



# Clash Gour Wind Farm

Consultation Response Document  
ACP-2021-046

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# 1 Clash Gour Wind Farm ACP

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## 1.1 Introduction

This Consultation Response Document summarises all responses received during the consultation process for an Airspace Change Proposal (ACP) associated with the proposed Clash Gour wind farm development. The change sponsor for the proposed ACP is Clash Gour Holdings Limited (CGH). CGH has identified the need for an ACP in the particular circumstances of the project to allow it to come forward within a timescale which will allow it to contribute significantly to Scottish Government targets for the development of on shore wind by 2030. The ACP will also allow for technical mitigation solutions to be tested with the wind farm in situ.

CGH is a wholly owned subsidiary of EDF Energy Renewables Limited and the Clash Gour wind farm has been developed jointly with Force 9 Energy. The wind farm located in the Moray Council area, will be capable of providing enough electricity for the equivalent of over 200,000 houses.

This Airspace Change Proposal (ACP) does not discuss or consult upon the principle of the development itself. That has been established through an application for the development under the Electricity Act 1989 which was approved by Scottish Ministers on 21<sup>st</sup> October 2022. The wind farm proposal also benefits from a grid connection offer, available to it in October 2027 and an offer of a contract for its electricity from the Governments Low Carbon Contracts Company under Allocation Round 5 (AR5) of Contracts for Difference (CfD).

Two conditions relating to aviation interests are attached to the grant of consent under the Electricity Act, which are required to be discharged before the wind turbines can be fully operational on site. Each condition requires the development and agreement of an Air Traffic Control Radar Mitigation Scheme (ATCRMS) each in respect of both RAF Lossiemouth and Inverness Airport. The ACP subject to the consultation process was established in response to that requirement and deals solely with proposed airspace solutions as mitigation to any effect that the windfarm may have on the Air Traffic Control (ATC) capability of both RAF Lossiemouth and Inverness Airport. Technical radar based mitigation solutions are also being progressed but assurance of the availability of those options within the proposed timescales for construction of the wind farm is currently unknown. The ACP is therefore required to provide for operation of the wind farm, at least until technical mitigation options are fully functional and working to consultees satisfaction.

This document is prepared according to the regulatory requirements of the UK Civil Aviation Authority (CAA) for changing airspace design detailed in Civil Aviation Publication CAP 1616 and presents the output of Stage 4A of the Airspace Change Process. The aim of this document is to provide feedback to all consultees by summarising the key messages and concerns from the responses during the consultation.

## 2 Consultation

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### 2.1 Introduction

CGH have completed a consultation which set out proposals for the introduction of a Transponder Mandatory Zone (TMZ) in the area of the proposed Clash Gour Wind Farm. The Consultation Strategy Document describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and justification behind the consultation strategy. The Consultation Strategy Document, along with all the documents from the previous stages of the airspace change process, can be found on the CAA Airspace Change Portal:

[Clash Gour Wind Farm ACP public view \(caa.co.uk\)](https://caa.co.uk)

### 2.2 Consultation

#### 2.2.1 Consultation Launch

The consultation commenced on Wednesday 29<sup>th</sup> March 2023 and closed on Wednesday 31<sup>st</sup> May 2023; a period of nine weeks. The consultation was conducted through the CAA online consultation hub, Citizen Space, which included an overview into the proposed changes, the consultation document available for download and an online response questionnaire which allowed stakeholders to submit their feedback. The Consultation Document also contained a copy of the response questionnaire, which stakeholders could download and print, or request the response questionnaire directly from the change sponsor, to return via post. A dedicated email address was set up if any stakeholders had any questions of understanding relating to the information provided in the Consultation Document. The Response Questionnaire with the list of questions used in the online portal can be found in Appendix A1.

#### 2.2.2 Consultation Stakeholders

A list of stakeholders had previously been identified at Stages 1 and 2 of the ACP process and these stakeholders were specifically engaged for this consultation. In addition, Community Councils and other Community Groups, including Development Trusts and Community and Resident Associations, within the development area of influence were contacted to help spread awareness of the consultation. This ensured that the harder to reach communities, who had not previously been contacted directly about the proposed Airspace Change, were able to participate in the consultation process. It should be noted that those organisations were already aware of the wind farm itself having participated in the consultation processes associated with development proposals. A letter was sent to all residents and businesses within a 10 km radius of the site to inform them that the consultation on the ACP associated with the wind farm had been launched.

Although the consultation targeted the stakeholders described above, the consultation was not exclusive to that list. Any individual or organisation from any geographical location could also submit a response.

Consultation stakeholders were grouped into the following categories:

- Government and Local Authority
- ACP Stage 1 and 2 Stakeholders
- Community Councils
- Community Groups

For the purposes of issuing stakeholder notification emails, these stakeholder groups were combined into two sets:

<b>Aviation and Government</b>	<b>Community</b>
Government and Local Authority	Community Councils
ACP Stage 1 and 2 Stakeholders	Community Groups

Table 1 – Stakeholder Notification Groups

New stakeholders gained over the course of the consultation were added to a separate Clash Gour ACP Consultation Additions list.

Full stakeholder lists can be found in Appendix A2.

### 2.2.3 Consultation Notifications

A series of emails were sent to stakeholders to launch the consultation, provide a reminder of the consultation events, and to provide a reminder of the consultation deadline.

The following emails were issued:

<b>Date</b>	<b>Communication</b>
Wednesday 29 <sup>th</sup> March 2023	Consultation Launch
Monday 17 <sup>th</sup> April 2023	Consultation Reminder
Wednesday 26 <sup>th</sup> April 2023	Deadline Reminder
Wednesday 24 <sup>th</sup> May 2023	Final Deadline Reminder

Table 2 – Email Notifications

The text contained in the emails can be found in Appendix A3.

A letter was sent by post to all home and business addresses within a 10km radius of the site. Deliveries were made from Wednesday 29<sup>th</sup> March 2023. The content of the letter can be found in Appendix A4.

An advert regarding the consultation was also published in the Press and Journal on Saturday 15<sup>th</sup> April 2023 and in the Forres Gazette on Wednesday 19<sup>th</sup> April 2023. Copies of the adverts can be found in Appendix A5.

### 2.2.4 Consultation Materials

Details of the consultation, including a link to the CAA Airspace Change portal and details of consultation events, was shared on Force 9 Energy's website. The website also contained a link to an ACP project specific consultation website, which was created to host information about the proposed ACP through a virtual exhibition room. Access to the virtual consultation sessions was also made available through the website.

<https://clashgouracp.com/>

Figure 1 below shows the Virtual Exhibition Room homepage.

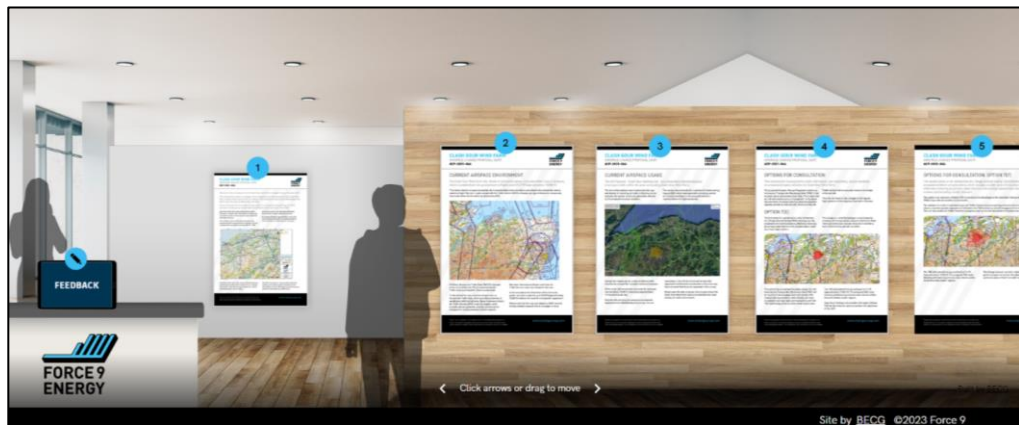


Figure 1 – Virtual Exhibition Room

The virtual exhibition room hosted copies of the consultation boards, which could also be downloaded. The virtual exhibition room was available for viewing throughout the consultation period.

The same consultation boards were produced as exhibition boards and were created for use at the in-person events. Copies of the exhibition boards can be found in Appendix A6.

### 2.2.5 Consultation Events

As notified in the Consultation Document, and promulgated online as set out above and media adverts, two in-person consultation events were held, as follows:

- Wednesday 19<sup>th</sup> April 2023 – Forres Town Hall, Forres, 2pm – 7pm
- Thursday 27<sup>th</sup> April 2023 – Elgin Town Hall, Elgin, 2pm – 7pm

The Forres event was attended by 12 individuals and the Elgin event was attended by 10 individuals. Paper copies of the Feedback Form were available at the consultation events and those attending were asked to fill them and leave them in a clearly marked box for returns, or take it away and post it to return.





Virtual consultation sessions were also held online on the following dates via the project website:

- Thursday 20<sup>th</sup> April 2023, 6pm – 8pm
- Tuesday 25<sup>th</sup> April 2023, 6pm – 8pm

The virtual session on Thursday 20<sup>th</sup> April had no participants and 3 participants joined the session on Tuesday 25<sup>th</sup> April.

## 3 Summary of Consultation Responses

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### 3.1 Introduction

A total of 15 responses were received during the consultation period. Fourteen responses were submitted via the online portal, one, from the General Aviation Alliance, was emailed directly to the consultation mailbox as the respondent was having issues uploading their response to the portal. The email response was manually uploaded to the online portal. There were no paper responses returned at the in-person consultation events and no postal responses received during the consultation.

Of the 15 responses, 3 were from the same individual, albeit representing two separate aviation organisations, and objecting to the proposal. Two further responses, both supporting the proposal, were received from another individual, representing the same community organisation. All the responses have been considered and included in this document.

Out of the 15 responses received, 3 responses support the proposed changes, 10 objected, 1 was neutral and 1 provided No Comment.

### 3.2 Categorisation of Consultation Responses

Following the consultation period, CAP 1616 requires the change sponsor to carry out a fair, transparent, and comprehensive review and categorisation of the consultation responses. The responses have been reviewed and categorised into those that present information that may lead to a change in the design and those that could not, including those raising issues which are outside the change sponsor's control. The Step 3D – Categorisation of Consultation Responses document was submitted and accepted by the CAA in July 2023, which completed Stage 3 of the CAP 1616 Airspace Change process. This document is available to be viewed on the CAA Airspace Change portal at the following address:

[Clash Gour Wind Farm ACP public view \(caa.co.uk\)](https://caa.co.uk)

### 3.3 Additional Consultation Responses Information

Regardless of whether a consultation response contained information that may lead to a change in the design, additional relevant information may have been contained within the response. This additional information is captured in the tables below for each response, including any actions or considerations arising.



### 3.3.1 Responses Which May Impact the Final Proposal

Table 3 – Responses Which May Impact the Final Proposal

<b>Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:</b>					
Serial	Response ID	Response Summary	Clash Gour Response/Action	Response Theme	Any Relevant Considerations/Feedback
1	86GN-B2X2-1	Additional information displayed on the surveillance display has the potential to negatively impact ATS provision due to the surveillance display being busier, and the additional time needed to interpret the surveillance picture. This would mean an increase in controller workload as a result. If it was to be FL100 or below then it would have less impact as they do not routinely provide a service below FL100.	No new information or suggestions relevant to the design of the proposed airspace solution.	ATC Workload	ATC units routinely operate with airspace restrictions displayed on surveillance displays to ensure a correct Air Traffic Service (ATS) can be provided in and around the TMZ. Aircraft operating above FL100 are required to operate a transponder so there should be minimal impact on controller workload. Gliders are currently permitted to operate in the area between FL100 and FL195 without a transponder, so there should be no additional impact on controller workload.

**Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:**

Serial	Response ID	Response Summary	Clash Gour Response/Action	Response Theme	Any Relevant Considerations/Feedback
		<p>Non transponder equipped aircraft will be more likely to funnel through the airspace directly to the south of the Lossiemouth (M)ATZ. This will significantly impact both the RW05 approach and RW23 departures, despite being Class G. Should there be a concentration of non-transponding aircraft in this area (who often do not contact on the published LARS frequency), and Lossiemouth aircraft under a Deconfliction Service, it may prevent recovery to Lossiemouth, potentially forcing them to divert.</p> <p>Increases the amount of traffic operating in the airspace West of Lossiemouth, and East/Northeast of Inverness, which leads to an increased risk of MAC.</p> <p>There is an increased risk to life due to the reduction in service Lossiemouth ATC will have to apply for aircraft transiting the TMZ.</p>	<p>No new information or suggestions relevant to the design of the proposed airspace solution.</p> <p>No new information or suggestions relevant to the design of the proposed airspace solution.</p> <p>No new information or suggestions relevant to the design of the proposed airspace solution.</p>	<p>Impact (Funnelling / Choke Point)</p> <p>Impact (Funnelling / Choke Point)</p> <p>Safety</p>	<p>Evidence suggests that implementing the proposed TMZ with a 2 NM Buffer Zone would cause GA aircraft to be displaced to the north, into an area that is likely to impact RAF Lossiemouth operations. However, this impact is likely to be reduced if the proposed TMZ does not have a Buffer Zone. Evidence obtained (see paragraph 3.4.1 below) highlights that there is already GA activity in this area and it is considered that a small number of non-transponding aircraft that would need to route around the TMZ to the north would not change the current impact.</p> <p>The Change Sponsor considers that the area of the proposed TMZ without the Buffer Zone has low traffic density and any displacement of non-transponding traffic to the west of the area would not cause any adverse impact (see paragraph 3.4.1 below).</p> <p>This risk would be mitigated if aircraft receiving an ATS avoided the area of the TMZ. The size of the TMZ is small and avoiding the area would not unduly impact operations.</p>

**Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:**

Serial	Response ID	Response Summary	Clash Gour Response/Action	Response Theme	Any Relevant Considerations/Feedback
		<p>The presence of the overland TMZ and associated blanking potentially in such close proximity to (and potentially overlapping) existing published IFR arrival/departure procedures may impact existing published procedures. All IFR approaches to RWY05 will be impacted (PAR, TACAN, SRA) and the blanked area would limit Surveillance Radar Approaches to a northerly feed-in, which would limit flexibility and reduce the effectiveness of the service being provided. It will also impact the TACAN Hold for RWY05 and likely to impact ATS provision for departures on the MID23 South. Aircraft making an SRA approach to RW05 will have to be fed in either from the West, or on a much longer base leg as the TMZ will make SRA approaches from the East impossible due to the TMZ proximity to the extended centreline.</p>	<p>No new information or suggestions relevant to the design of the proposed airspace solution.</p>	Impact	<p>Evidence obtained highlights that there is already GA activity in this area and it is considered that a small number of non-transponding aircraft that would need to route around the TMZ would not change the current impact (see paragraph 3.4.1 below).</p>

**Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:**

Serial	Response ID	Response Summary	Clash Gour Response/Action	Response Theme	Any Relevant Considerations/Feedback
		<p>There is the potential for non-transponding gliders to operate over the TMZ in the suppressed area and therefore be invisible to Lossiemouth controllers.</p> <p>With the sponsor providing a NATS feed into Lossiemouth (ORRD is provided to many other airfields across the country), the base of cover over the area is such that the windfarm isn't visible, so the PSR doesn't need to be blanked. Therefore the TMZ only needs to be up to a very limited altitude. The vertical extent of the planned TMZ (FL195) would impact service provision; if it was to be FL100 or below then it would have less impact to 78 Sqn as they do not routinely provide a service below FL100. It would also have less impact to aircraft under the control of Lossiemouth ATC.</p>	<p>No new information or suggestions relevant to the design of the proposed airspace solution.</p> <p>The Change Sponsor has investigated the provision of ORRD from alternate radar sources into RAF Lossiemouth ATC that would allow a reduction in the top height of the proposed TMZ. This would negate any negative impact on 78 Squadron operations and reduce the impact on RAF Lossiemouth ATC.</p>	Airspace Infringement	If the TMZ is implemented, gliders will need to avoid the area if not transponding or have not received clearance to enter via the Controlling Authority. If a glider does infringe the airspace, they will be operating VMC so will be responsible for avoidance of other aircraft.



This response had a suggestion that had the potential to impact the final design. The suggestion has been considered and has at this stage, been discounted. It is not considered feasible that the necessary commercial and technical agreements can be achieved so that this suggested change can be implemented in the timescales that is compatible with the project milestones. However, the use of ORRD will continue to be investigated by the Change Sponsor as the project to develop the wind farm progresses.



### 3.3.2 Responses Which Do Not Impact the Final Proposal

Table 4 – Responses Which Do Not Impact the Final Proposal

<b>Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:</b>					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
2	86GN-B2XD-K	<p>The proposed TMZ will come near enough to our airfield that it will impact aerotowing to our most common routes.</p> <p>Not all the aircraft on our site are fitted with transponders so this will deny access to pilots who currently access that free airspace.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	<p>Impact</p> <p>Access</p>	<p>Although there will still be some impact, the Change Sponsor considers that implementing a TMZ without a Buffer Zone would reduce the impact on glider operations (see paragraph 3.4.1 below).</p> <p>Aircraft without an operating transponder, but radio equipped, would be restricted from entering the TMZ without first being granted access from the Controlling Authority. Aircraft without a radio or transponder equipment would be required to avoid the TMZ. Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location will reduce the impact on these aircraft (see paragraph 3.4.2 below).</p>



<b>Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:</b>					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		We would far rather that a technical solution was found to this proposal such as improved radar coverage.		Technical Solution	The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. In seeking to meet a grid connection date, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland in order to fully discharge the conditions attached to the grant of consent (see paragraph 3.4.3 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>Clearly, the unintended consequence of this proposal will be denial of access to airspace to glass G airspace users. In addition, I can see this being a test case for other windfarm operators and more of these enormous columns of TMZ's appearing all over the country. This benefits no one.</p>		Access	<p>Although some aircraft will be unable to access the airspace, evidence suggests that the numbers affected are likely to be low. The small, lateral size of the proposed TMZ should minimise the impact on those aircraft that need to route to avoid the area (see paragraph 3.4.2 below).</p> <p>The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. In other parts of Scotland, proven technical mitigation solutions are already available and airspace change solutions will not be required. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. Given the unique circumstances the proposal is not considered likely to set a precedent.</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
3	86GN-B2XB-H	<p>Proposed change seems fair and reasonable to this layman.</p> <p>An apparently minor (on the grand scale of things) inconvenience which can be worked round in this day and age.</p>	No new information or suggestions relevant to the design of the proposed airspace solution	General	N/A
4	86GN-B2XW-6	I understand that there is a proposal to have a buffer zone but having no such zone will ensure there is even less of an impact on people flying and would allow more airspace/room for the nearby gliding club. I'm not sure how often the gliders fly but it isn't very often. No buffer zone would allow them room to circle their airfield for landing.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact	Implementing a TMZ without a Buffer Zone would minimise the impact on GA operators in the local area (see paragraph 3.4.1 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
5	86GN-B2XQ-Z	I'm assuming 7(E) is the proposal without a buffer zone as that would be our preferred option. We believe that will allow more airspace/room for glider pilots to circle their landing area if necessary but also to approach from the direction of the wind farm if that was required due to the direction of the wind.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact	Implementing a TMZ without a Buffer Zone would minimise the impact on GA operators in the local area (see paragraph 3.4.1 below).
6	86GN-B2XT-3	We would have liked to have seen other windfarms that are either in scoping or consented but not yet built shown on one of the maps. Clashgour cannot be considered in isolation from other windfarms in the pipeline.	No new information or suggestions relevant to the design of the proposed airspace solution.	General	Each application for a wind farm and for an ACP will be considered on its own merits and set of circumstances.

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
7	86GN-B2XV-5	<p>The introduction of a windfarm with its associated TMZ in the vicinity of our gliding club will severely restrict our operations. Very few gliders currently have transponders installed on board and our non-transponder equipped aircraft would have to either avoid the TMZ or obtain radio clearance to enter. Effectively, this will result in the vast majority of glider flights from Easterton having to avoid the proposed TMZ. Gliding is very weather dependant and in order to enjoy challenging and rewarding flying, we have to go where the weather is best for soaring. Quite often this forces us to fly in the area of the proposed TMZ, whether that is the minimum size proposed under Option 7(E) or the TMZ+Buffer Option 7(F).</p>	<p>No new information or suggestions relevant to the design of the proposed airspace solution.</p>	Impact	<p>Although there may still be some impact, the Change Sponsor considers that implementing a TMZ without a Buffer Zone would reduce the impact on glider operations (see paragraph 3.4.1 below).</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>The only way for to us to continue using this airspace is therefore the installation of transponders in every glider based at Easterton. This will impose a significant financial burden on our club and its members, as the installation of transponders is an expensive endeavour. In the light of these concerns, we would request that you either reconsider the proposed location of the windfarm and its associated TMZ or provide adequate compensation to our club to cover the costs of transponders and any associated equipment.</p>		General	<p>Clash Gour is a strategically important project in the context of Scottish national targets for renewable energy production (20GW on onshore wind capacity by 2030, as set out in the On Shore Wind Policy Statement December 2022). Clash Gour is expected to produce sufficient electricity annually for the use of over 200,000 homes. The size and location of the proposed Clash Gour wind farm was considered as part of the development consent process under the Electricity Act 1989. wind farm was granted consent by Scottish Ministers in October 2022.</p> <p>The issue of compensation relating to the costs of equipment to enable glider operations to continue in TMZ is outside the scope of this ACP; however, it is an issue that the Change Sponsor will consider as the project moves forward. Clash Gour wind farm comes with a proposed community fund and shared ownership offering and there is nothing to prevent flying clubs in the area exploring the possibility of using community funding from wind farms to support their activities, like other clubs and organisations in the area.</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
8	86GN-B2XF-N	The proposal to build the Clash Gour installations so close to a major air defence facility which is essential to the defence of the United Kingdom, is questionable. There are clearly other sites in the same (very large) geographical area where the wind turbines could be erected with much less impact on the radar capabilities of RAF Lossiemouth and Dalcross airport. It would be good to view the evidence for the choice of the Clash Gour site(s) as compared to other possibilities, and the sponsors are requested to produce that data.	No new information or suggestions relevant to the design of the proposed airspace solution.	General	<p>Clash Gour is a strategically important project in the context of Scottish national targets for renewable energy production (20GW on onshore wind capacity by 2030, as set out in the On Shore Wind Policy Statement December 2022). Clash Gour is expected to produce sufficient electricity annually for the use of over 200,000 homes.</p> <p>The size and location of the proposed Clash Gour wind farm was considered as part of the development consent process under the Electricity Act 1989. The documents submitted with the application in 2019, including an Environmental Impact Assessment Report, Planning Statement, Design and Access Statement and Pre Application Consultation Report together illustrate the rationale for the site and design for the development. Consultees, to the process included HIAL and the MOD, neither of which objected to the proposed development. The application was subject to scrutiny under a Public Inquiry by Scottish Ministers, after which they granted consent for the development in October 2022.</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		That, of course, has the effect of making aircraft within the gate effectively invisible to the radar operator. This is not safe. There is another method for eliminating the clutter, and that is to upgrade the radars through the use of software so that the clutter is eliminated, and visibility of aircraft is sustained.		Technical Solution	The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. In seeking to meet a grid connection date, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland in order to fully discharge the conditions attached to the grant of consent (see paragraph 3.4.3 below).



