



Berwick Bank Wind Farm

Engagement Summary Report ACP-2022-094

Date: 2nd July 2024
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Harston Mill, Royston Road Harston, Cambridge CB22 7GG
01172 422533 / enquiries@ospreycl.co.uk
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Table of Contents

1	Berwick Bank Wind Farm ACP	1
1.1	Introduction	1
2	Engagement.....	2
2.1	Introduction	2
2.2	Engagement.....	2
3	Summary of Engagement Responses.....	4
3.1	Introduction	4
3.2	Responses and Change Sponsor View	4
4	Conclusion.....	7
4.1	Modification of Final Design	7
4.2	Next Steps.....	7
A1	Engagement Response Questionnaire	1-1
A2	List of Stakeholders	2-1
A3	Engagement Emails Sent.....	3-1
A3.1	Initial Engagement Email (Start of the Period)	3-1
A3.2	Details of the Email Attachment	3-2
A3.3	Details of the Reminder Email Sent.....	3-2
A4	Website Update	4-1
A4.1	Details of the Berwick Bank Website Update.....	4-1
A5	Social Media Update	5-1
A5.1	Details of the SSE LinkedIn Post of Social Media	5-1
A6	LinkedIn Engagement Data.....	6-1
A6.1	Introduction	6-1
A7	Engagement Responses.....	7-1



A7.1	HM Coastguard	7-1
A7.2	British Gliding Association.....	7-2
A7.3	Perth Tower	7-3
A7.4	Defence and Air Traffic Management (DAATM)	7-5
A7.5	CHC Helicopters.....	7-6
A7.6	Highlands and Islands Airports Ltd	7-7
A7.7	National Air Traffic Services (NATS)	7-8

Table of Figures

No table of figures entries found.

Table of Tables

Table 1 - Email Notifications.....	3
Table 2 - Summary of Responses	6



1 Berwick Bank Wind Farm ACP

1.1 Introduction

This Engagement Summary Report provides an overview of the responses received following the implementation of the Berwick Bank Engagement Strategy and the distribution of the associated Engagement Documents. The Change Sponsor (CS) for this Airspace Change Proposal (ACP) is Berwick Bank Wind Farms Ltd (Berwick Bank), a wholly owned subsidiary of SSE Renewables Ltd (SSE) who is proposing a wind farm site in the North Sea, in the Outer Firth of Forth. This wind farm has the potential to deliver up to 4.1 GW of installed capacity, making it one of the largest offshore opportunities in the world. The site of the Berwick Bank Wind Farm is located approximately 47 nautical miles (nm) to the south-east of Aberdeen Airport and 31nm to the north-east of Ministry of Defence (MOD) Leuchars Station (Leuchars).

Berwick Bank has identified the need for an ACP based on feedback during the Environmental Impact Assessment (EIA) for the installation of the Berwick Bank Wind Farm. The most notable concern was the impact of the wind turbine generators (WTGs) on the provision of air traffic services (ATS) for users of the Leuchars and Perwinnes Primary Surveillance Radars (PSRs) due to the 'clutter' that can be generated on the air traffic control (ATC) radar displays. As part of a scheme for mitigation of the predicted wind turbine effects on the Leuchars and Perwinnes PSRs, Berwick Bank are progressing with an ACP in accordance with Civil Aviation Authority (CAA) Civil Aviation Publication (CAP) 1616h. This is to enable exploration of airspace-based mitigation options to successfully mitigate what is considered by those utilising the above PSRs to be the unacceptable operational impact created by the wind farm on MOD Leuchars Station (Leuchars PSR), Prestwick Centre and Aberdeen Offshore (Perwinnes PSR).

This document is prepared according to the regulatory requirements of the CAA for changing airspace design detailed in CAP 1616h and presents the output of Stage 4 of the Airspace Change Process. The aim of this document is to provide feedback to all those who were engaged by summarising the key messages and concerns from the responses during the engagement period. This document will also include any changes to the original design options that have occurred due to relevant feedback if applicable.



