



Directorate of Airspace Policy

Mr Oliver Penney
Seren Energy Ltd
1B High Street
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Swansea
SA6 5LG

29/08/2008

Our Ref: DAP/Wind/Myreton Additional Turbines
Your Ref: Myreton Additional Turbines

Dear Mr Penney

Wind Farm Proposal – **Myreton Additional Turbines**

Thank you for notification of the title proposal. This Directorate has no observations.

There may however be issues related to en route navigational facilities. Accordingly details of your proposal have been copied to National Air Traffic Services for any comment. If you do not hear from NATS or wish to contact them, they can be contacted at:

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

In respect of any aviation need to increase the conspicuity of the turbines, developers should be aware that there may be a need to install aviation obstruction lighting to some or all of the associated wind turbines should this development be progressed. This comment is made specifically if there were concerns expressed by other elements of the aviation industry; ie the operators. For example, if the Ministry of Defence or a local aerodrome had suggested such a need, we the Civil Aviation Authority (sponsor of policy for aviation obstruction lighting) would wish, in generic terms, to support such a claim. We 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.

Moreover all parties should be aware that an anticipated amendment to international aviation regulatory documentation will require 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 would align 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.

Civil Aviation Authority

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