**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>What the proposed TMZ would do is to impose a 5 Nm corridor between the northern edge of the TMZ and the boundary of the RAF Lossiemouth MATZ. With such a relatively narrow corridor and the proximity of Easterton, the margin for intrusion into either the TMZ or the MATZ or the gliding site is small, and the likelihood of a controlled-air-space breach would be significantly increased.</p> <p>By flying further south they encounter higher ground rising to 1,802ft and a little further south still, 2,330ft – a significant challenge if the weather is poor and the cloud base is low.</p> <p>The ACP does not explain that should a non-Mode-S aircraft wish, or need, to transit the TMZ, who would authorise the transit.</p>		<p>Airspace Infringement</p> <p>General</p> <p>Controlling Authority</p>	<p>The Change Sponsor considers that implementing a TMZ without a Buffer Zone would reduce the impact on GA operations (see paragraph 3.3.1 below). Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location would allow sufficient airspace for GA operations and minimise the risk of an airspace infringement.</p> <p>In poor weather, aircraft are likely to fly south of the proposed site, through the Spey Valley, or further north over the lower ground towards the coast. Evidence obtained highlights that there is already GA activity in these areas keeping to the lower ground (see paragraph 3.4.1 below).</p> <p>The Change Sponsor considers that there should be a Controlling Authority for the TMZ to grant access to non-transponder equipped aircraft. The Change Sponsor is actively engaging with local ANSPs to reach an agreement to provide the Controlling Authority (see paragraph 3.4.4 below).</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>The argument for a 2 Nm “buffer” around the polygon described in Option 7F of the ACP is not convincing. It is our opinion that should the TMZ be authorised, then there is no need for a buffer, as pilots who are aware of the TMZ will naturally route to avoid intrusion.</p> <p>The proposal that the data on radars should be gated to exclude windfarm clutter is inherently unsafe.</p>		<p>Dimensions</p> <p>Safety</p>	<p>The Change Sponsor acknowledges the respondents concerns regarding the inclusion of a buffer zone. The Change Sponsor considers that implementing a TMZ without a Buffer Zone would reduce the impact on GA operations.</p> <p>Without mitigation, the wind farm development would have an adverse impact on the ability of ANSPs to provide an Air Traffic Service. This is because wind turbines have the potential to create interference (radar clutter) on the current Primary Surveillance Radar systems. This was recognised by consultees during the Electricity Act process which initial objected to the proposed wind farm but withdrew their objections recognising mitigation solutions for the potential impacts of the wind farm on their systems are available. The route to mitigation is secured to the grant of consent through the aviation related conditions attached to the grant of consent for the wind farm.</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
9	86GN-B2X7-6	<p>We have approximately 30 aircraft based on our site split between gliders and power. About half of the fleet is equipped with transponders. Gliding is usually but not exclusively carried out at weekends and powered aircraft operate 7 days a week routinely.</p> <p>The proposed TMZ will deny access to Class G airspace that we have been using regularly for over 30 years and which is essential to the club as a primary soaring area.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Access	<p>The Change Sponsor acknowledges that aircraft without a radio or transponder equipment would be required to avoid the TMZ. However, based on evidence provided (see paragraph 3.4.1 below), the numbers affected are considered to be low.</p> <p>Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location should minimise the impact on those aircraft that need to route to avoid the area (see paragraph 3.4.2 below).</p>

<b>Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:</b>					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		Every effort should be made to find a technical mitigation to the radar coverage.		Technical Solution	The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. In seeking to meet a grid connection date, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland in order to fully discharge the conditions attached to the grant of consent (see paragraph 3.4.3 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
10	86GN-B2XH-Q	<p>The sole purpose of this ACP is to enable planning consent to be gained so that a profitable commercial project can be built regardless of any detriment to others.</p> <p>No attempt has been made to consider the exportation of risk from within the proposed TMZ, into the area around it. No attempt has been made to evaluate the levels of non-SSR traffic using the area of the TMZ. The only traffic data is from SSR equipped aircraft, and of course such aircraft will anyway not be affected by a TMZ.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	<p>General</p> <p>Impact (Funnelling / Choke Point)</p>	<p>Clash Gour is a strategically important project in the context of Scottish national targets for renewable energy production (20GW of onshore wind capacity by 2030 set out in the On Shore Wind Policy Statement December 2022). Clash Gour is expected to produce sufficient electricity annually to power over 200,000 homes. Consent for Clash Gour wind farm was given by Scottish Ministers in October 2022.</p> <p>Evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current impact.</p>





		<p>By this time it is likely that both airfields' radars will have been modernised to cater for, amongst other things, windfarm generated interference. CGH have gone straight for the ACP to establish a TMZ, rather than any significant attempt at negotiations with either of the airfields.</p>		<p>Technical Solution</p>	<p>The size and location of the proposed Clash Gour wind farm was considered as part of the development consent process. That process included engagement with relevant aviation stakeholders to determine the impact of the wind farm on aviation radar systems and operations. The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. In seeking to meet a grid connection date, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland in order to fully discharge the conditions attached to the grant of consent (see paragraph 3.4.2 below).</p>
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**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		The establishment of a significant area of prohibited airspace very close to the airfield over prime soaring terrain. we are very concerned about the precedent set that would enable many other TMZs to be established at any of the very many and increasing number of windfarms in Scotland		General	The Change Sponsor considers that this ACP will not set a precedent for other TMZ's to be established. The location of the proposed Clash Gour wind farm is relatively unique in the impact it will have on Primary Surveillance Radars in the vicinity in two locations, operated by two separate organisations where there is no pre-existing technical mitigation solution. There are relatively few locations within Scotland suitable for wind farm development that would have an impact on radars in the same circumstances as Clash Gour.
11	86GN-B2XP-Y	Creating this relatively small but massive vertical extent TMZ will only create extra workload for us in the cockpit with pointless radio calls announcing a traffic/deconfliction service against transponding traffic only for the 2 minutes it will take to cross the area.	No new information or suggestions relevant to the design of the proposed airspace solution.	Workload	The Respondent states that they are currently regularly informed by ATC of possible traffic ahead caused by radar clutter from existing wind farms in the area and take necessary action depending on whether they are VMC or IMC. The same traffic information will be passed to the aircraft, depending on the flight conditions, as currently. The Change Sponsor considers that implementing a TMZ in the area would not increase 'pointless radio calls' or increase workload.



**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>Force more light aircraft to the peripheries of this TMZ increasing its density at pinch points and therefore increasing the risk to us when we are flying VFR.</p> <p>Put the area bounded by the TMZ on their screens and simply direct IFR traffic around it or offer them a traffic service and they can go through at their own risk.</p>		<p>Impact (Funnelling / Choke Point)</p> <p>General</p>	<p>Evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current impact.</p> <p>Blanking the radar without any additional mitigation measures is not considered a safe option. The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. That is, to test technical mitigation solutions and build confidence that they work in relation to this wind farm.</p>
12	86GN-B2XX-7	Confirm which unit you are anticipating providing the TMZ crossing service to non-transponding a/c.	No new information or suggestions relevant to the design of the proposed airspace solution.	Controlling Authority	The Change Sponsor is actively engaging with local ANSPs to reach an agreement to provide the Controlling Authority for the TMZ (see paragraph 3.4.4 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
13	86GN-B2XC-J	Radar upgrades for RAF Lossiemouth which may or may not mitigate the need for such a TMZ to be introduced.	No new information or suggestions relevant to the design of the proposed airspace solution.	Technical Solution	The proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This is a relatively unique set of circumstances where the windfarm is seeking to mitigate 2 separate radar systems operated by 2 separate operators who are in the process of implementing new radar systems with windfarm filtering technology which is unproven in the geography of the area. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence in order to achieve an approved grid connection timeline of 2027 and obligations under Contracts for Difference AR5 to start exporting electricity by 2027/28. In seeking to meet a grid connection date, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland in order to fully discharge the conditions attached to the grant of consent (see paragraph 3.4.3 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		Aircraft of whatever type without a transponder or radio equipped with a licensed operator will be brought closer together and an increased risk as they funnel through the area.		Impact (Funnelling / Choke Point)	The Change Sponsor acknowledges that aircraft without a radio or transponder equipment would be required to avoid the TMZ. However, evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transpondering traffic that would need to route around the TMZ would not change the current impact (see paragraph 3.4.1 below which illustrates the level of GA activity in the area).
14	86GN-B2XU-4	Increased risk of airborne conflict.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact (Funnelling / Choke Point)	Evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transpondering traffic that would need to route around the TMZ would not change the current impact.

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>Increase controller workload.</p> <p>Funnelling of non-EC equipped aircraft, unwilling or unable to utilise the TMZ crossing service, into areas that will have an increased impact on the traffic patterns at Lossiemouth and Inverness.</p>		<p>ATC Workload</p> <p>Impact (Funnelling / Choke Point)</p>	<p>There may be an increase in ATC workload caused by additional radio communications for aircraft wanting to transit through the area of the TMZ. However, the numbers requiring this service is anticipated to be low and this is therefore not expected to increase ATC workload beyond a safe level(see paragraph 3.4.2 below. There may also be an increase in workload managing commercial aircraft operating in Class G airspace, but this is not expected to be any different than under current operating conditions.</p> <p>Evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current impact.</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		Avoidance of aircraft, leading to the rerouting of IFR aircraft and increased noise profile, additional track miles, increased carbon footprint.		Environment	There is already GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current intensity of re-routing for commercial aircraft, and therefore would have no adverse impact on the environmental issues noted in the response (see paragraph 3.4.1 below).
15	86GN-B2XE-M	Because any TMZ has a negative impact upon general aviation, in particular the reduced safety for all surrounding Class G VFR flights through the displaced flights.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact	Evidence obtained (see paragraph 3.4.1 below) highlights that there is GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current impact.

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		The TMZ's Controlling Authority has yet to be defined. Assess the full impact of any TMZ upon those aircraft that are not transponder equipped but could use VHF radio to obtain access, For what hours will the Controlling Authority be available to facilitate access?		Controlling Authority	The Change Sponsor is actively engaging with local ANSPs to reach an agreement to provide the Controlling Authority for the TMZ. This includes the hours of activation for the TMZ (see paragraph 3.4.4 below).

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		There are many aircraft types that currently fly through this area that are physically unable to fit a transponder, e.g. paragliders, paramotors, hang gliders, some gliders, some microlights, some permit aircraft.		Access	<p>The Change Sponsor acknowledges that aircraft types that are unable to fit radio or transponder equipment would be required to avoid the TMZ. However, some of the aircraft types mentioned would avoid the area of the wind farm anyway due to the potential safety issues of flying in close proximity to wind turbines. Although there is no evidence to determine levels of activity of these aircraft types in the area, due to the presence of existing wind farms in the area, aircraft are likely to avoid the area currently due to the existing safety issues and therefore the numbers affected are considered to be low.</p> <p>Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location should minimise the impact on those aircraft that need to route to avoid the area (see paragraph 3.4.2 below).</p>

**Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:**

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		<p>Of the aircraft unable to transpond the majority of them will not have the necessary VHF radio equipment and the licences to request access from the Controlling Authority thus rendering the airspace permanently closed.</p> <p>Through aircraft having to route round the TMZ this will lead to reduced safety for those aircraft and the existing traffic through increasing the numbers of aircraft per volume of airspace. This is of significant concern for those non-transponding flights forced into the areas of Lossiemouth's extended centre-line and Inverness's approach path, as well as those forced closer to Easterton than they would otherwise need.</p>		<p>Access</p> <p>Impact (Funnelling / Choke Point)</p>	<p>The Change Sponsor acknowledges that aircraft without a radio or transponder equipment would be required to avoid the TMZ. However, the numbers affected are considered to be low (see paragraph 3.4.2 below).</p> <p>Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location should minimise the impact on those aircraft that need to route to avoid the area.</p> <p>Evidence obtained highlights that there is already GA activity in the area around the site of the proposed wind farm. The Change Sponsor considers that the area of the proposed TMZ has low traffic density and any displacement of non-transponding traffic that would need to route around the TMZ would not change the current impact (see paragraph 3.4.1 below).</p>





### 3.4 Feedback on Response Themes

Further information and feedback relating to some of the key themes identified in the consultation responses above is included in the paragraphs below.

#### 3.4.1 Impact

A number of consultation responses expressed concern regarding the impact of the proposed TMZ on their operations based on the proximity of the area to their current area of operations and the impact caused by the displacement of non-transponding aircraft from the area of the TMZ, creating funnelling and choke points. Whilst the Change Sponsor acknowledges that there may be some impact caused by the implementation of a TMZ on some stakeholder operations, the Change Sponsor considers that this impact is likely to be minimal, for the reasons outlined below.

As part of the preparation for the consultation, a detailed quantitative analysis of traffic within the area surrounding the proposed wind farm development was conducted. The aim of the analysis was to determine the type and density of transiting traffic in the area and estimate the number of aircraft potentially affected by the proposed airspace solutions. The data source used for the survey takes aircraft position data from Automatic Dependent Surveillance–Broadcast (ADS-B), Multilateration (MLAT<sup>1</sup>), FLARM and the Open Glider Network (OGN) and is one of the most comprehensive aircraft tracking sites available, it does not show the full air picture for the area of concern. However, on the basis of the survey work it was deduced that the airspace above the wind farm is a low-density air traffic environment.

Following the consultation for the ACP, additional data was provided by the Highland Glider Club at Easterton Airfield to the Change Sponsor in the form of a SkyDemon Heatmap, as shown in Figure 2 below. SkyDemon is a flight-planning software tool used for VFR flights by General Aviation users that can also be used in flight to provide notification of potential hazards. The flights shown in Figure 2 cover a 3-year period from March 2020 to March 2023 and have been recorded using GPS data. They are comprised of SkyDemon users' log files that have been saved to the SkyDemon Cloud. The original SkyDemon image provided has been georeferenced for position accuracy and the outline of the proposed TMZ, with and without the buffer zone, has been included for reference.

