

Wind Turbines

Introduction

This document provides Isle of Man Civil Aviation Administration (IOM CAA) policy and guidance on a range of issues associated with wind turbines and their effect on aviation that will need to be considered by aviation stakeholders, wind energy developers and decision makers in respect of planning applications and applications for Marine Infrastructure consents when assessing the viability of wind turbine developments on the Isle of Man and within Isle of Man territorial waters.

As a Crown Dependency of the UK the Isle of Man (IOM) has its own regulatory system and its own legislation. This normally mirrors UK legislation to a large degree, but may contain some differences.

It is not the intention or purpose of this document to provide instruction on the need or means to object to wind turbine developments; this must remain the decision of individual aerodrome operators, service providers or other organisations. Furthermore, it should also be noted that specific circumstances will have to be addressed on a case-by-case basis, as it is not possible or appropriate to prescribe a standard solution.

Responsibilities

Section 60 of [The Civil Aviation Act 1982](#) (an Act of Parliament), as it has effect in the IOM, gives power for the IOM CAA to give effect to the Chicago Convention (i.e. implement ICAO provisions) and to regulate IOM air navigation services. It also enables the IOM CAA to promulgate an Air Navigation (Isle of Man) Order that secures the safety, efficiency and regularity of air navigation and the safety of aircraft.

The IOM CAA does not have regulatory powers to approve or refuse planning applications or applications for Marine Infrastructure Consents.

At all times, responsibility for the provision of safe air traffic service provision lies with the Air Navigation Service Provider (ANSP).

The IOM CAA has [adopted](#) the content of a number of UK Civil Aviation Publications (CAP).

Policy

The IOM CAA policy on wind energy is that:

- Wind turbine developments and aviation need to co-exist in order support increased provision of renewable energy, and enhance energy security, whilst meeting national and international transport policies. However, safety in the air is paramount and will not be compromised. As the independent aviation regulator, the IOM CAA is well placed to provide clarification to both the aviation industry and the wind energy industry.
- Due to the complex nature of aviation operations, and the impact of local environmental constraints, all instances of potential negative impact of proposed wind turbine developments on aviation operations must be considered on a case- by-case basis.

- IOM CAA will provide timely advice to aviation and wider wind development stakeholders, in particular:
 - Identification of aviation stakeholders that would potentially be affected.
 - Reviewing and commenting on the aviation aspects of the Environmental Statement.
 - Consideration of regulatory requirements.
 - Consideration of whether all other aviation issues known to the Isle of Man CAA have been taken into account (including other potential developments).
 - Facilitating contact and interaction with the UK Civil Aviation Authority (UK CAA).
- IOM CAA recognise UK CAA [CAP764](#) (see below) as best practice guidance to be followed in identifying and mitigating aviation effects generated by wind turbine developments.
- Due to the small geographical size and seamless IOM and UK airspace, close collaboration is required with UK aviation stakeholders and UK CAA.

Guidance

[CAP764](#) provides detailed guidance to aviation stakeholders and wind energy developers on aviation issues. This document should be followed by IOM stakeholders and developers, taking account of the following IOM specifics:

- IOM CAA responsibilities are specified in Section 60 of [The Civil Aviation Act 1982](#), (an Act of Parliament) as it has effect in the IOM.
- IOM Airport Air Traffic Control is approved under Article 100 of [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended).
- IOM CAA does not have a legally defined role in airspace management; however, the UK Airspace Change Process detailed in [CAP725](#) is acknowledged good practice and is one of the CAPs adopted by IOM CAA.
- [CAP670](#) is one of the CAPs adopted by IOM CAA.
- IOM Airport has a wide variety of communications, navigation, and surveillance facilities located around the Island.
- The IOM VHF Omni Directional Range (VOR), situated close to Port Saint Mary, is owned and operated by NATS primarily in support of UK air navigation, as well as providing navigational assistance for IOM Airport operations.
- IOM has its own Coastguard but the UK Maritime and Coastguard Agency (MCA) provide search and rescue coordination for all of the waters around the Island, with support and advice from IOM Coastguard as required.
- Aerodrome safeguarding – IOM Airport holds a safeguarding map and are consulted on planning applications and applications for Marine Infrastructure Consent, which may impact on the safe operation of the Airport. From this, the potential impact on the Airport is assessed and further information requested such that an objection can be raised if necessary.

- Lighting of en-route obstacles is covered under Article 136 of [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended) and mirrors that required by Article 219 of the [UK's The Air Navigation Order 2009](#).
- [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended) does not contain provisions for offshore obstacle lighting; however, Article 220 of the [UK's The Air Navigation Order 2009](#) is considered to be best practice ahead of being potentially adopted into IOM legislation in due course.

References:

This policy and guidance document is based on and shall be updated as necessary in the event of amendments made to the following references.

- [The Civil Aviation Act 1982](#) (an Act of Parliament) as it has effect in the IOM.
- [CAP764](#) – Policy and Guidelines on Wind Turbines, 6th Edition – February 2016.
- [The Air Navigation \(Isle of Man\) Order 2015](#) (as amended).
- [CAP725](#) – Airspace Change Process Guidance Document, Version 4.1 – March 2016.
- [CAP670](#) – ATS Safety Requirements Version 3 Amdt 1/2014.
- [CAP393](#) – UK's The Air Navigation Order 2009, Version 4.1 – April 2015.