

**MINUTES OF MORAY WEST WINDFARM ASSESSMENT MEETING HELD BY CONFERENCE CALL ON 2<sup>nd</sup> April 2020**

2 April 2020

Distribution List:

[Redacted]

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
[Redacted]	Airspace Change Account Manager	CAA
[Redacted]	Airspace Specialist [Redacted]	CAA
[Redacted]	Airspace Specialist [Redacted]	CAA
[Redacted]	Airspace Regulator [Redacted]	CAA
[Redacted]	Airspace Regulator [Redacted]	CAA
[Redacted]	Principal Airspace Regulator	CAA
[Redacted]	Principal Airspace Regulator	CAA
[Redacted]	Airspace Change Specialist	NATS
[Redacted]	Airspace Change Specialist	NATS
[Redacted]	Account Manager	NATS
[Redacted]	Development Manager	Moray Offshore Windfarm (West) limited (MOWWL)
[Redacted]	Aviation Consultant	Coleman Aviation

CAA Assessment Meeting Opening Statement

CAA noted that the following Assessment Meeting slide pack was received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>Introductions made and attendees confirmed.</p> <p>█ opened the meeting with the CAA opening statement.</p>	
<p><b>Item 2 – Statement of Need (discussion and review)</b></p> <p>The current Statement of Need was reviewed.</p> <p>No comments were received in relation to the Statement of Need; it is therefore agreed by all parties as being fit for purpose.</p>	
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>Slides were presented which show the location of the proposed windfarm development, the area of airspace to be impacted, and the airports affected. Background information was provided on the development.</p> <p>It was identified that the windfarm development is likely to impact on NATS (NERL) ability to provide safe ATS due to clutter on the radar created by the WTGs (wind turbine generators). A mitigation solution is required which enables the windfarm to be constructed but does not compromise safety of the airspace.</p> <p>The radar coverage which needs to be mitigated was highlighted on the slides.</p> <p>The issues and benefits of providing an airspace mitigation solution in order to facilitate the windfarm construction were presented.</p> <p>Slide 6 - █ confirmed that the grid offer for the development is for April 2024 and offers a capacity of 860 megawatts (MW). Dependent on final procurement the development will range in capacity between 800 – 860 MW.</p> <p>The summary engagement plan and identified stakeholders were presented.</p>	
<p><b>Item 4 – Options to exploit opportunities or address issues identified</b></p> <p>Slide 5 – It was queried by the CAA whether the proposed windfarm was likely to impact upon Wick procedures. █ responded that this is only likely in respect of introducing a Transponder Mandatory Zone (TMZ) similar to one currently in place for Beatrice Wind Farm. In that case, RAF Lossiemouth ATC and Wick ATC have procedures in place to manage non-transponding arriving/departing to/from Wick Airport. If a TMZ were to be introduced for</p>	

this ACP, the current procedures between RAF Lossiemouth ATC and Wick ATC may need to be expanded to include Moray West. Apart from this, [REDACTED] confirmed that nothing has been identified to date which would indicate anything new would arise for this proposal.

[REDACTED] – suggested that the ACP consider the impact on tranquillity of National Scenic Areas (NSAs) when looking at the environmental impacts. [REDACTED] asked for clarity on the radius of such NSAs from the proximity of the development; [REDACTED] said this would be determined by the landscape of the proposed area.

[REDACTED] – commented that as the ACP exclusively covers a marine area there are no NSAs within the proposed area; so, it is unlikely this will be an issue for this ACP.

[REDACTED] – sought clarity on how engagement was being undertaken with RAF Lossiemouth. [REDACTED] confirmed that they are engaging with MOD through all the relevant departments (Defence Infrastructure Organisation (DIO) and Defence Equipment and Support (DE&S)) and that, for the ACP, engagement would take place at the earliest opportunity with the Defence Airspace and Air Traffic Management (DAATM) department.

The impact of the current COVID-19 crisis was discussed, in relation to stakeholders and engagement/consultation impact. It was recognised by all that effective engagement is required to meet CAP1616 and that given current issues within the aviation industry this may be hampered currently. It was consented that any agreed timescales may need to be reviewed as the national picture develops.

#### **Item 5 – Provisional indication of the scale level and process requirements**

[REDACTED] agreed with the provisional scaling of Level 2B.

#### **Item 6 – Provisional process timescales\***

[REDACTED] – asked why the decision is required in 2021 but not planning to implement until 2024.

[REDACTED] - clarified that construction is planned to start in 2022. The mitigation solution is required prior to starting construction in order to facilitate the financial closure of the project. The timescales proposed allow time for any judicial review as well as supporting financial decision making in September 2021.

#### **Provisional timescale proposed to CAA is:**

<b>DEFINE</b>	<b>29/05/2020</b>
<b>DEVELOP/ASSESS</b>	<b>28/08/2020</b>
<b>CONSULT</b>	<b>30/10/2020</b>
<b>SUBMIT</b>	<b>29/04/2021</b>
<b>DECIDE</b>	<b>29/07/2021</b>
<b>AIRAC</b>	<b>01/2024</b>

<p>* <i>The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;</i></p> <ol style="list-style-type: none"> <li>1. <i>The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly</i></li> <li>2. <i>The FAS(S) masterplan requires proposals within that plan to be progressed in a coordinated way, in accordance with a programme plan. Once this masterplan has been accepted by us, it may require us to rearrange Gateway bookings to achieve coordination which may include changing a gateway slot that you have previously been targeting.</i></li> </ol>	
<p><b>Item 7 – Next steps</b></p> <p>█ – in light of the discussion around COVID-19 crisis, project team to review the proposed timelines and present any revised dates to the CAA by Monday 6 April.  <i>Post-meeting Note: The timelines were discussed post-meeting and it was decided to put forward the proposed timelines unchanged from those discussed at the meeting.</i></p> <p>█ – to review this in line with CAA resources and to confirm or propose alternative dates.</p> <p>█ - Meeting minutes to be circulated, agreed and uploaded to portal (redacted version).</p>	
<p><b>Item 8 – Any other business</b></p> <p>█ – most recent NATMAC contact list to be forwarded to project team for engagement work.</p> <p>█ – reminded all that Appendix C of CAP1616 contains full details of the engagement/consultation requirements.</p> <p>█ – It is underlined that CAA’s expectation will be to receive a qualitative assessment at Stage 2B for all viable options considered in the comprehensive list of options at Stage 2A. For the next phases of options appraisal, an assessment of fuel burn/CO2 impacts of the proposed change using WebTAG may be required in case the anticipated impact is negative. quantitative analysis in relation to fuel burn/CO<sub>2</sub> may be required if thresholds are reached.</p>	

**ACTIONS ARISING FROM MORAY WEST WINDFARM ASSESSMENT MEETING**

<b>Subject</b>	<b>Name</b>	<b>Action</b>	<b>Deadline</b>
Timescales	█	To confirm timescales as requested/revised	16/04/2020

MORAY WEST WINDFARM  
ACP Sponsor