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<sup>1</sup> [Multilateration](#)

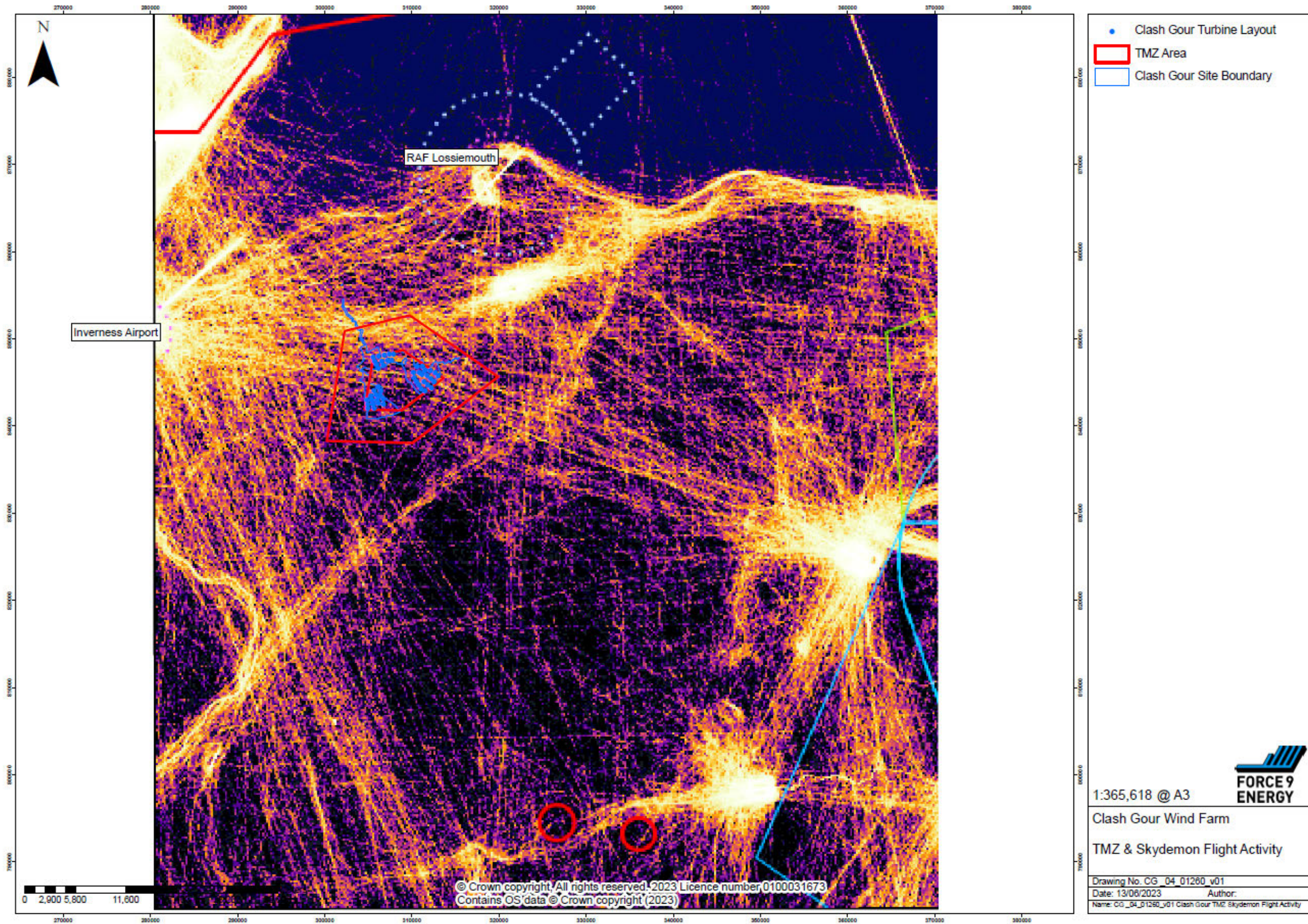


Figure 2 - SkyDemon Flight Activity

Figure 3 below shows an enlarged area of the same image around the proposed area of the TMZ, including the buffer zone.

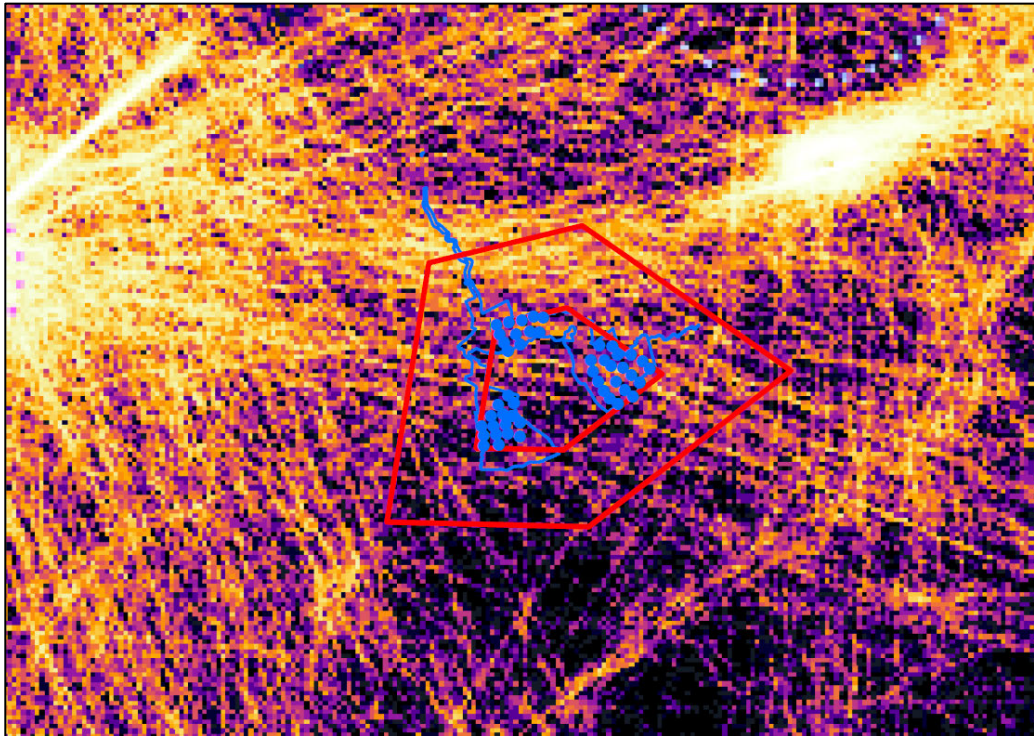


Figure 3 – SkyDemon Flight Activity - Enlarged

In addition to the SkyDemon image, a second image, Figure 4 below, was also provided by the Highland Glider Club that showed glider traces from the Highland Glider Club, based at Easterton Airfield. These traces were recorded on FLARM over the same period to the SkyDemon image, and uploaded to the British Gliding Associations National Competition Ladder database. The image includes an estimate of the outline of the proposed TMZ with buffer zone imposed by the Highland Glider Club, shown as a black outline on Figure 4 below.

It should be noted that both images contain flight data obtained during two lockdown periods.

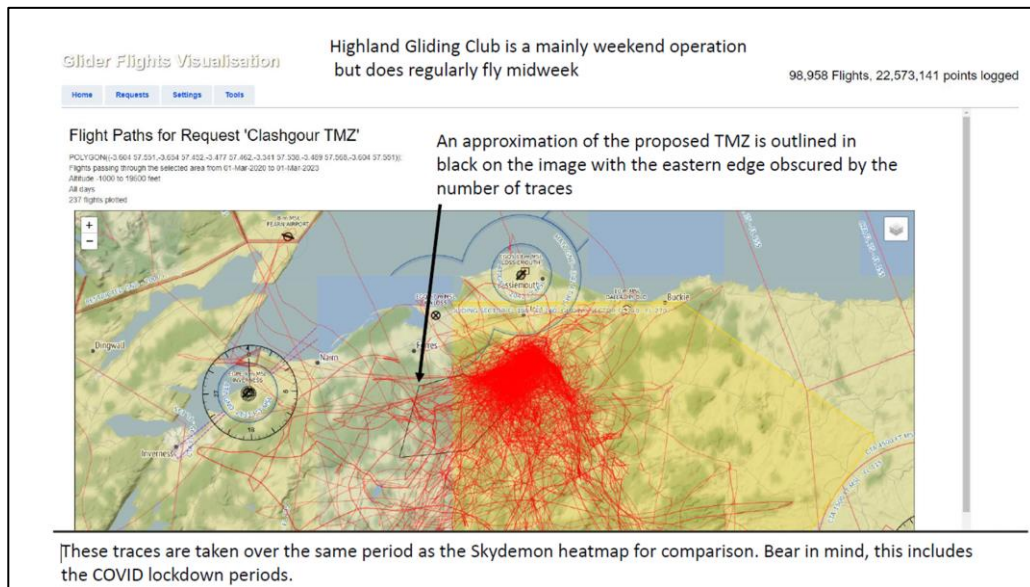


Figure 4 – Highland Glider Club Flight Activity

Figure 5 below shows the same FLARM data but the image has been georeferenced for position accuracy and includes the outline of the proposed TMZ, with and without the buffer zone, as shown in orange outline in Figure 5 below.

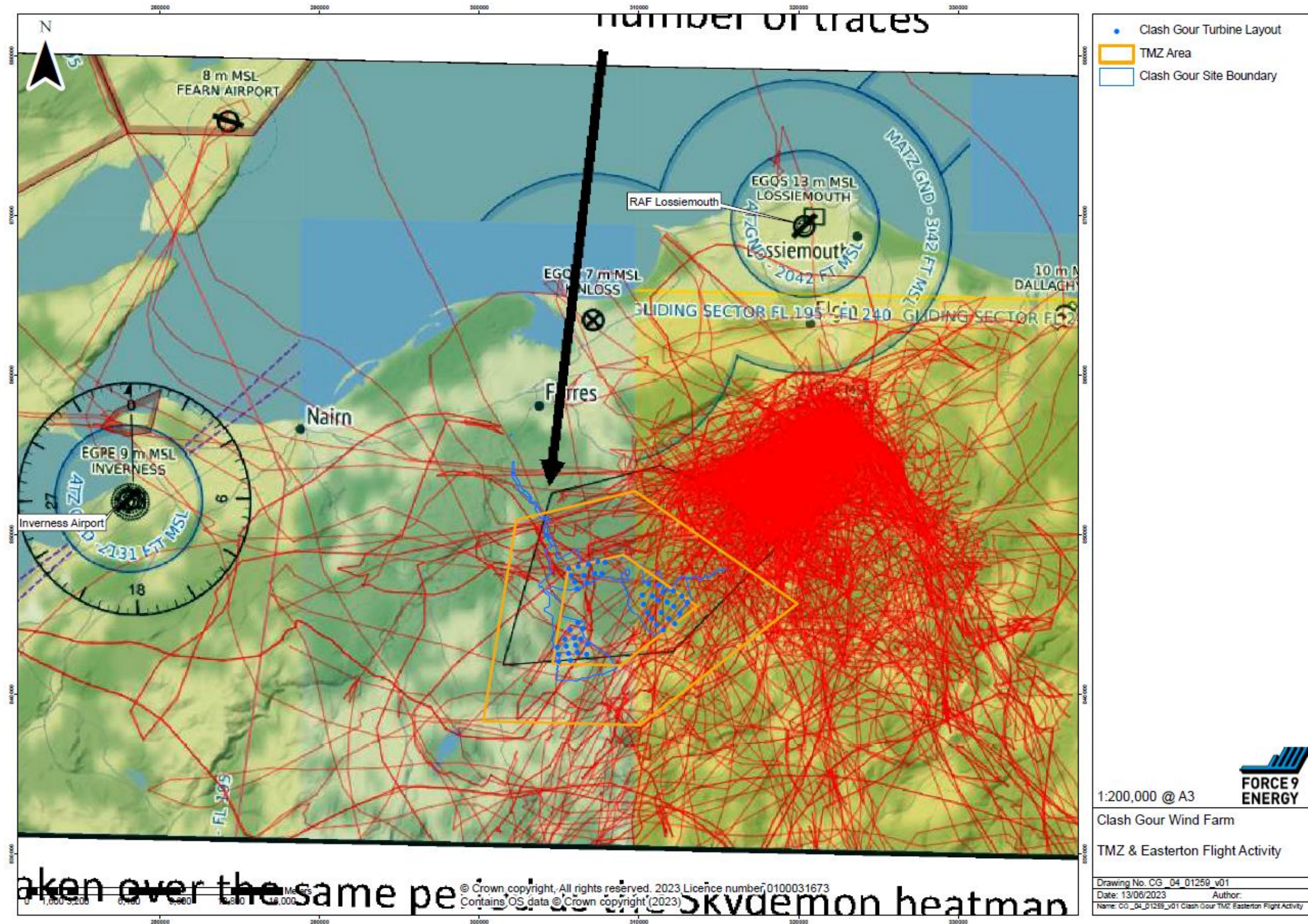


Figure 5 - Highland Glider Club Flight Activity - Georeferenced

Information provided from the Highland Glider Club suggests that 237 flights passed through the proposed area, including the buffer zone (based on the black outline provided by the club) during the 3-year period.