2 Engagement

2.1 Introduction

Berwick Bank have completed an engagement period which set out proposals for the introduction of the primary mitigation of a Range Azimuth Gating (RAG) zone at the proposed development site alongside secondary mitigation of a Transponder Mandatory Zone (TMZ) around the proposed Berwick Bank Wind Farm. The Engagement Strategy Document describes the focus of the engagement including previous engagement activities completed, the audience of the engagement and the justification behind the engagement strategy. The Engagement Strategy Document, along with Engagement Document were sent to stakeholders and all the documents from the previous stages of the airspace change process, can be found on the CAA Airspace Change Portal:

[Berwick Bank Wind Farm ACP Public View \(CAA\)](#)

2.2 Engagement

2.2.1 Engagement Launch

The engagement commenced on Tuesday 7th May 2024 and closed on Monday 17th June 2024; a period of six weeks. The engagement was conducted through an online response document, or stakeholders also had the option to email or mail their responses. The Engagement Document sent to stakeholders at the start of the engagement period included an overview into the proposed airspace changes, the Engagement Document available for download and an online response questionnaire which allowed stakeholders to submit their feedback. The Engagement Document also contained a copy of the response questionnaire, which stakeholders could download and print, or they could mail the response questionnaire directly to the Change Sponsor. A dedicated email address was set up to enable any stakeholders to ask any questions of understanding relating to the information provided in the Engagement Document, or if they wanted to provide any other feedback on this ACP. The Response Questionnaire can be found in Annex A1.

2.2.2 Engagement Stakeholders

A list of stakeholders had previously been identified at Stages 1 and 2 of the ACP process and those stakeholders were specifically engaged for this engagement. In addition, local flying clubs that were within the development area of influence were contacted to help spread awareness of the engagement. There was also an online campaign that was spearheaded by Berwick Bank, so that a wider audience could be captured using their website and social media accounts. This ensured that the harder to reach stakeholders, who had not previously been contacted directly about the proposed Airspace Change, were able to participate in the engagement process.

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



A full stakeholder list can be found in Annex A2.

2.2.3 Engagement Notifications

A series of emails were sent to stakeholders to launch the engagement, and to provide a reminder of the engagement events and the closing date.

The following emails were issued:

Date	Communication
Tuesday 7 th May 2024	Engagement Launch
Tuesday 28 th May 2024	Engagement Reminder

Table 1 - Email Notifications

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

A website post on the dedicated Berwick Bank website was made on Wednesday 8th May 2024 and a social media post was published on LinkedIn by SSE on Thursday 23rd May 2024. A screenshot of both posts can be found at Annex A4 and Annex A5.

2.2.4 Engagement Materials

Details of the engagement, including a link to the CAA Airspace Change portal and details of consultation events, were shared on Berwick Bank website and the SSE LinkedIn profile.



3 Summary of Engagement Responses

3.1 Introduction

A total of 7 responses were received during the engagement period. All responses were submitted directly back to the original email that was sent out at the beginning of the engagement period by the Change Sponsor. There were no postal responses received during the engagement period and the online feedback form was not used. All 7 responses were from different stakeholders, albeit 2 of those responses were to ask a further question of the ACP (and these were answered). All the responses have been considered and included in this document. Of the 7 responses received, 3 were to highlight no issues with the design option, 2 of the responses asked a question, one response supported the proposed change, one provided a 'No Comment' response, and there were no objections.

The Berwick Bank website update and the LinkedIn social media posts were also used to ensure that this engagement was widely available to all and not just aviators that would fly around the development area. From the social media post, there were over 13,000 impressions¹ and over 250 engagements², with full details available at Annex A6.

3.2 Responses and Change Sponsor View

A summary of the engagement responses can be seen in Table 2. For full details of the final response, please refer to Annex A7.

¹ This is the number of times a post has been viewed by other users

² LinkedIn Engagement Rate is the measurement that counts how many people have interacted with a page's post through likes, comments and shares



Date Response Received	Organisation/Individual Responder	Summary of Response	Summary of Berwick Bank Response/Action	Will This Impact The Design Option?
13 th May 2024	HM Coastguard	We have no comments to make.	Nil	No
14 th May 2024	British Gliding Association (BGA)	This ACP is offshore and as described should not impact gliding activity.	Nil	No
28 th May 2024	Perth Airport Tower	Do you wish us to forward this to anyone that's interested?	There are no issues at all in you forwarding the last email and attachment to anyone who would consider it useful and could add value by their engagement.	No
11 th June 2024	Defence Airspace and Air Traffic Management (DAATM)	MOD stakeholders agreed that a TMZ joined with the existing Seagreen TMZ in one continuous shape would be the most appropriate solution.	Nil	No



