

CAP1616 Assessment Meeting

ACP -2023-079

East Anglia Hub Windfarms Mitigation

16/01/2024

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- CAA
- Scottish Power Renewables
- Osprey CSL



2. Statement of Need : Purpose

Purpose

1. Discuss why the need for this change has arisen
2. Explain the current situation and the potential
3. Discuss opportunities arising from the ACP and from the revised CAPI616
4. This briefing pack has been produced with reference to CAPI616 dated November 2023

Objective

The objective of the proposed airspace change is to safely mitigate and ensure that aviation operations remain unhindered in the planned area of the EA Hub Offshore Windfarm's wind turbine generators comprising of EA1N, EA2 & EA3 in the North Sea.

It should also be noted that these development will likely be classed as Critical National Infrastructure and play a major part in delivering the UK government energy strategy.

2. Statement of Need

Statement of need summary

- The East Anglia Hub turbines will be visible to the NATS Primary Surveillance Radar (PSR) at Cromer
- This will require some form of mitigation to maintain the safety of air traffic services
- The sponsor has a good understanding of the airspace surrounding the windfarms
- The key stakeholders that will need to be engaged with have been identified

This slide pack should be read in conjunction with the statement of need, found here: [Airspace change proposal public view \(caa.co.uk\)](https://www.caa.co.uk/airspace-change-proposal-public-view)

3. Issues or opportunities arising from proposed change

Sponsor identified issues:

- The GA community may see the notification of a TMZ as a restriction to flight in Class G airspace.
- The GA community may express a concern about TMZ ‘creep’.
- This programme is running in parallel with another workstream to mitigate impacts on MOD.
- This proposal will have to be integrated with the solutions deployed to mitigate neighbouring developments, particularly the Vattenfall Norfolk projects. See below for a link to their ACP:

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

4. Options to exploit opportunities or address issues

Opportunities arising from the proposal

- The co-existence of windfarms and aviation is vital to meeting the energy security needs of the UK. SPR believes that this can be achieved with no reduction in safety for aviation.
- A single ACP covering multiple windfarms will reduce the number of ACPs being submitted by the individual windfarms.
- There is an opportunity to work with a neighbouring development to implement a joint solution for at least one of the sites.
- SPR see this as an opportunity to collaborate with the wider windfarm industry and the CAA to assist in developing a wider strategy for offshore windfarm mitigation.
- SPR believes that any solution which encourages the use of Electronic Conspicuous supports the aims of the Airspace Modernisation Strategy.

Communication & Engagement

- Early and continuing stakeholder engagement detailing our design principals and rationale.
- Frequent updates to the project team and the CAA as the ACP advances.
- Detailed engagement with the MOD and NATS both directly and via the OWIC aviation taskforce.
- Engagement with neighbouring developers and CAA to identify the best solution to integrate the solutions.

4. Options to exploit opportunities or address issues

CAP1616H – guidance on Airspace Change Process for Level 3 and Pre-Scaled Airspace Change Proposals

SPR believes that this proposal meets the criteria for a Level 3 ACP.

CAP1616H in paragraph 1.4 states:

The process requirements for pre-scaled airspace change proposals currently detailed in this document are for:

- Pre-scaled process for the establishment of offshore wind farms. This is a newly developed pre-scaled process for the introduction of transponder mandatory zones to mitigate the impacts of range and azimuth gating which is applied to primary surveillance radars to prevent radar clutter caused by false returns from offshore wind farms.

Based on the initial analysis carried out, SPR believes that the necessary changes to the notified airspace design will have a low impact on both aviation and non-aviation stakeholders.

5. Provisional indication of the level and process requirements

		2024				2025				2026				2027				2028				
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
										EA3								EA2				EA1N
AIRAC 11/2025	Submission																					
	Effective																					

The table above shows the planned completion dates for the three windfarms.

Allowing for a double AIRAC cycle, the latest submission date would be in Q2 2025.

A more detailed timeline will be produced and submitted to the CAA following this meeting.