Figure 6 below shows an enlarged area of the same image around the proposed area of the TMZ, including the buffer zone. Whilst the image provided is a useful reference point, the number of flights that passed through the proposed area is an over-estimation. Some flights that are inside the approximation of the proposed TMZ outlined in black remain outside of the orange boundary of the georeferenced TMZ.

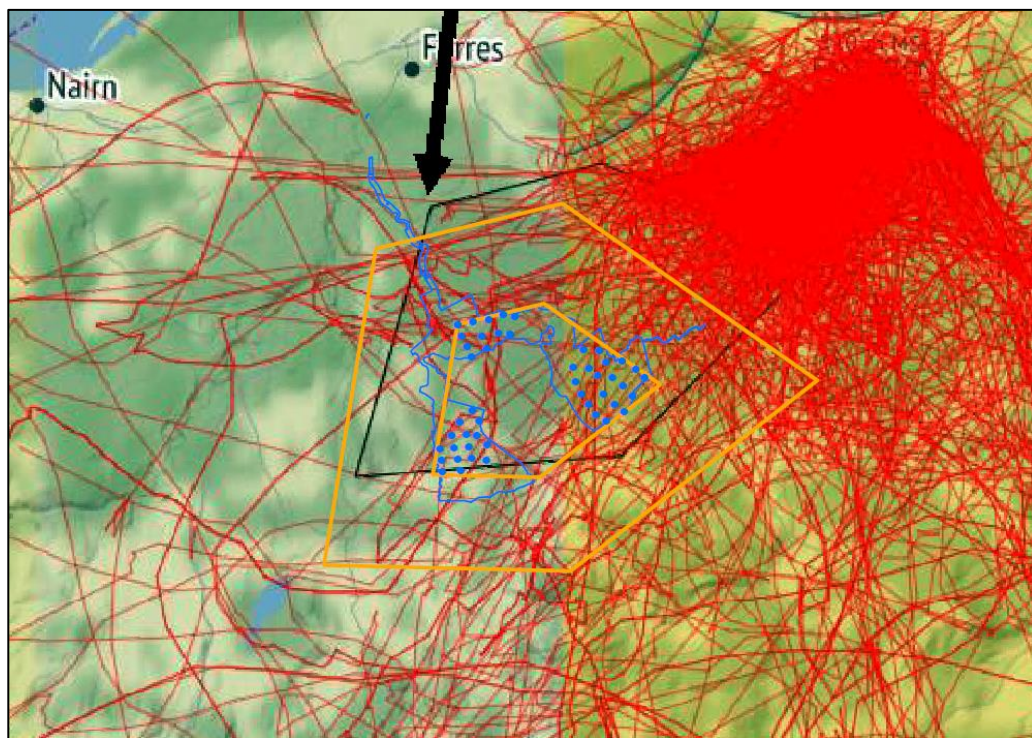


Figure 6 – Highland Glider Club Flight Activity - Enlarged

Although there are clearly tracks shown in the images that routed through the area of the proposed TMZ, the amount of activity in the area without the buffer zone is small compared to the area to the north east bounded by the orange and black lines, considering the 3-year time period. Both images do however, show activity in the area that would comprise the buffer zone area. There is no indication on either image as to whether the aircraft producing the tracks would be transponder and/or radio equipped. However, given the previous assumption that approximately 40% of GA aircraft would be suitably equipped, and the consultation response that states that 'about half of the fleet is equipped with transponders', it can be assumed that 40-50% of those tracks that are shown routing through the proposed area of the TMZ would need to avoid it in future. The level of activity of non-transpondering aircraft over a 3 year period in the proposed TMZ area without a buffer is considered to be small. Given the airspace available to non-transpondering aircraft without the



inclusion of a buffer zone, the Change Sponsor considers that the displacement of traffic from the area of the TMZ (without a buffer) would not result in the creation of choke points or induce any more funnelling of aircraft than is currently experienced. As a result, it is considered that there would be no additional impact on operations at RAF Lossiemouth or Inverness Airport than currently experienced.

### 3.4.2 Access

A number of consultation responses expressed concern regarding the denial of access to airspace to Class G airspace users. The Change Sponsor acknowledges that aircraft without a transponder or radio equipment would be required to avoid the TMZ. However, as outlined above, the number of aircraft that would be required to avoid the area is considered to be small. Although an exact figure is difficult to determine, a report produced as part of a project working on behalf of the CAA to Develop Minimum Technical Standards for Electronic Conspicuity and Associated Surveillance suggests that approximately 40% of GA aircraft are fitted with the appropriate electronic conspicuity equipment. It can therefore be assumed that approximately 60% of aircraft are not suitably equipped. Of these aircraft, some may be equipped with radio equipment and would be able to obtain approval to transit the area of the TMZ. Minimising the lateral size of the TMZ to that which is necessary to cover the wind farm location will reduce the impact on these aircraft. Re-routing to avoid the area is not expected to have a significant impact on GA operations, specifically powered aircraft. However, it is acknowledged that the impact on glider operations may be greater due to the nature of gliding operations.

### 3.4.3 Technical Solution

A number of consultation responses stated that by implementing an upgrade to the radar systems at both RAF Lossiemouth and Inverness Airport, and providing a technical solution to the issue of wind turbine interference, was a more appropriate mitigation.

Both Inverness Airport and RAF Lossiemouth are in the process of introducing new radar technology that theoretically has the necessary filtering technology to filter out returns from wind turbines. However, this windfarm filtering technology is unproven in the geography of the area of the proposed Clash Gour wind farm. Both the MOD (on behalf of RAF Lossiemouth) and Inverness Airport have indicated that, although a technical mitigation solution may be available in the near future, testing protocol dictates that full operation of the wind farm will not be available until after optimisation of the radar system, which would include flight trials over the constructed wind farm. This is consistent with the approach of other Air Navigation Service Providers (ANSP) in relation to discharge of conditions for other wind farm developments in other areas.

Therefore, the proposal to implement an airspace solution has been initiated to create a path to satisfy the aviation related conditions attached to the grant of consent for the wind farm. This airspace solution will allow the necessary financial investment decisions to be made to allow the development of the wind farm to commence to achieve an approved grid connection timeline of 2027 and generate electricity for the Governments Low Carbon Contracts Company under a contract won through Contracts for Difference Allocation Round 5. The contract requires



electricity in 2027/28. In seeking to meet these dates, turbines are likely to be erected on site during 2026, subject to final programming. Erecting and operating the wind turbines under the TMZ will allow the Change Sponsor to test technical mitigation solutions and build confidence that they work in this part of Scotland.

#### **3.4.4 Controlling Authority**

A number of consultation responses commented that there was no indication as to who would be the Controlling Authority for the TMZ. The Change Sponsor considers that there should be a Controlling Authority for the TMZ to grant access to non-transponder equipped aircraft. The Change Sponsor is currently actively engaging with local Air Navigation Service Providers (ANSPs) to reach an agreement on the hours of activation and who will provide the Controlling Authority. Following this engagement, the MOD have confirmed that RAF Lossiemouth ATC would be able to take on the Controlling Authority responsibilities for the proposed TMZ, should it be approved by the CAA.



## 4 Conclusion

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### 4.1 Modification of Final Design

After careful consideration of the responses to the consultation, Clash Gour Holdings Limited has decided to take forward Option 7(E) – RAG blanking over the proposed windfarm array locations with a simplified polygon TMZ ‘rubber banded’ around the proposed windfarm locations with no buffer, as described in the Consultation Document, through the formal ACP submission at Stage 4B in accordance with CAP 1616 with no additional changes to the proposal.

The solution proposed responds to many consultees concerns about the potential impact, access and controlling authority, expressed through the consultation process. One response had a suggestion that had the potential to impact the final design. That suggestion has been considered and has at this stage, been discounted. It is not considered feasible that the necessary commercial and technical agreements can be achieved so that the provision of Onward Routed Radar Data (ORRD) from alternate radar sources into RAF Lossiemouth ATC that would allow a reduction in the top height of the proposed TMZ can be implemented in the timescales that is compatible with the project milestones. However, the use of ORRD will continue to be investigated by the Change Sponsor as the project to develop the wind farm progresses.

### 4.2 Next Steps

This report forms output from Step 4A of the CAP1616 process.

At Step 4B, Clash Gour Holdings Limited prepares and submits the formal airspace change proposal to the CAA. The CAA will review and assess the airspace change proposal and will inform about their decision on Airspace change portal website.



# A1 Consultation Response Questionnaire

## A1.1 Feedback Form for Postal Responses

Stakeholders without internet access were able to complete the form below and send it by post to the address detailed in the Consultation Document.

Your name:			
Postcode:			
Your e-mail address:			
Delete one of the following boxes, as applicable:			
I am responding as an individual	I am responding on behalf of an organisation Organisation name:  Position within the organisation:		
<p><b>In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously your personal details (Name, Address &amp; Position) will be redacted and only be seen by the CAA.</b></p>			
Yes - I want my response to be published with my details	No - I want my response to be published anonymously		
<b>Our Proposals for Consultation</b>			
Do you support the proposed Airspace Change Proposal? Please select on item:			
SUPPORT	NEUTRAL	OBJECT	NO COMMENT



Please provide any additional comments to allow us to understand why you have responded as above. Please consider:

- What do you believe will be the impact of the TMZ on your operation?
- How often do you think these impacts will occur?
- Do you have any suggested mitigations or design changes you think should be considered?
- Do you think there may be any unintended consequences of the TMZ?

Please provide evidence:

Consultation Options – Please indicate which is your preferred option:

Do Nothing	Option 7(E)	Option 7(F)	Do not support either Option 7(E) or 7(F)	No preference
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Please provide any additional comments to allow us to understand why you have responded as above:



**Further Feedback**

Do you have any further feedback on this airspace change proposal?

## A2 List of Stakeholders

### A2.1 Airspace Change Proposal Stage 1 and Stage 2 Stakeholders

Stakeholder	
Deeside Gliding Club	PPL/IR Europe
Gama Aviation	UK Airprox Board
General Aviation Alliance	Highland Aviation
Highland Gliding Club	Strathaven Airfield
Moray Flying Club	██████████ - Highland Gliding Club
PDG Aviation	██████████ - Drone Major
██████████ - General Aviation Alliance	██████████ - Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
██████████ - Deeside Gliding Club	██████████ - Airlines UK
██████████ - Light Aircraft Association (LAA)	██████████ - British Helicopter Association (BHA)
██████████ - Aviation Environment Federation (AEF)	██████████ - Airspace Change Organising Group (ACOG)
██████████ - PPL/IR (Europe)	██████████ - British Skydiving
██████████ - Babcock International	██████████ - NATS
██████████ - Airport Operators Association (AOA)	██████████ - British Gliding Association (BGA)
██████████ - UK Airprox Board (UKAB)	██████████ - British Microlight Aircraft Association (BMAA)
██████████ - Iprosurv	██████████ - NATS

██████████ - British Business and General Aviation Association (BBGA)	██████████ - Airfield Operators Group (AOG)
██████████ - British Hang Gliding and Paragliding Association	██████████ - Airspace Change Organising Group (ACOG)
██████████ - Aircraft Owners and Pilots Association (AOPA)	██████████ - Airport Operators Association (AOA)
██████████ - British Balloon and Airship Club	██████████ - British Airline Pilots Association (BALPA)
██████████ - Drone Major	██████████ - Ministry of Defence (MOD)
██████████ - Honourable Company of Air Pilots (HCAP)	██████████ - British Gliding Association (BGA)
██████████ - Highlands and Islands Airports Limited (HIAL)	██████████ - Highlands and Islands Airports Limited (HIAL)
██████████ - Low Fare Airlines	██████████ - Drone Major
██████████ - Heavy Airlines	██████████ - Isle of Man CAA
██████████ - Deeside Gliding Club	██████████ - Airspace4All
██████████ - United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).	██████████ - Helicopter Club of Great Britain (HCGB)
██████████ - British Airline Pilots Association (BALPA)	██████████ - Highlands and Islands Airports Limited (HIAL)
██████████	██████████ - Navy Command HQ
██████████ - Guild of Air Traffic Control Officers (GATCO)	██████████ British Microlight Aircraft Association (BMAA)
██████████ Babcock International	██████████ - British Airways (BA)
██████████ Ministry of Defence (MOD)	██████████ - Airfield Operators Group (AOG)
██████████ - Highlands and Islands Airports Limited (HIAL)	██████████ Ministry of Defence (MOD)
██████████ - NATS	██████████ - BAE Systems