Date Response Received	Organisation/Individual Responder	Summary of Response	Summary of Berwick Bank Response/Action	Will This Impact The Design Option?
11 th June 2024	CHC Helicopters	We don't see any issues from our operation point of view at this time.	Nil	No
12 th June 2024	Highlands and Islands Airports Ltd (HIAL)	The TMZ for option 7G will not have any material impact on HIAL Operations particularly those to and from Dundee Airport	Nil	No
17 th June 2024	National Air Traffic Services (NATS)	When do you anticipate knowing who Controlling Authority is?	Response sent to advise that MOD Leuchars Station has agreed in principle.	No

Table 2 - Summary of Responses



4 Conclusion

4.1 Modification of Final Design

After careful consideration of the responses to the engagement, the Change Sponsor is content that Option 7(G) – RAG blanking and simplified polygon TMZ ‘rubber banded’, provides the required mitigation for the proposed Berwick Bank Wind Farm development. As per Option 7(G), the TMZ is extended to include a 2nm buffer (as applicable) which to the north joins together with the already established Seagreen TMZ, as described in the Engagement Document, through to the formal ACP submission at Stage 4 in accordance with CAP 1616h with no additional changes to the proposal.

4.2 Next Steps

This Engagement Summary Report forms part of the output from Stage 4 of the CAP1616h process. At Stage 4, Berwick Bank Wind Farm Ltd prepares and submits the formal airspace change proposal to the CAA. The CAA will review and assess the Airspace Change Proposal and will inform the CS about their decision on the Airspace Change Portal website.



A1 Engagement Response Questionnaire

Your Name:			
Your Postcode:			
Your Email Address:			
Select one of the following boxes and check as applicable:			
I am responding as an individual. <input type="checkbox"/>	I am responding on behalf of an organisation. <input type="checkbox"/> Organisation Name: <hr/> Position in Organisation <hr/>		
If you wish your response to be published anonymously your personal details will be redacted and only be seen by the CAA.			
Yes – I want my response to be published with my details. <input type="checkbox"/>		No – I want my response to be published anonymously. <input type="checkbox"/>	
Feedback Section			
Do you agree that the Design Principle Evaluation was conducted appropriately in line with CAP 1616?			
Yes <input type="checkbox"/>		No <input type="checkbox"/>	
<i>Please provide further comment here if you answered 'No' to the above question.</i>			



<p>Do you agree with the Change Sponsor, that considering the feedback from the MOD Safeguarding Team, stating that the limitation of only being able to implement two RAG blanked polygon areas meant that Option 7G was the only option that fulfilled this criterion?</p>	
<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p><i>Please provide further comment here if you answered 'No' to the above question.</i></p>	
<p>Additional Feedback</p>	
<p>Please provide comments on Option 7G to allow us to understand your thoughts on the introduction of this mitigation to the Berwick Bank Wind Farm. Please consider:</p> <ul style="list-style-type: none"> • What do you believe will be the impact of the TMZ on your operation? • How often do you think these impacts will occur to you or others? • 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? 	
<p>Please provide your evidence below:</p>	
<p>If you require any additional space to provide your responses, please feel free to write your feedback on additional blank sheets of paper and include with these response sheets.</p>	
<p>Please Post to:</p> <p>Aviation Manager, C/O Berwick Bank Project Team, 1 Waterloo Street, Glasgow. G2 6AY.</p>	



A2 List of Stakeholders

Local Aerodrome and Aviation Organisations	
Charter Hall Private Airstrip	██████████@charterhall.net
Fife Aerodrome	██████████@flightplan.co.uk
Perth Airport	██████████@perthairport.co.uk
Dundee Airport	██████████@hial.co.uk
Kingsmuir Farm Private Airstrip	██████████@kingsmuirairfield.com ██████████@kingsmuirairfield.com ██████████@kingsmuirairfield.com

