation is required, consideration will be given to advice issued by the Scottish Government Energy Consent Unit on the use of planning conditions with respect to aviation, in their publication “Guidance on Dealing with Aviation Objections and Associated Negative Conditions in Wind Turbine Consents”.

(<http://www.scotland.gov.uk/Topics/Business-Industry/Energy/Infrastructure/Energy-Consents/Guidance/negative-conditions-guidance>, January 2012).

12.4 Conclusion

The ES will include a chapter which reports the results of the Aviation Impact Assessment and describe the results of consultation undertaken throughout the EIA process.

12.5 References

Scottish Government (2012) *Guidance on Dealing with Aviation Objections and Associated Negative Conditions in Wind Turbine Consents*. Accessed at: <http://www.scotland.gov.uk/Topics/Business-Industry/Energy/Infrastructure/Energy-Consents/Guidance/negative-conditions-guidance> [January 2012]