██████████ - Strathaven Gliding Club	██████████ - UK Flight Safety Committee (UKFSC)
██████████ Ministry of Defence (MOD)	██████████ - British Model Flying Association (BMFA)

Table 5 – ACP Stages 1 and 2 Stakeholders

## A2.2 Government and Local Authority Stakeholders

Stakeholder	
██████████ - Energy Consents Unit	██████████ - Highland Council
██████████ - Energy Consents Unit	██████████ - Moray Council
██████████ Energy Consents Unit	

Table 6 – Government and Local Authority Stakeholders

## A2.3 Community Council Stakeholders

Stakeholder	
██████████ - Forres Community Council	██████████ - Granttown on Spey Community Council
██████████ - Heldon Community Council	██████████ - Speyside Community Council
██████████ - Dyke Landward Community Council	██████████ - Cromdale and Advie Community Council
██████████ - Elgin Community Council	██████████ - East Nairnshire Community Council
██████████ - Findhorn and Kinloss Community Council	██████████ - Finnerne Community Council

Table 7 – Community Council Stakeholders

## A2.4 Community Groups Stakeholders

Stakeholder	
██████████ - Forres Area Community Trust	██████████ - Buchan Development Partnership
Moray Local Action Group	Fochabers Village Association
Moray Waste Busters	Archiestown Village Council
██████████ - Third Sector Interface Moray	██████████ - Knockando Community Trust
Transition Town Forres	

Table 8 – Community Groups Stakeholders

## A2.5 Consultation Additional Stakeholders

Stakeholder	
██████████	██████████
██████████	██████████ Moray Council
██████████ - Moray Council	██████████
██████████	██████████
██████████	██████████
██████████	██████████ - General Aviation Alliance
██████████ Highlands and Islands Airports Limited (HIAL)	██████████ - Forres Area Community Trust


Table 9 – Consultation Additional Stakeholders




## A3 Consultation Emails

Date	Email Text	Recipients
Wednesday 29 <sup>th</sup> March 2023	<p>Dear {FIRST_NAME}</p> <p><b>Airspace Change Proposal Consultation for Clash Gour Wind Farm, Forres, Moray</b></p> <p>I am writing to inform you that today – Wednesday 29<sup>th</sup> March – a consultation has been launched relating to changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray. The consultation will close on Wednesday 31<sup>st</sup> May 2023.</p> <p>Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.</p> <p>The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy’s joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p><b>Consultation Events</b></p> <p>In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.</p> <p><b>Virtual Consultation Events</b></p> <p>To join one of our virtual consultation sessions, please email <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a> for joining details.</p> <p style="padding-left: 40px;"><b>Thursday 20<sup>th</sup> April</b> Online 6 – 8pm</p> <p style="padding-left: 40px;"><b>Tuesday 25<sup>th</sup> April</b> Online 6 – 8pm</p> <p><b>In-Person Consultation Events</b></p> <p>We will also be holding two in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend.</p> <p style="padding-left: 40px;"><b>Wednesday 19<sup>th</sup> April</b> Forres Town Hall, Forres, IV36 1PB 2 – 7pm</p> <p style="padding-left: 40px;"><b>Thursday 27<sup>th</sup> April</b></p>	Aviation and Government



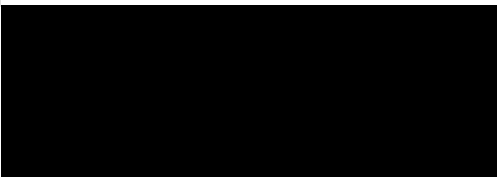


	<p>Elgin Town Hall, Elgin, IV30 1UL 2 - 7pm</p> <p><b>Responding to the Consultation</b></p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:</p> <p style="text-align: center;"><u><a href="https://caa.co.uk">Airspace change proposal public view (caa.co.uk)</a></u></p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:</p> <p><u><a href="#">Citizen Space Consultation Hub</a></u></p>  <p>Please note, email responses to the consultation will not be accepted. All response should be submitted via the CAA Citizen Space consultation website.</p> <p><b>Next Steps</b></p> <p>The consultation will run for a 9-week period, ending on <b>Wednesday 31<sup>st</sup> May 2023</b>. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.</p> <p>If you have any questions or require further information about the consultation events, please contact <u><a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a></u>.</p> <p>Yours sincerely,</p> <div style="background-color: black; width: 300px; height: 70px; margin: 10px 0;"></div> <div style="background-color: black; width: 100px; height: 15px; margin: 5px 0;"></div> <div style="background-color: black; width: 250px; height: 15px; margin: 5px 0;"></div> <p>Force 9 Energy</p>	
<p>Wednesday 29<sup>th</sup> March 2023</p>	<p>Dear {FIRST_NAME}</p> <p><b>Airspace Change Proposal Consultation for Clash Gour Wind Farm, Forres, Moray</b></p>	<p>Community</p>

	<p>I am writing to inform you that today – Wednesday 29<sup>th</sup> March – a consultation has been launched relating to changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray. The consultation will close on Wednesday 31<sup>st</sup> May 2023.</p> <p>Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.</p> <p>The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy’s joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p><b>About the ACP</b></p> <p>Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.</p> <p>The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm (a radar mitigation solution).</p> <p>We are exploring several ideas for a radar mitigation solution, including an ‘Airspace Change Proposal’ (ACP), which is the subject of this consultation.</p> <p>The proposed ACP is seeking to introduce a ‘Transponder Mandatory Zone’ (TMZ) in the airspace above and around Clash Gour. It means that to fly above the wind farm, an aircraft will need to carry a ‘transponder’, a piece of equipment typically carried by most aircraft, which provides air traffic control with an accurate location and height of the aircraft. This will not result in any changes to the regular flight patterns of the majority of aircraft in the area.</p> <p>The TMZ is one of the potential solutions which Clash Gour Wind Farm Holdings is seeking to implement as part of any agreement with each of Inverness Airport and Royal Air Force Lossiemouth to ensure that Air Traffic Control services are not adversely affected by the wind farm.</p> <p>All ACPs must be managed by the Civil Aviation Authority (CAA) and follow CAA procedures. Guidance on the regulatory process for changing the notified airspace design is available in the CAA Civil Aviation Publication (CAP) 1616. Full details of what ‘Airspace Change’ means can be seen on the CAA’s website (<a href="https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change/">https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change/</a>).</p> <p>Agreement on the proposed TMZ is one of the mechanisms which will therefore allow Clash Gour wind farm to be built and the expected benefits of the project to be fulfilled. For more information on Clash Gour wind farm please see Force 9 Energy’s project page <a href="http://www.force9energy.com/projects/current/clash-gour">http://www.force9energy.com/projects/current/clash-gour</a>.</p> <p><b>Consultation Events</b></p>	
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	<p>In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.</p> <p><b>Virtual Consultation Events</b></p> <p>To join one of our virtual consultation sessions, please email <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a> for joining details.</p> <p><b>Thursday 20<sup>th</sup> April</b>        Online        6 – 8pm</p> <p><b>Tuesday 25<sup>th</sup> April</b>        Online        6 – 8pm</p> <p><b>In-Person Consultation Events</b></p> <p>We will also be holding two in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend.</p> <p><b>Wednesday 19<sup>th</sup> April</b>        Forres Town Hall, Forres, IV36 1PB        2 – 7pm</p> <p><b>Thursday 27<sup>th</sup> April</b>        Elgin Town Hall, Elgin, IV30 1UL        2 – 7pm</p> <p><b>Responding to the Consultation</b></p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:</p> <p><a href="https://www.caa.co.uk/air-space/air-space-change-proposals/air-space-change-proposal-public-view">Airspace change proposal public view (caa.co.uk)</a></p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:</p> <p><a href="#">Citizen Space Consultation Hub</a></p>  <p>Please note, email responses to the consultation will not be accepted. All response should be submitted via the CAA Citizen Space consultation website.</p> <p><b>Next Steps</b></p>	
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	<p>The consultation will run for a 9-week period, ending on <b>Wednesday 31<sup>st</sup> May 2023</b>. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.</p> <p>If you have any questions or require further information about the consultation events, please contact <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a>.</p> <p>Yours sincerely,</p> <p>[Redacted Signature]</p> <p>[Redacted Name]</p> <p>Force 9 Energy</p>	
Monday 17 <sup>th</sup> April 2023	<p>Dear {FIRST_NAME}</p> <p><b>Airspace Change Proposal Consultation for Clash Gour Wind Farm, Forres, Moray</b></p> <p>I am writing to remind you that events linked to the consultation on changes to the airspace around the consented Clash Gour Wind Farm will be taking place this week and next. The Clash Gour wind farm is located 12km south of Forres in Moray. The consultation period opened on Wednesday 29<sup>th</sup> March and will close on Wednesday 31<sup>st</sup> May 2023.</p> <p>Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.</p> <p>The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy's joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p><b>About the ACP</b></p> <p>Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.</p> <p>The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm (a radar mitigation solution).</p>	All

	<p>We are exploring several ideas for a radar mitigation solution, including an 'Airspace Change Proposal' (ACP), which is the subject of this consultation.</p> <p><b>Consultation Events</b></p> <p>In support of this consultation, we are holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.</p> <p><b>Virtual Consultation Events</b></p> <p>To join one of our virtual consultation sessions, please email <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a> for joining details.</p> <p><b>Thursday 20<sup>th</sup> April</b> Online 6 – 8pm</p> <p><b>Tuesday 25<sup>th</sup> April</b> Online 6 – 8pm</p> <p><b>In-Person Consultation Events</b></p> <p>We will also be holding two in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend.</p> <p><b>Wednesday 19<sup>th</sup> April</b> Forres Town Hall, Forres, IV36 1PB 2 – 7pm</p> <p><b>Thursday 27<sup>th</sup> April</b> Elgin Town Hall, Elgin, IV30 1UL 2 – 7pm</p> <p><b>Responding to the Consultation</b></p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:</p> <p><a href="https://caa.co.uk/air-space-change-proposal-public-view">Airspace change proposal public view (caa.co.uk)</a></p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:</p> <p><a href="#">Citizen Space Consultation Hub</a></p> <p>Please note, email responses to the consultation will not be accepted. All responses should be submitted via the CAA Citizen Space consultation website.</p> <p><b>Next Steps</b></p> <p>The consultation will run for a 9-week period, ending on <b>Wednesday 31<sup>st</sup> May 2023</b>. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.</p>	
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	<p>If you have any questions or require further information about the consultation events, please contact <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a>.</p> <p>Yours sincerely,</p>    Force 9 Energy	
<p>Wednesday 26<sup>th</sup> April 2023</p>	<p>Dear {FIRST_NAME}</p> <p><b>Airspace Change Proposal Consultation for Clash Gour Wind Farm, Forres, Moray</b></p> <p>A reminder that the deadline for submitting a response to the consultation on changes to the airspace around the consented Clash Gour Wind Farm will be <b>Wednesday 31<sup>st</sup> May 2023</b>. Thank you to those who have already shared their views.</p> <p>The Clash Gour wind farm is located 12km south of Forres in Moray. Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.</p> <p>The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy's joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p><b>About the ACP</b></p> <p>Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.</p> <p>The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm (a radar mitigation solution).</p> <p>We are exploring several ideas for a radar mitigation solution, including an 'Airspace Change Proposal' (ACP), which is the subject of this consultation.</p> <p><b>Consultation Events</b></p> <p>In support of this consultation, we have held a number of events to share information, receive feedback and to answer questions about the</p>	<p>All</p>