National Aviation Organisations	
Aberdeen Airport ATC	██████████@nats.co.uk cc in correspondence ██████████@nats.co.uk
Air Ambulance (Gama Aviation)	██████████@gamaaviation.com
Aircraft Owners and Pilots Association (AOPA)	██████████@aopa.co.uk
Airfield Operators Group (AOG)	██████████@goodwood.com cc ██████████ ██████████@bartaby.org
Airlines UK	██████████@airlinesuk.org ██████████@airlinesuk.org
Airport Operators Association (AOA)	██████████@aoa.org.uk ██████████@aoa.org.uk
Airspace Change Organising Group (ACOG)	██████████@acog.aero
Airspace4All	██████████@a4asl.com



National Aviation Organisations	
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	██████████@arpas.uk
Aviation Environment Federation (AEF)	██████████@aef.org.uk
BAe Systems	████████████████████@baesystems.com
Bristow Helicopters	████████████████████@bristowgroup.com
British Airline Pilots Association (BALPA)	██████████@balpa.org ██████████@balpa.org
British Airways (BA)	██████████@ba.com
British Balloon and Airship Club	██████████@btinternet.com
British Business and General Aviation Association (BBGA)	██████████@bbga.aero
British Gliding Association (BGA)	██████@gliding.co.uk
British Hang Gliding and Paragliding Association (BHPA)	██████████@bhpa.co.uk ██████████@bhpa.co.uk
British Helicopter Association (BHA)	██████@britishhelicopterassociation.org
British Microlight Aircraft Association (BMAA)	██████████@bmaa.org ████████████████████@gmail.com
British Model Flying Association (BMFA)	██████@bmfa.org
British Skydiving	██████@britishskydiving.org
CHC Helicopters	██████████@chcheli.com
Drone Major	████████████████████@dronemajorgroup.com cc in correspondence ██████████@dronemajorgroup.com
General Aviation Alliance (GAA)	██████████@gaalliance.org.uk cc in correspondence ██████████@yahoo.co.uk
Guild of Air Traffic Control Officers (GATCO)	██████████@gatco.org
Heavy Airlines	██████████@fly.virgin.com



National Aviation Organisations	
Helicopter Club of Great Britain (HCGB)	██████████@ryelands.net
NHV	██████████@nhv.be
Honourable Company of Air Pilots (HCAP)	██████@airpilots.org
Iprosurv	██████████@gmail.com
Isle of Man CAA	██████████@gov.im
Light Aircraft Association (LAA)	██████████@laa.uk.com
Low Fare Airlines	██████████@easyJet.com
Maritime and Coastguard Agency (MCA)	██████████@mcga.gov.uk
Military Aviation Authority (MAA)	██████████@mod.gov.uk
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	██████████ ██████████@mod.gov.uk
Ministry of Defence (MOD) Leuchars Station	██████████@mod.gov.uk
National Air Traffic Services (NATS)	██████████@nats.co.uk ██████████@nats.co.uk
Navy Command HQ	██████████@mod.gov.uk ██████████@mod.gov.uk
Northern Lighthouse (PDG Helicopters)	██████████@pdgaviation.com
Offshore Helicopters	██████████@offshoreheli-uk.com
Police Scotland and Air Ambulance (Babcock Mission Critical Services)	██████████@babcockinternational.com
Pollution Patrol	██████████@2excel.uk
PPL/IR (Europe)	██████████@pplir.org ██████████@tdn.email
Search and Rescue (Bristow Helicopters)	██████████@bristowgroup.com
UK Airprox Board (UKAB)	██████████@airproxboard.org.uk cc in correspondence ██████████@airproxboard.org.uk
UK Flight Safety Committee (UKFSC)	██████████@ukfsc.co.uk



National Aviation Organisations	
United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK)	██████████@us.af.mil

