



ACP-2021-046-Clash Gour Wind Farm

Develop & Assess Gateway Outcome – 15 July 2022

As part of Stage 2 of the CAP 1616 airspace change process, the UK Civil Aviation Authority (CAA) has completed a Develop & Assess Gateway Assessment of Clash Gour Holdings LTD airspace change proposal (ACP) – ACP-2021-046 – Clash Gour Wind Farm.

In order for the CAA to allow an ACP to pass through the Stage 2:

The change sponsor must have produced a comprehensive list of airspace change design options.

The change sponsor must have engaged with relevant stakeholders to explore those options to the CAA's satisfaction against requirements in Appendix C.

The change sponsor must have produced a design principle evaluation that the CAA has accepted, showing how its design options have responded to the design principles.

The change sponsor must have produced an Initial options appraisal (phase 1)

The CAA must have produced and then published an assessment that the options appraisal is satisfactory against the requirements in Appendix E.

At the Gateway assessment for this proposal, the CAA concluded that Criteria were not met for the following reasons:

Traffic Patterns and Forecasts: CAP1616 Table A1, CAP1616 para B27 and CAP1616a para 1.9.

The sponsor is required to provide the current prevailing air traffic situation, frequency/number of movements and forecast growth (where applicable) as part of the description of its baseline as per CAP1616 Table A1, CAP1616 para B27, B31, B32 and CAP1616a para 1.9.

Noise impact assessment and noise modelling category: CAP1616 para B46; Air Navigation Guidance 2017 para 3.4-3.5)

The Sponsor needs to provide evidence of Traffic Patterns in the area of the wind farm as the CAA is unable to determine if there will be any adverse impacts (i.e. above the LOAEL) and therefore accept

the rationale provided by the sponsor to scope out quantitative noise assessments. The CAA is also unable to determine if noise modelling under Category E as suggested by the sponsor would be appropriate for this ACP.

The evidence to justify the proportionate level for Stage 3 Analysis: CAP1616 Appendix E23 and E29.

The sponsor is required to provide more detailed analysis which was built into quantitative and monetised analysis of the proposed options. If the sponsor doesn't think it'd be proportionate for them to carry out a detailed analysis, the reasons should be explained in detail with robust rationale and supporting data evidence.

E&C Action CAP 1616, Para 128 & Appendix C – Para. C28

The change sponsor is required to set out how decisions they have taken in relation to the design options relate to stakeholders' feedback (CAP 1616, Para 128 & Appendix C – Para. C28).

The CAA has informed the change sponsor of this decision. In line with CAP 1616, the change sponsor is now able to reconsider its submission before resubmitting it for further review by the CAA at a future Gateway.

It is important to note that whether an ACP passes a gateway successfully or not does not predetermine the CAA's later final decision on whether to approve the airspace change proposal. This decision is not an explicit or implicit comment on the merits or otherwise of this ACP. This will come at the decision-making stage (Stage 5 - DECIDE).