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# **CAP1616 Assessment Meeting**

## **ACP -2023-013**

### ***Permanent TMZ South-West Scotland***

31st May 2023

# Assessment Meeting Agenda

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|-----------------------------------------------------------------|---------|
| 1. Introduction                                                 | All     |
| 2. Statement of Need (discussion and review)                    | All     |
| 3. Issues or opportunities arising from proposed change         | Sponsor |
| 4. Options to exploit opportunities or address issues           | Sponsor |
| 5. Provisional indication of the level and process requirements | CAA     |
| 6. Provisional process timescales                               | All     |
| 7. Next steps                                                   | All     |
| 8. AOB                                                          | All     |

CAA Introductions

ScottishPower Renewables Introduction

Cyrrus Introduction

The purpose of this slide pack is to:

1. Support the ACP, Stage 1, Define Assessment Meeting
2. Explain the concept of the Aviation Detection Lighting System which is utilised in order to minimise the visual impact of aviation lighting on the visual landscape
3. Explain why a TMZ is required to support this technology

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk)

This briefing pack has been produced with reference to CAP1616 (4<sup>th</sup> Edition) dated March 2021

# Statement of Need

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The slide pack should be read in conjunction with the statement of need at the link below

[Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

The Sponsor has identified the following issues arising from the change:

1. The GA community may see the notification of a TMZ as a restriction to flight in class G airspace
2. The GA community may raise concerns if the TMZ is active 24/7
3. The GA community may express a concern about TMZ 'creep'
4. The sponsor has concerns about the alignment of the ACP process with their windfarm construction schedule
5. ADLS technology has not been deployed within the UK
6. The CAA have raised concerns about proceeding with this ACP due to its dependence on the results of the trial associated with ACP-2023-008

# Opportunities Arising from Proposed Change



The Sponsor has identified the following opportunities arising from the change:

1. The TMZ will facilitate the deployment of ADLS on windfarms across a visually sensitive area of south-west Scotland
2. A single ACP covering a large area will reduce the number of ACPs being submitted to the CAA by windfarm developers applying for individual TMZs
3. SPR see this as an opportunity to collaborate with other windfarm developers and the CAA to assist in developing a futureproof strategy for aviation lighting in sensitive areas
4. The Airspace Modernisation Strategy encourages the carriage of Electronic Conspicuity, SPR believes that ALDS utilises this technology

# Options to Address issues

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1. Early and continuing stakeholder engagement and consultation with the GA community within the area affected should balance the needs of the GA community, Nature Scotland and SPR such that ADLS will be seen as the only viable option in this area
2. Frequent updates to the project team and the CAA as the two processes advance should provide enough information to manage the timelines
3. The output from the trial associated with ACP-2023-008, Temporary TMZ at Mark hill Windfarm, will inform the viability of the technology in the UK environment
4. The Sponsor understands the CAAs concerns regarding the overlap with ACP-2023-008 and will not proceed beyond Stage 1 until the trial results have been analysed (subject to CAA approval of the trial ACP, ACP-2023-008). If the trial is unsuccessful, it is unlikely that this ACP will continue as the installation of existing EC based ADLS will not be viable



