

CAP 1616 Stage 5 Decision Letter (ACP-2021-046)



26 August 2025

Dear Change Sponsor,

**NOTIFICATION OF THE CIVIL AVIATION AUTHORITY'S DECISION FOR ACP-2021-046
(Clash Gour Wind Farm)**

On behalf of the Civil Aviation Authority (CAA), I am writing to you in relation to the Airspace Change Proposal (ACP) titled "Clash Gour Wind Farm" (ACP-2021-046). I can confirm that the CAA has concluded its assessment of the proposal to apply Radar Range Azimuth Gating (radar blanking) on the Inverness and RAF Lossiemouth Primary Surveillance Radars to mitigate clutter caused by Wind Turbine Generators (WTGs) and establish a Transponder Mandatory Zone (TMZ) from surface to Flight Level 195, to ensure non-transponder equipped aircraft remain visible to Air Traffic Control via Secondary Surveillance Radar, while providing provisions for non-equipped aircraft to transit the area with prior clearance.

Following a comprehensive regulatory review, the CAA has determined that the proposal is:

"APPROVED WITH CONDITIONS".

Condition prior to implementation.

The conditions for this ACP apply to the implementation phase of this ACP and are outlined below. The change sponsor must:

1. A condition is placed on the approval of this ACP such that the TMZ is not implemented until all Letters of Agreement and Standard Operating Procedures have been completed and approved by the CAA.
2. A condition is placed on the approval of this ACP such that the sponsor must confirm the target AIRAC and provide the up-to-date draft Aeronautical Information Publication (AIP) amendment to the CAA for approval. The TMZ must be implemented and operational before the erection of any WTGs.
3. A condition is placed on the approval of this ACP such that the sponsor must provide an updated and complete Safety Case to the CAA for approval before implementation.
4. A condition is placed on the approval of this ACP such that the sponsor must complete the appropriate process to disestablish the TMZ once a suitable radar mitigation has been accepted by Inverness and RAF Lossiemouth.
5. A condition is placed on the approval of this ACP such that the sponsor must review the most up to date policies and regulations to determine if the TMZ is required and if any reduction to the upper level is needed to the TMZ before implementation.

AIP Entry Requirements.

The CAA will provide your AIP Change Request Authority certificate which should be attached to your AIP Change Request (CR) submission when an AIRAC submission date has been confirmed.

We require the draft AIP amendment provided in the ACP submission documentation to be finalised and will provide a separate approval for CR submission.

Airspace Change Portal.

Full details of the CAA's decision, including the conditions that must be met by the change sponsor prior to implementation and the supporting regulatory assessments, will be published shortly on the CAA's Airspace Change Portal.

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Post Implementation Review (PIR)

In addition to the above listed conditions and recommendations, if the ACP is approved for activation, the change sponsor will be provided with a copy of the Stage 7 PIR Data Request Form to use as a guide to the data that will be required to inform the PIR.

In accordance with current CAA standard practice, as detailed in CAP 1616, a minimum of 12 months after implementation the airspace change will be reviewed to evaluate whether the anticipated impacts and benefits stated are as expected.

To enable a thorough and rigorous review, the change sponsor will be required to gather relevant data during the post-implementation period. In addition to the general requirements contained in the Stage 7 PIR Data Request Form, the following data is to be collected for use during the PIR:

1. Details on the number of occasions that requests for access to, or transit of, the TMZ by non-transponder equipped aircraft is granted or denied. This must also include the type and altitude of any such aircraft.
2. Details of occasions a non-transponder equipped aircraft infringes the TMZ.
3. Details regarding the efficacy of any attempted controller intervention.
4. A traffic analysis survey for a two-week period falling within the 92-day summer period (16 June – 15 September) post-implementation of the ACP. The analysis survey must be consistent with the methodology used within the ACP submission to allow for an appropriate comparison.

Should the proposed TMZ be approved for implementation, arrangements must be made by the Sponsor to ensure that related stakeholder observations (enquiry/complaint data) are collated and presented to the CAA.

If you have any questions on the above, please do not hesitate to contact me.

Yours sincerely,



Airspace Change Account Manager