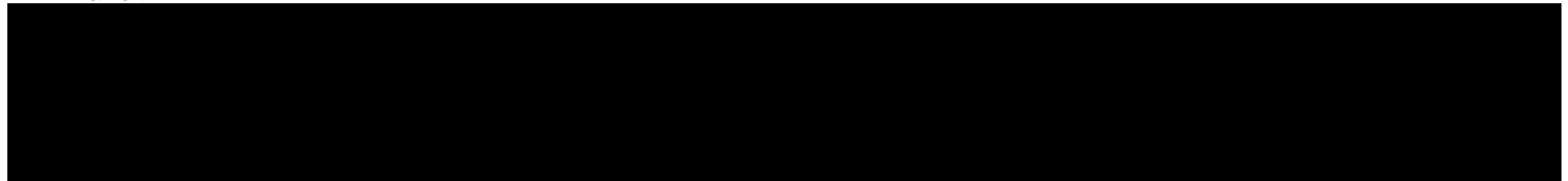
Air Navigation Service Providers	
Aberdeen Offshore (via NATS)	MOD Leuchars Station (NATMAC List)
Prestwick Centre (via NATS)	National Air Traffic Services (NATS) (NATMAC List)



A3 Engagement Emails Sent

A3.1 Initial Engagement Email (Start of the Period)

From [REDACTED]
Sent: Tuesday, May 7, 2024 11:54 AM

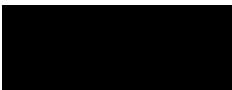


Subject: Berwick Bank Airspace Change Proposal Engagement Documentation

Good Morning,

As part of the ongoing airspace change proposal for the Berwick Bank Offshore Wind Farm, we would like to engage with yourselves on the following attached document. Feedback on this proposal is respectfully requested **no later than the 17 June 2024**. Instructions on how to provide such feedback can be found within the attached Engagement Document. Thank you in advance for your assistance.

Regards,



One Waterloo Street
Glasgow
G2 6AY



A3.2 Details of the Email Attachment

The stakeholder received the Engagement Document as a pdf attachment. The link to the document is available here on the online [CAA Portal](#).

A3.3 Details of the Reminder Email Sent

On Tuesday 28th May 2024, a reminder email was sent to all Stakeholders to advise them that the last date for returning any engagement feedback was 17th June 2024. The email also contained a pdf attachment of the Berwick Bank Engagement Document that is also available on the CAA Portal as per the link at Section A3.2 of this document.

[EXTERNAL] FW: Berwick Bank Airspace Change Proposal Engagement Documentation



Tue 28/05/2024 11:09

This message was sent with High importance.



CAUTION: This email originated from outside of the organisation. Do not follow guidance, click links, or open attachments unless you recognise the sender and know the content is safe. [Learn why this is important](#)

Good Morning,

REMINDER for input – Following on from our request for engagement on the 7th May 24, you are respectfully requested that as part of the ongoing airspace change proposal for the Berwick Bank Offshore Wind Farm, we would like to engage with yourselves on the attached document.

Feedback on this proposal is requested **no later than the 17 June 2024**. Instructions on how to provide such feedback can be found within the attached Engagement Document. Thank you in advance for your assistance.

Lastly, if you have already provided input may I take this opportunity to thank you for your time and consideration.

Regards,



One Waterloo Street
Glasgow
G2 6AY





A4 Website Update

A4.1 Details of the Berwick Bank Website Update

On Wednesday 8th May 2024, SSE updated their project specific www.berwickbank.com website to highlight the start of the Engagement Period for the ongoing ACP. Visitors to the site were given a link to the Engagement Documents, as per the link in section A3.2 of this document.



The Project News Planning & Consent Supply Chain Contact & Careers

8 MAY - WRITTEN BY CIARA JAMIESON

Engagement with airspace users now open

As part of the ongoing Berwick Bank Wind Farm Airspace Change Proposal, the project has recently entered Stage 3 of the CAA's CAP1616 Process and is seeking to engage with all stakeholders.

A number of options are described in the linked Engagement Document that details how it is hoped to deliver coexistence between the proposed development and airspace users.

As such, we would ask all stakeholders to review this document and provide feedback via the described process contained within. The deadline for input is **17th June 2024**.