	<p>proposal. Please note that the last of these events will be an in-person exhibition taking place tomorrow (<b>Thursday 27<sup>th</sup> April</b>) in Elgin.</p> <p>All members of the public and those with an interest in the ACP will be welcome to attend.</p> <p><b>Thursday 27<sup>th</sup> April</b> Elgin Town Hall, Elgin, IV30 1UL 2 - 7pm</p> <p>Exhibition materials can also be viewed online at: <a href="https://clashgouracp.com/">https://clashgouracp.com/</a></p> <p><b>Responding to the Consultation</b></p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:</p> <p style="text-align: center;"><a href="https://www.caa.co.uk/air-space/air-space-change-proposals">Airspace change proposal public view (caa.co.uk)</a></p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link:</p> <p><a href="#">Citizen Space Consultation Hub</a></p> <p>Please note, email responses to the consultation will not be accepted. All responses should be submitted via the CAA Citizen Space consultation website.</p> <p><b>Next Steps</b></p> <p>The consultation period will end on <b>Wednesday 31<sup>st</sup> May 2023</b>. Thank you to those who have already shared their views and we look forward to receiving further responses.</p> <p>If you have any questions or require further information, please contact <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a>.</p> <p>Yours sincerely,</p> <div style="background-color: black; width: 300px; height: 60px; margin: 10px 0;"></div> <div style="background-color: black; width: 100px; height: 15px; margin: 5px 0;"></div> <div style="background-color: black; width: 250px; height: 15px; margin: 5px 0;"></div> <p>Force 9 Energy</p>	
<p>Wednesday 24<sup>th</sup> May 2023</p>	<p>Dear {FIRST_NAME}</p> <p><b>Airspace Change Proposal Consultation for Clash Gour Wind Farm, Forres, Moray</b></p>	<p>All</p>



	<p>A reminder that the deadline for submitting a response to the consultation on changes to the airspace around the consented Clash Gour Wind Farm will be <b>Wednesday 31<sup>st</sup> May 2023</b>. Thank you to those who have already shared their views.</p> <p>The Clash Gour wind farm is located 12km south of Forres in Moray. Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.</p> <p>The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy's joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p><b>About the ACP</b></p> <p>Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.</p> <p>The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm (a radar mitigation solution).</p> <p>We are exploring several ideas for a radar mitigation solution, including an 'Airspace Change Proposal' (ACP), which is the subject of this consultation. All exhibition materials relating to this can also be viewed online at: <a href="https://clashgouracp.com/">https://clashgouracp.com/</a></p> <p><b>Responding to the Consultation</b></p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:</p> <p style="text-align: center;"><a href="https://caa.co.uk/airspace-change-proposal-public-view">Airspace change proposal public view (caa.co.uk)</a></p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link:</p> <p><a href="#">Citizen Space Consultation Hub</a></p> <p>Please note, email responses to the consultation will not be accepted. All responses should be submitted via the CAA Citizen Space consultation website.</p> <p><b>Next Steps</b></p> <p>The consultation period will end on <b>Wednesday 31<sup>st</sup> May 2023</b>. Thank you to those who have already shared their views and we look forward to receiving further responses.</p> <p>If you have any questions or require further information, please contact <a href="mailto:clashgouracp@consultation-online.co.uk">clashgouracp@consultation-online.co.uk</a>.</p>	
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	<p>Yours sincerely,</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>[Redacted]</p> <p>Force 9 Energy</p>	
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Table 10 – Consultation Emails

## A4 Notification Letter

**Force 9 Energy**

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272 Bath Street, Glasgow G2 4JR  
tel: +44 (0)141 354 1410, fax +44 (0)141 354 1411; website: [www.force9energy.com](http://www.force9energy.com)

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29<sup>th</sup> March 2023



Dear resident,

**AIRSPACE CHANGE PROPOSAL CONSULTATION FOR CLASH GOUR WIND FARM, FORRES, MORAY**

I am writing to inform you that today – Wednesday 29th March – a consultation has been launched relating to changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray. The consultation will close on Wednesday 31st May 2023.

Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.

The ACP consultation, sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy's joint development partner for the Clash Gour Wind Farm), is being held to share information, and importantly, receive feedback on proposed airspace solutions.

**ABOUT THE ACP**

Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.

The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm (a radar mitigation solution).

We are exploring several ideas for a radar mitigation solution, including an 'Airspace Change Proposal' (ACP), which is the subject of this consultation.

The proposed ACP is seeking to introduce a 'Transponder Mandatory Zone' (TMZ) in the airspace above and around Clash Gour. It means that to fly above the wind farm, an aircraft will need to carry a 'transponder', a piece of equipment typically carried by most aircraft, which provides air traffic control with an accurate location and height of the aircraft. This will not result in any changes to the regular flight patterns of the majority of aircraft in the area.

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Force 9 Energy Partners LLP – Registered Office: St Marys Court, The Broadway, Amersham, Buckinghamshire, HP7 0UT - Company No. OC355316

2

The TMZ is one of the potential solutions which Clash Gour Wind Farm Holdings is seeking to implement as part of any agreement with each of Inverness Airport and Royal Air Force Lossiemouth to ensure that Air Traffic Control services are not adversely affected by the wind farm.

All ACPs must be managed by the Civil Aviation Authority (CAA) and follow CAA procedures. Guidance on the regulatory process for changing the notified airspace design is available in the CAA Civil Aviation Publication (CAP) 1616. Full details of what 'Airspace Change' means can be seen on the CAA's website ([caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change](http://caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-Change)).

Agreement on the proposed TMZ is one of the mechanisms which will therefore allow Clash Gour wind farm to be built and the expected benefits of the project to be fulfilled. For more information on Clash Gour wind farm please see Force 9 Energy's project page: [force9energy.com/projects/current/clash-gour](http://force9energy.com/projects/current/clash-gour).

#### CONSULTATION EVENTS

In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.

#### VIRTUAL CONSULTATION EVENTS

To join one of our virtual consultation sessions, please email [clashgouracp@consultation-online.co.uk](mailto:clashgouracp@consultation-online.co.uk) for joining details.

##### Thursday 20th April

Online  
6 – 8pm

##### Tuesday 25th April

Online  
6 – 8pm

#### IN-PERSON CONSULTATION EVENTS

We will also be holding two in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend.

##### Wednesday 19th April

Forres Town Hall, Forres, IV36 1PB  
2 – 7pm

##### Thursday 27th April

Elgin Town Hall, Elgin, IV30 1UL  
2 – 7pm

3

**RESPONDING TO THE CONSULTATION**

This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link:

<https://airspacechange.caa.co.uk/PublicProposalArea?pid=403>

It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:

<https://consultations.airspacechange.co.uk/clash-gour-holdings-ltd/clash-gour-wind-farm/>

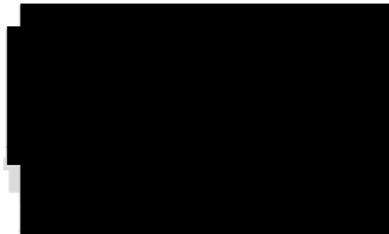


Please note, email responses to the consultation will not be accepted. All response should be submitted via the CAA Citizen Space consultation website.

**NEXT STEPS**

The consultation will run for a 9-week period, ending on Wednesday 31st May 2023. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.

If you have any questions or require further information about the consultation events, please contact [clashgouracp@consultation-online.co.uk](mailto:clashgouracp@consultation-online.co.uk).



Force 9 Energy

## A5 Newspaper Adverts

### A5.1 Press and Journal

Saturday 15<sup>th</sup> April 2023

**Public Notices**

**Clash Gour Holdings Ltd**  
**Clash Gour Wind Farm Airspace Change Proposal (ACP)**

Clash Gour Holdings Ltd is consulting on proposed changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray.

Clash Gour wind farm is a project developed by Force 9 Energy under a joint development arrangement with EDF Renewables, owners of Clash Gour Holdings Ltd.

Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes conditions which control how the project should be developed and built. The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm. To achieve this, Clash Gour Holdings Ltd is consulting on an airspace change proposal (ACP) to mitigate the effects of the wind farm on radar systems in the area.

In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.

<b>Drop-in Consultation Events</b>	<b>Virtual Consultation Events</b>
<p>Wednesday 19th April 2023 Forres Town Hall, Forres, IV36 1PB 2 – 7pm</p> <p>Thursday 27th April Elgin Town Hall, Elgin, IV30 1UL 2 – 7pm</p>	<p>Thursday 20th April Online live interactive chat session 6 – 8pm</p> <p>Tuesday 25th April Online Live interactive chat session 6 – 8pm</p>

The virtual events will take place via the Clash Gour ACP website at [www.clashgouracp.com](http://www.clashgouracp.com). The website will be available to view by Wednesday 19th April 2023 and will include additional consultation information.

Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.

This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website at <https://consultations.airspacechange.co.uk/clash-gour-holdings-ltd/clash-gour-wind-farm/>. Email responses will not be accepted.

Further information relating to the airspace change proposal may be obtained from Liberty One, by contacting 0141 264 2831 or by email at [clashgouracp@consultation-online.co.uk](mailto:clashgouracp@consultation-online.co.uk).



## A5.2 Forres Gazette

Wednesday 19<sup>th</sup> April 2023

**Clash Gour Holdings Ltd**

**Clash Gour Wind Farm Airspace Change Proposal (ACP)**

Clash Gour Holdings Ltd is consulting on proposed changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray.

Clash Gour wind farm is a project developed by Force 9 Energy under a joint development arrangement with EDF Renewables, owners of Clash Gour Holdings Ltd.

Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes conditions which control how the project should be developed and built. The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic Control services are not adversely affected by the wind farm. To achieve this, Clash Gour Holdings Ltd is consulting on an airspace change proposal (ACP) to mitigate the effects of the wind farm on radar systems in the area.

In support of this consultation, we will be holding a number of events - both virtual and in-person - to share information, receive feedback, and answer any questions you may have.

**Drop-In Consultation Events**

Wednesday 19th April 2023  
Forres Town Hall, Forres, IV36 1PB  
2 - 7pm

Thursday 27th April  
Elgin Town Hall, Elgin, IV30 1UL  
2 - 7pm

**Virtual Consultation Events**

Thursday 20th April  
Online live interactive chat session  
6 - 8pm

Tuesday 25th April  
Online Live interactive chat session  
6 - 8pm

The virtual events will take place via the Clash Gour ACP website at [www.clashgouracp.com](http://www.clashgouracp.com). The website will be available to view by Wednesday 19th April 2023 and will include additional consultation information.

Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.

This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website at <https://consultations.airspacechange.co.uk/clash-gour-holdings-ltd/clash-gour-wind-farm/>. Email responses will not be accepted.

Further information relating to the airspace change proposal may be obtained from Liberty One, by contacting 0141 264 2831 or by email at [clashgouracp@consultation-online.co.uk](mailto:clashgouracp@consultation-online.co.uk).


# A6 Consultation Exhibition Boards

## A6.1 Exhibition Boards

The following exhibition boards were created for use at the in-person events and to be hosted on the consultation website:

### CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)  
ACP-2021-046



Welcome to the consultation for the Clash Gour Wind Farm Airspace Change Proposal (ACP). This consultation relates to changes to the airspace around the consented Clash Gour Wind Farm, located 12km south of Forres in Moray. The consultation launched on Wednesday 29th March and will close on Wednesday 31st May.

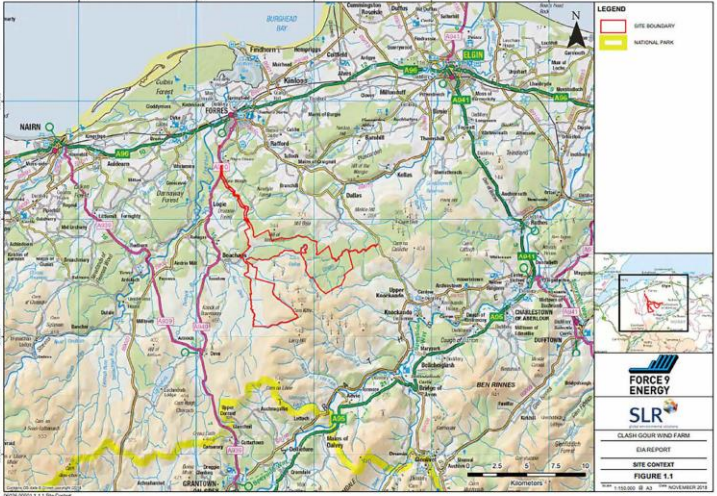
Please note that this consultation relates solely to an Airspace Change Proposal (ACP) and does not discuss or consult upon the principle of the Clash Gour Wind Farm.

Clash Gour Wind Farm was consented by Scottish Ministers in October 2022. The consent includes a set of conditions which control how the project should be developed and built.

The conditions require that agreement should be reached with both Inverness Airport and Royal Air Force Lossiemouth on a solution to ensure that Air Traffic

Control services are not adversely affected by the wind farm (a radar mitigation solution).