6. Stakeholder Engagement

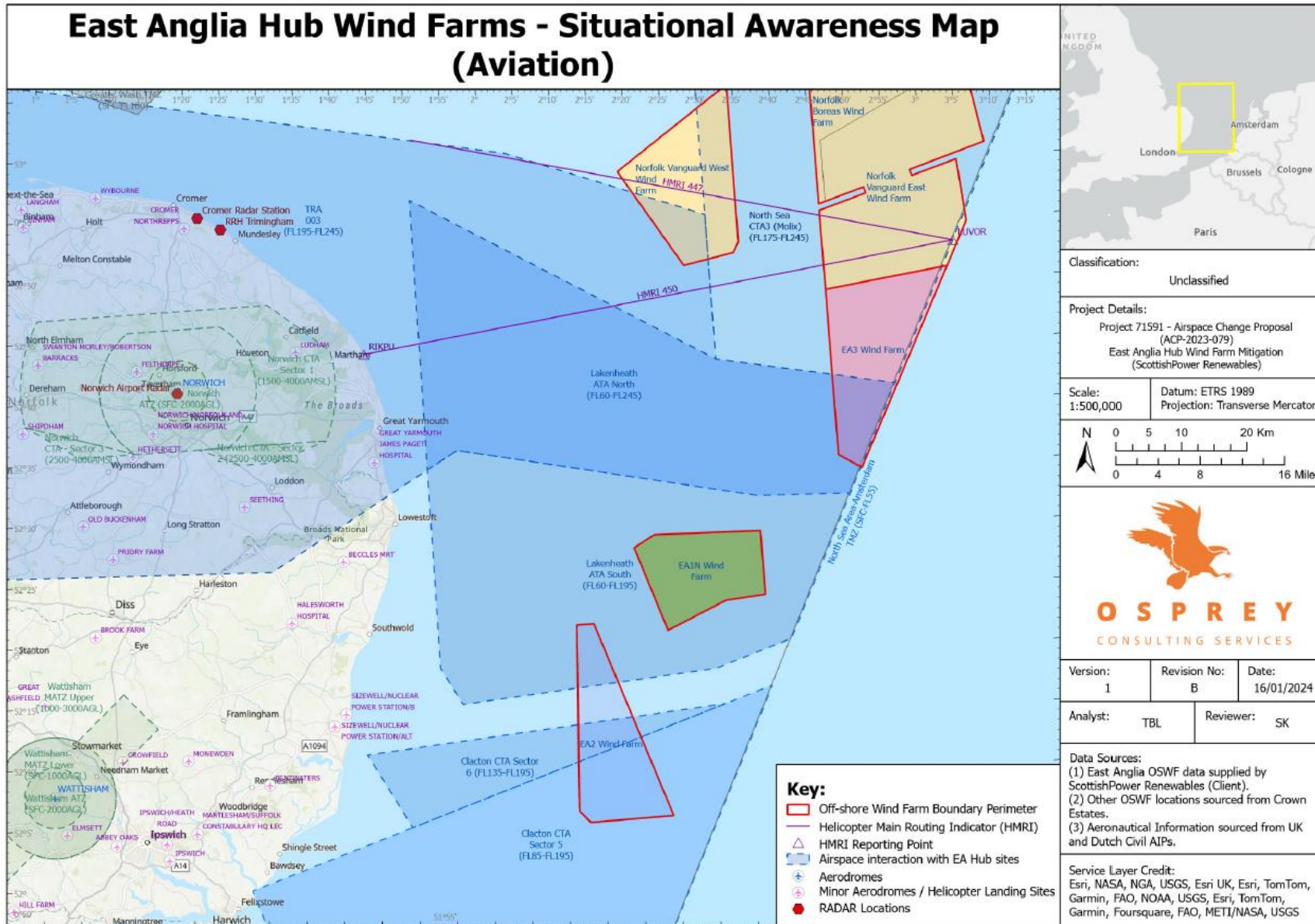
An engagement strategy is being developed covering all key stakeholders identified. These include, but are not limited to:

- NATS as the main ANSP providing services in the airspace
- MOD as a major operator and provider of services in the airspace
- Norwich and Southend airports although none of their procedures are close to the windfarms
- GA operators
- HEMS operators
- Offshore helicopter operators

7. Provisional process timescales

- Update from CAA

8. East Anglia Hub Windfarms & surrounding windfarms



9. Next Steps

1. Confirm CAA decision on pre-scaling ACP level (provisional).
2. Produce minutes from assessment meeting.
3. Send minutes to CAA for review.
4. Upload redacted minutes and presentation to airspace portal.
5. Upload ACP timescale to airspace portal.
6. Update Statement of Need (SoN) if applicable.
7. Produce 'current-day scenario' document (in-line with ACP timescale) and upload to airspace portal.