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

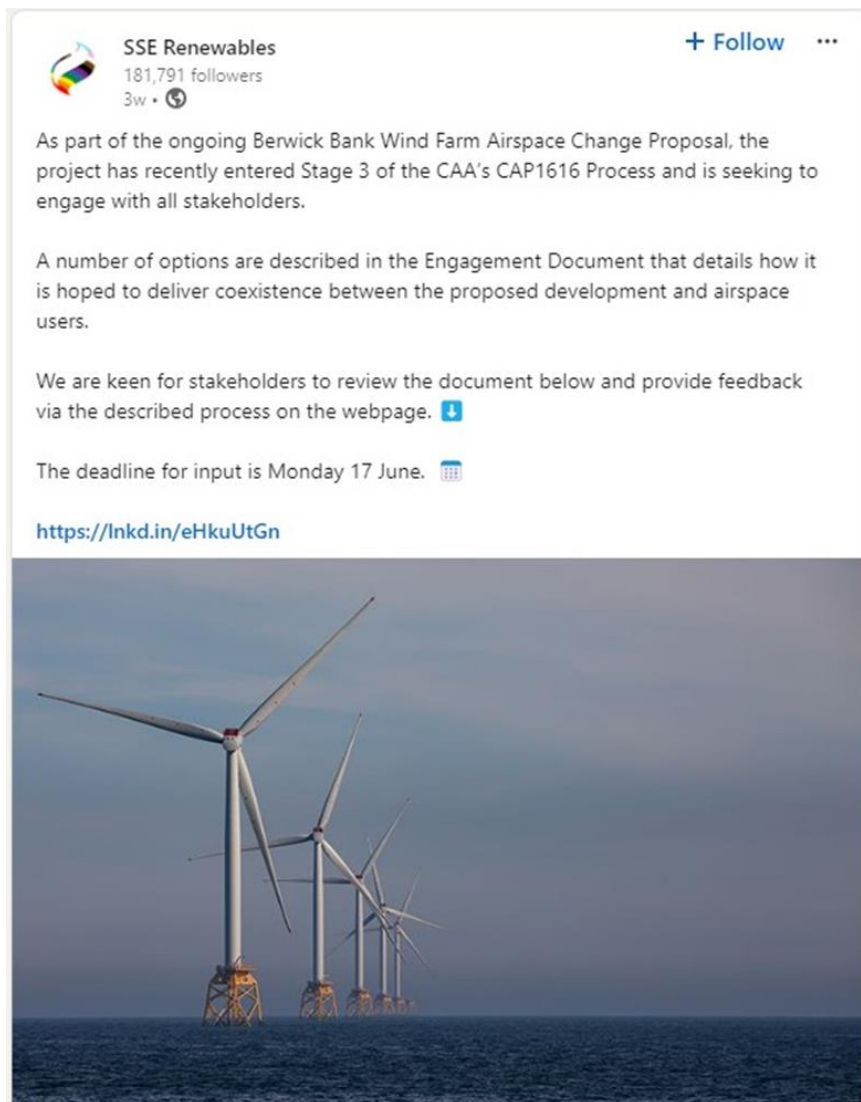




A5 Social Media Update

A5.1 Details of the SSE LinkedIn Post of Social Media

On Thursday 22nd May 2024, SSE posted an update on their LinkedIn platform to advise that the Engagement Period had commenced and how people could respond to the Engagement.



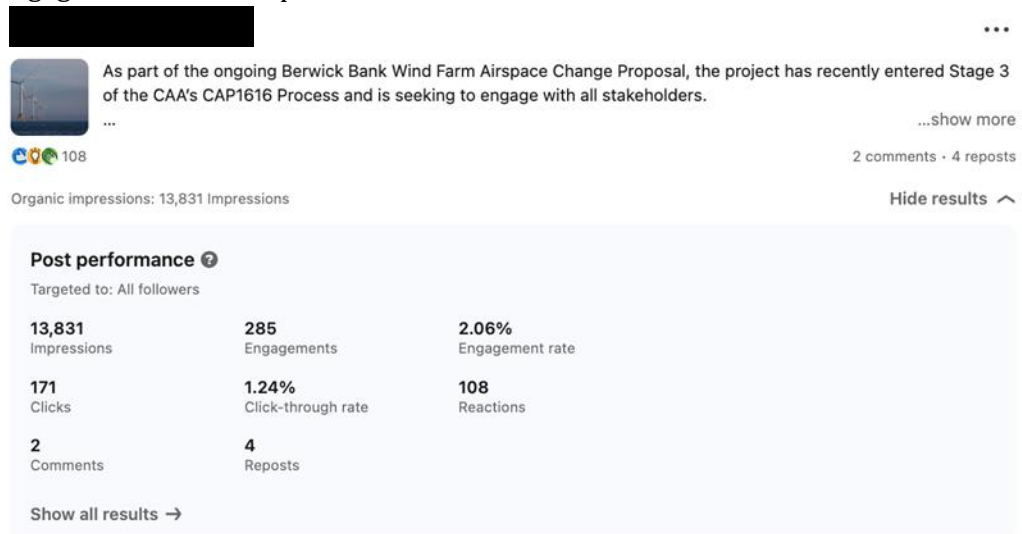
As with the website, the link took users directly to the Engagement Document on the CAA Portal as per the link at Section A3.2 of this document.



