

EAST AYRSHIRE COUNCIL

DEVELOPMENT SERVICES COMMITTEE: 5 JUNE 2001

SAFEGUARDING OF AERODROMES AND RELATED ISSUES

Report by the Director of Development Services

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek comment on a review by the Scottish Executive on the safeguarding of aerodromes and related issues.

2. BACKGROUND

- 2.1 Safeguarding of Aerodromes is the process used to ensure the safety of aircraft while taking off or landing or while flying in the vicinity of aerodromes.
- 2.2 Planning Authorities are required to consult the Civil Aviation Authority (CAA) in the case of certain developments affecting aerodromes and technical sites. (e.g. radio/radar beams). It is proposed to amend the consultation requirements in relation to aerodromes, to refer applications to the aerodromes themselves and in the case of technical sites to the National Air Traffic Services Ltd (NATS). These consultations take place on certain developments which fall within the airport safeguarding maps and East Ayrshire Council is affected by both Prestwick and Glasgow Airports.
- 2.3 BAA Scotland are responsible for Glasgow Airport and are developing procedures aligned with the new arrangements for this and its other airports. Prestwick Airport will require to make its own arrangements, and in the case of both, the proposals require the Planning Authority to notify the CAA if they propose not to act on objections or not to attach conditions requested by the airports. BAA have taken a proactive role and are already in consultation with the Division regarding advice notes, standard conditions, etc.
- 2.4 A related issue that has emerged in discussion with the two airports however is the effect that windfarms may have on safety and operational efficiency. Windfarms are detected by radar as a moving target, and can create an interference cluster which renders any aircraft movement as invisible or as a ghost target which required to be considered. In the case of Prestwick, this problem is exacerbated as the Controlled Air Space (CAS) extends to only 2.5 miles radius from the airport, and any aircraft travelling outside this area do not need to notify their Air Traffic Control. This matter has been addressed by the Ayrshire Joint Structure Plan Committee and it was agreed to raise the issue with the Scottish Executive.

3. COMMENT

3.1 The most significant concern arising from this consultation is the lack of awareness of the effect of windfarms on aircraft safety. This matter is not addressed in the safeguarding of airports or the area of controlled air space and it is considered that urgent action by the Scottish Executive to highlight this problem is required.

3.2 The other principle concerns in the new arrangements are:

- the possibility of inconsistency in advice between airports;
- the potential delays in dealing with applications (i.e. if the planning authority disagrees with the airports advice they require a further notification to CAA);
- the lack of detail on applications (especially outline applications) may lead to an objection at a more detailed stage where it may not be appropriate to consider such an issue;
- that the safeguarding maps are not provided on an Ordnance Survey basis and thus authorities are require to interpret the actual zone affected.

4. POLICY IMPLICATIONS

4.1 There is no new policy implications arising from this report.

5. RECOMMENDATION

5.1 It is recommended that:

- i) this report is forwarded to the Scottish Executive as the Councils response to the consultation with the request;
- ii) urgent action should be taken to raise the awareness of the affect of wind turbines on aircraft safety; and
- iii) the Scottish Executive should consider directing Planning Authorities to consult airports on all wind turbine applications.

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Director of Development Services

17 May 2001

(AN/MS)
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BACKGROUND PAPERS

NIL

Implementation Officer: Alan Neish

AGENDA