An Airspace Change Proposal (ACP) is one of the methods being considered to mitigate the effects of the wind farm on radar systems in the area.



Clash Gour Wind Farm will comprise 48 wind turbines, located approximately 12km south of Forres in Moray. The location of the site boundary (outlined in red) for the development is shown above.

The ACP consultation is sponsored by Clash Gour Holdings Ltd (a wholly owned subsidiary of EDF Renewables Ltd, Force 9 Energy's joint development partner for the Clash Gour Wind Farm).

Please note, all graphics in this exhibition are for representational purposes only. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted.

[www.clashgouracp.com](http://www.clashgouracp.com)



## CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)

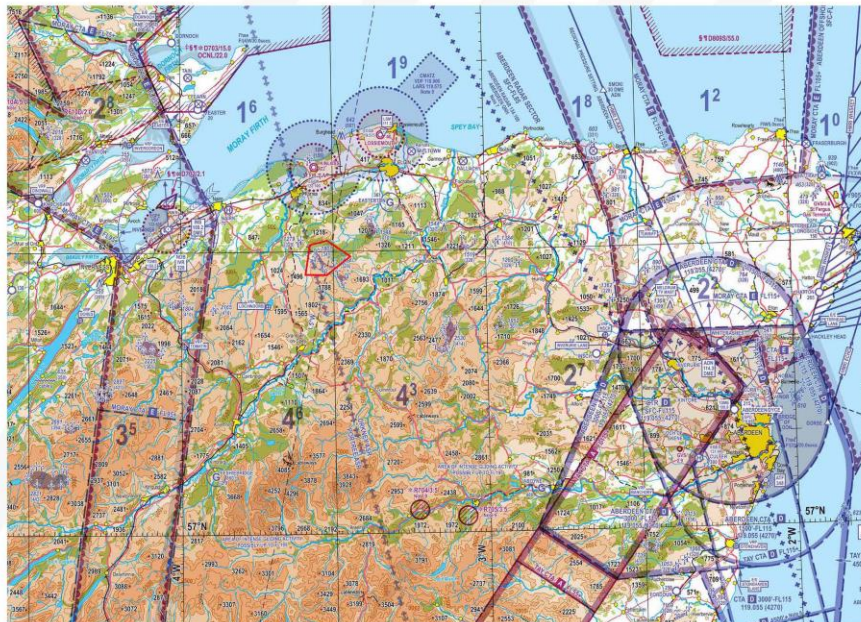
ACP-2021-046



### CURRENT AIRSPACE ENVIRONMENT

The Clash Gour Wind Farm site, shown in red outline below, is located within Class G airspace, which is established from ground level to Flight Level (FL)195 (approximately 19,500 ft).

This means that the airspace around the site is uncontrolled, where aircraft are permitted to fly without the need to submit a Flight Plan, be in radio contact with Air Traffic Control (ATC) or display any type of electronic conspicuity that would allow the aircraft to be detected by ATC.



A Military Aerodrome Traffic Zone (MATZ) is located to the north of the site. This is controlled by Air Traffic Control at Royal Air Force Lossiemouth.

Aberdeen International Airport and other Air Traffic Service routes are located to the east.

To the west of the site, Inverness Airport has an Aerodrome Traffic Zone, which provides protection to aerodrome traffic in that area. Above Inverness Airport, Air Traffic Service (ATS) routes fly roughly north to south and are generally used by commercial air transport for routing between Scottish airports.

In the area above the Clash Gour Wind Farm site, gliders are able to operate up to FL270 (approximately 27,000 ft) without the need for transponder equipment.

Please note that the map also depicts a MATZ around Kinloss Airfield, however this is no longer in force.

Please note, all graphics in this exhibition are for representational purposes only. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted

## CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)

ACP-2021-046

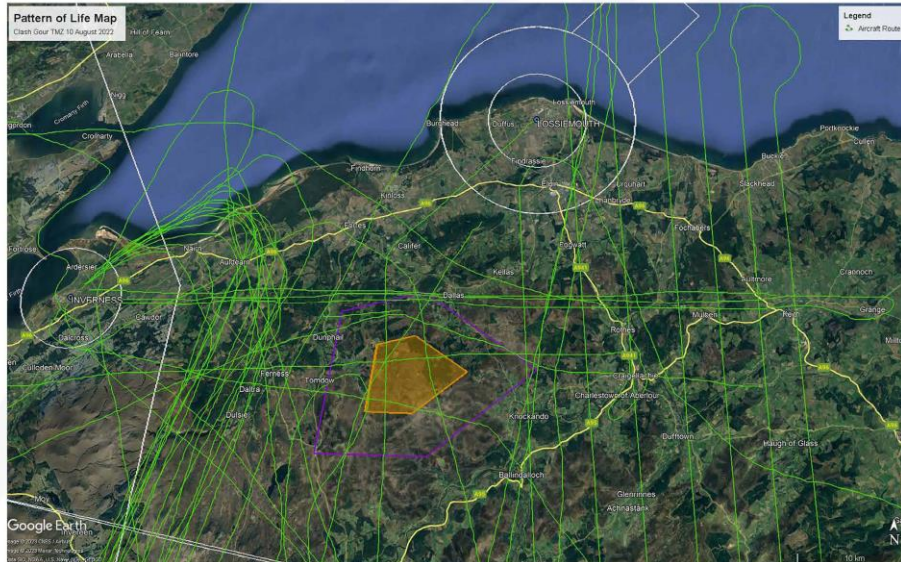


### CURRENT AIRSPACE USAGE

The ACP Sponsor - Clash Gour Holdings Ltd – has conducted a detailed analysis of airspace traffic within the area surrounding Clash Gour Wind Farm.

The aim of this analysis was to determine the type and density of transiting air traffic in the area and to estimate the number of aircraft potentially affected by the proposed airspace solutions.

The survey was conducted for a period of 2 weeks during August 2022, which was expected to be a busy period for recreational flights in the area and therefore representative of a high-use period.



During that 2-week period, a total of 468 air traffic movements crossed the surveyed volume of airspace.

Of this total, 263 movements transited the surveyed volume below 20,000 ft, averaging approximately 19 movements per day.

Only aircraft carrying the necessary transponder equipment were identified by this survey. It is not

mandatory in the UK for all aircraft to have this equipment and therefore movements in the area may have occurred that have not appeared in the survey.

Based upon the data analysed, the airspace above the Clash Gour Wind Farm site is considered to be a low density air traffic environment.

Please note, all graphics in this exhibition are for representational purposes only. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted

## CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)

ACP-2021-046



### OPTIONS FOR CONSULTATION

This consultation is being held to share information, and importantly, receive feedback on proposed airspace solutions for Clash Gour Wind Farm.

The proposed Airspace Change Proposal is seeking to introduce a 'Transponder Mandatory Zone' (TMZ) in the airspace above and around Clash Gour. This means that aircraft will need to carry a 'transponder' to fly above the wind farm. A transponder is a piece of equipment typically carried by most aircraft, which provides Air

Traffic Control with an accurate location and height of the aircraft.

This will not result in any changes to the regular flight patterns of the majority of aircraft in the area.

### OPTION 7(E)

The first option for consideration is the introduction of a 'Range Azimuth Gating' (RAG) blanking over the proposed wind turbine locations, effectively removing all primary radar returns in the airspace above Clash Gour from radar screens.

This design is a simplified polygon surrounding the locations of 3 arrays which comprise Clash Gour Wind Farm and which also includes Berry Burn and Berry Burn 2 Wind Farms, all with no buffer.



This option has a simplified boundary shape. Aircraft entering the Transponder Mandatory Zone (TMZ) will be required to be equipped with and operate SSR transponder equipment or, alternatively, will have to establish two-way radio communications with the TMZ Controlling Authority before entering the area.

The TMZ will extend from ground level to FL195 (approximately 19,500 ft). The proposed RAG radar blanking will block any primary radar returns within the wind turbine clutter regions.

Clash Gour Holdings Ltd considers this option (Option 7(E)) be the minimum option to achieve the objectives of this ACP.

Please note, all graphics in this exhibition are for representational purposes only. Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted

## CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)

ACP-2021-046

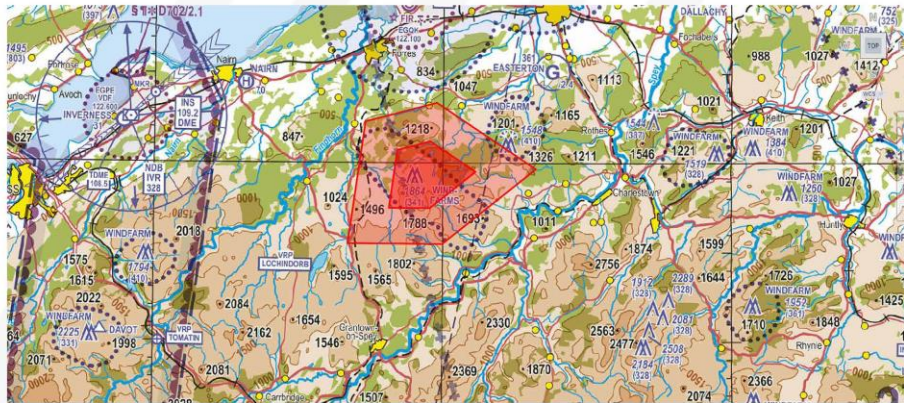


### OPTIONS FOR CONSULTATION: OPTION 7(F)

The second option is the introduction of a 'Range Azimuth Gating' (RAG) blanking over the proposed windfarm array locations, which includes a buffer zone of 2 nautical miles (nm), effectively removing all primary radar returns in the airspace above Clash Gour from radar screens and including a buffer around it.

This option is an extension of Option 7(E). It combines the advantages of the simplified Transponder Mandatory Zone (TMZ) shape with the benefit of a 2 nm buffer.

The addition of a buffer is intended to give Air Traffic Control advance warning and more time to react from the point where a non-transponder equipped aircraft enters the TMZ to when an aircraft disappears from the radar screen. This will also enable Air Traffic Control to recognise when an aircraft has exited the blanked area.



The TMZ will extend from ground level to FL195 (approximately 19,500 ft). The proposed RAG radar blanking will block any primary radar returns within the wind turbine clutter regions.

The Change Sponsor considers Option 7(F) to be the preferred option to achieve the objectives of this ACP as the inclusion of the 2 nm buffer will enhance safety.

Please note, all graphics in this exhibition are for representational purposes only.  
Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted

## CLASH GOUR WIND FARM

AIRSPACE CHANGE PROPOSAL (ACP)

ACP-2021-046



### NEXT STEPS AND HOW TO RESPOND

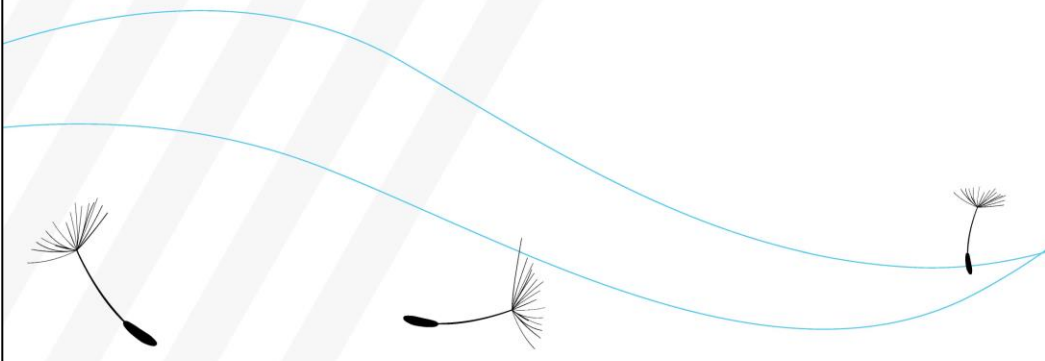
This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements and it is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link ( <https://consultations.airspacechange.co.uk/clash-gour-holdings-ltd/clash-gour-wind-farm/> ) or by scanning the QR code below:



The consultation will remain open until Wednesday 31st May 2023.

If you have an interest in the ACP options, please submit your views via the CAA Citizen Space consultation website.

Please note, email responses to the consultation will not be accepted and all responses should be submitted via the CAA Citizen Space consultation website.



Please note, all graphics in this exhibition are for representational purposes only.  
Please note that all consultation responses must be submitted via the CAA Citizen Space consultation website. Email responses to the consultation will not be accepted

[www.clashgouracp.com](http://www.clashgouracp.com)