A6 LinkedIn Engagement Data

A6.1 Introduction

After the engagement period was completed, Berwick Bank Wind Farms Ltd was able to download the interaction that their social media post detailed at Annex A5 had attracted. Below the screenshot of the interaction shows 13,831 impressions and 285 engagements with the post.





A7 Engagement Responses

A7.1 HM Coastguard

From: [REDACTED]
Sent: Monday, May 13, 2024 8:34 AM
To: [REDACTED]
Subject: [EXTERNAL] RE: Berwick Bank Airspace Change Proposal Engagement Documentation

Morning [REDACTED]

Hope you're well??

I was passed on the ACP and can confirm that I have no comments to make. I'll obvious work with the project as it progresses on finer SAR details etc.

Cheers

[REDACTED]

[REDACTED]
HM Coastguard Governance, Procedures,
Standards and International

[REDACTED]



A7.2 British Gliding Association

From: [REDACTED]
Sent: Tuesday, May 14, 2024 1:49 PM
To: [REDACTED]
Subject: [EXTERNAL] RE: Berwick Bank Airspace Change Proposal Engagement Documentation

This ACP is offshore and as described should not impact gliding activity.
Therefore, unless there any significant changes to proposed area impacted by the ACP, we have no comments.
Kind regards

[REDACTED]
BGA



A7.3 Perth Tower

From: [REDACTED]
Sent: Tuesday, May 28, 2024 11:14 AM
To: [REDACTED]
Subject: [EXTERNAL] Re: FW: Berwick Bank Airspace Change Proposal Engagement Documentation

Do you wish to forward this to anyone that's interested?

Regards,

[REDACTED]

Perth Tower

Email: [REDACTED]
Website: www.perthairport.co.uk



The response from Berwick Bank

RE: [EXTERNAL] Re: FW: Berwick Bank Airspace Change Proposal Engagement Documentation



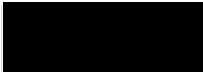
Tue 28/05/2024 11:16

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Hi [Redacted]

I have no issues at all in you forwarding my last email and attachment to anyone who would consider it useful and could add value by their engagement. If you could please cc me in your onward email that would allow me to capture who this engagement document has gone to. Thanks.

Regards,

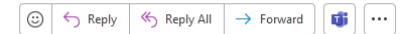


One Waterloo Street
Glasgow
G2 6AY



A7.4 Defence and Air Traffic Management (DAATM)

[EXTERNAL] RE: Berwick Bank Airspace Change Proposal Engagement Documentation



Tue 11/06/2024 13:04

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Good afternoon,

DAATM engaged with MOD airspace users/stakeholders following receipt of the Stage 3 ACP material you provided for the Berwick Bank windfarm proposal. The majority of stakeholders stated that they would expect minimal impact as a result of the new TMZ and that they would use the same procedures/mitigations that they already do for existing TMZs, such as for the adjacent Seagreen TMZ.

MOD stakeholders agreed that a TMZ joined with the existing Seagreen TMZ in one continuous shape would be the most appropriate solution.

In response to your question regarding whether MOD Leuchars would, in principle, agree to operate as the TMZ Controlling Authority for the proposed Berwick Bank TMZ (and additionally the existing Seagreen TMZ), I can confirm that MOD Leuchars have agreed to this with the following caveats:

- They will only be able to act as TMZ Controlling Authority within their existing operating hours, which are currently Mon-Fri 0900-1700 Local. The ACP sponsor is responsible for ensuring the AIP entry accurately captures this limitation.
- Future ATM equipment that is due to be implemented at MOD Leuchars (current estimate ~2027) may result in reduced/zero non-cooperative surveillance coverage of the TMZ, at which point the sponsor is responsible for finding a replacement CA and associated AIP updates.
- The sponsor will draft a suitable LOA for MOD agreement, which clearly defines what is required from MOD Leuchars ATC.