# Options to Exploit Opportunities

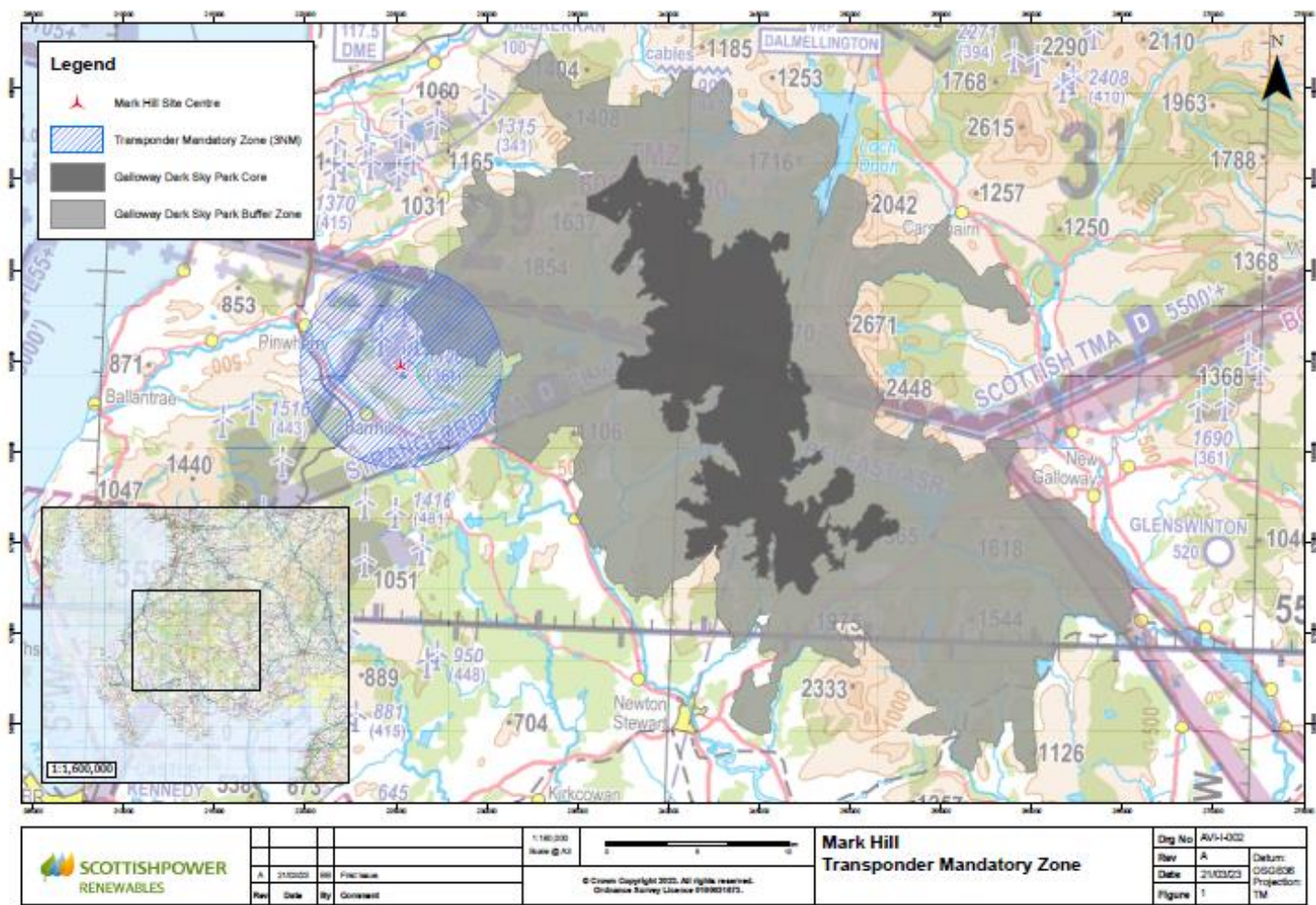
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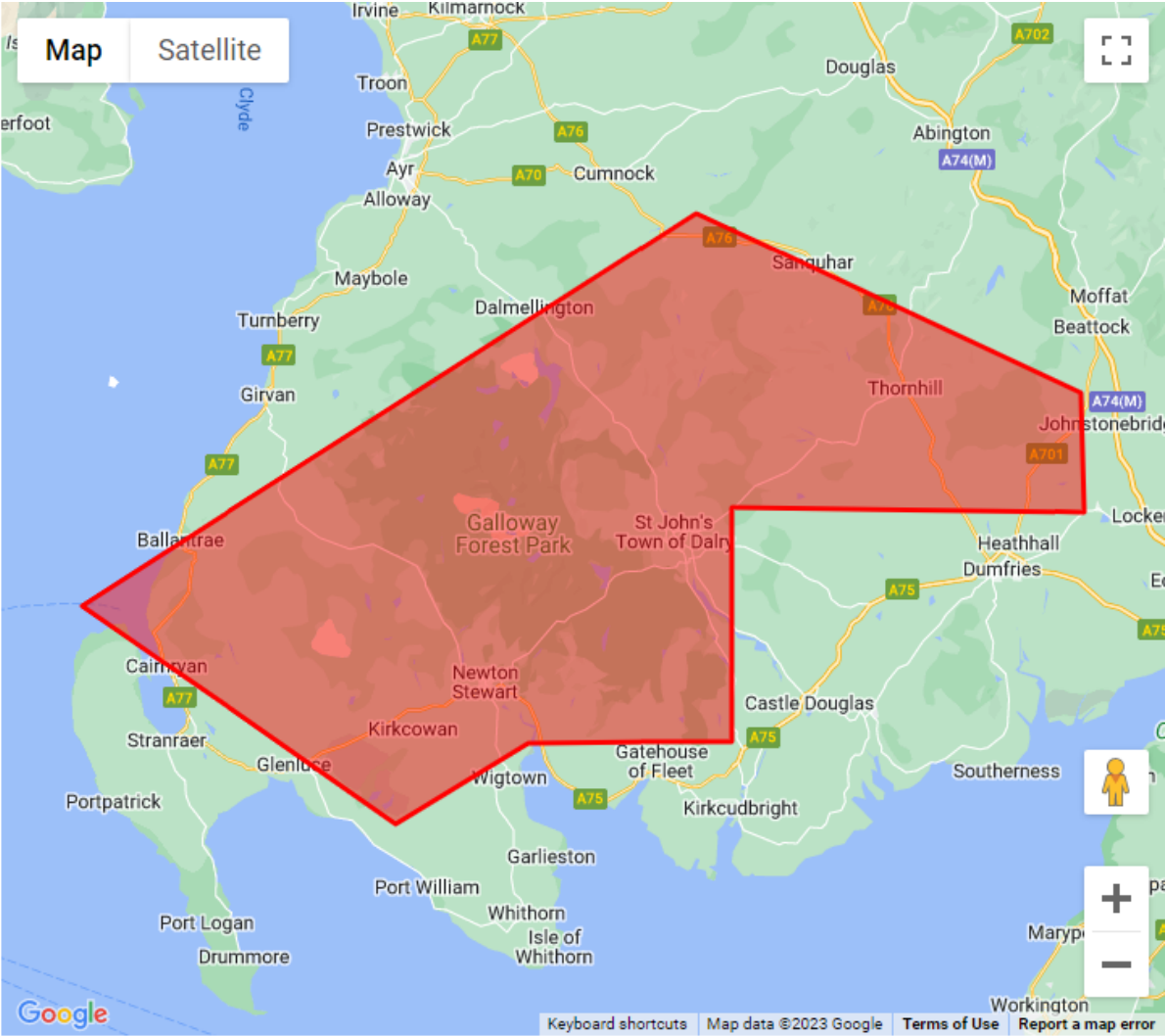
1. The work on ADLS and the TMZ to support it will support the Scottish Government and CAA aviation lighting guidance that is currently in development
2. By submitting a single ACP for a large area, it is anticipated that workload will be reduced for both the CAA and SPR due to eliminating the need for individual ACPs for each new windfarm
3. SPR are willing to invest in the strategic TMZ to facilitate future developments being able to deploy ADLS
4. This supports the development of the delivery elements of the Airspace Modernisation Strategy through encouragement of EC carriage which in turn will reduce the environmental light pollution within the dark skies area of Scotland via ADLS



# Dark Skies in Relation to Airspace



# Proposed Area



Discuss stakeholder list

# Provisional indication of the level and process requirements



Update from the CAA

# Provisional Process Timescales

Stage	Document Submission Deadline	Gateway Date
Stage 1 Define Gateway	18 Aug 2023	01 Sep 2023
Stage 2 Develop & Assess Gateway	Further dates will be dependent on outcome of ACP-2023-008	
Step 3A Consultation Prep		
Step 3B Consultation Approval		
Stage 3 Consult Gateway		
Step 3C Commence consultation		
Step 3D Collate & review responses		
Step 4A Update design		
Step 4B Submit Proposal to CAA		
Step 5A CAA Assessment		
Step 5B CAA Decision		
Decide Gateway		
AIRAC		



## Next Steps

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1. Produce minutes from assessment meeting
2. Send minutes to CAA for review
3. Upload redacted minutes and presentation to airspace portal
4. Refine stakeholder list
5. Arrange initial stakeholder briefings



# Assessment Meeting

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AOB