Through our direct conversations with yourselves, the issue of the proposed TMZ (and existing Seagreen TMZ) overlapping with the new EGD 514 has been investigated from a MOD perspective. As per CAA policy, the airspace with the more restrictive nature takes precedence, which in this case would be the Danger Area.

It was identified that there may be occasions when non-transponding traffic in the Danger Area (but ivo the TMZ) may cause a confliction, from the perspective of traffic outside the Danger Area that is due to transit the TMZ under a Deconfliction Service. Whilst the non-transponding traffic would remain in the Danger Area and the other traffic would be in the non-overlapping portion of the TMZ – so there wouldn't necessarily be a physical confliction – from an ATS provision perspective, the controller of the traffic outside the Danger Area would have to treat it as though there could be a confliction, due to the lack of SSR information. It should be noted that Osprey analysis showed that very few aircraft transit the area, this coupled with the very infrequent EGD 514 usage, reduces the likelihood of this occurring even further.

To increase the awareness of ATS providers involved in the above scenario and thus improve the effectiveness of ATS provision, it is proposed that early passage of traffic information from the Danger Area ATS provider to MOD Leuchars ATC, regarding relevant non-transponding traffic, would allow them to determine the most suitable route through the area and thereby reduce the likelihood of a perceived confliction. The Danger Area (Exercise) sponsor would also be able to limit the operating area of non-transponding traffic, such that they do not present a confliction ivo the Seagreen and Berwick Bank TMZs.

If you have any questions on the information provided, please feel free to contact me directly.

Best regards,





A7.5 CHC Helicopters

From: [REDACTED]
Sent: Tuesday, June 11, 2024 9:59 AM
To: [REDACTED]
Subject: RE: [External]:FW: Berwick Bank Airspace Change Proposal Engagement Documentation

Hi [REDACTED]

I don't see any issues from our operation point of view at this time.

regards

[REDACTED]
Manager Flight Operations
Nominated Person UK Flight Operations

[REDACTED]
CHC Helicopter
CHC Integrated Ops Building
Buchan Road
Dyce AB21 7BZ



From: [REDACTED]
Sent: Wednesday, June 12, 2024 9:46 AM
To: [REDACTED]
Subject: [EXTERNAL] Berwick Bank Windfarm Engagement response

Hi

The TMZ for option 7G will not have any material impact on HIAL Operations particularly those to and from Dundee Airport

Many thanks

Highlands and Islands Airports Limited

www.hial.co.uk



A7.7 National Air Traffic Services (NATS)

From: [REDACTED]
Sent: Monday, June 17, 2024 3:48 PM
To: [REDACTED]
Subject: [EXTERNAL] FW: Berwick Bank Airspace Change Proposal Engagement Documentation

Hi [REDACTED]

Thank you for providing NATS (NERL) the opportunity to review your proposal.

The only comment we have to offer regards the following line: *Additional procedural mitigation may be developed by the controlling authority (if one is to be established) to allow aircraft that are not fitted with a transponder to transit through the airspace.*

When do you anticipate knowing who Controlling Authority is?

Rgds

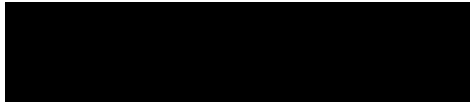
[REDACTED]

[REDACTED]



The response from Berwick Bank

[EXTERNAL] RE: Berwick Bank Airspace Change Proposal Engagement Documentation

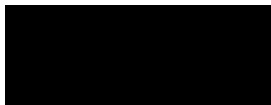


CAUTION: This email originated from outside of the organisation. Do not follow guidance, click links, or open attachments unless you recognise the sender and know the content.

Hi [REDACTED]

Following engagement with the MOD (DAATM) it has been confirmed that Leuchars ATC will be the controlling authority for the proposed airspace change. Done so during their routine hours of operation.

Regards,



One Waterloo Street
Glasgow
G2 6AY