

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation



30 March 2016

DONG Energy (through OCSL; [REDACTED])

Copy to BAE Systems Warton (SATCO)

BURBO BANK TMZ - PROPOSED EASTERN BOUNDARY CHANGE

1.1. INTRODUCTION

1.2. The Burbo Bank TMZ Airspace Change Proposal (ACP) was submitted to the CAA during 2014 and the decision by Group Director Safety and Airspace Regulation Group (GD SARG) was confirmed with Dong Energy (Sponsor) and BAE Systems Warton in a letter dated 13 Oct 14. The decision was made subject to successful completion of all safety case assessments. Implementation is planned for 21 Jul 16, following final delivery of the AIP changes to AIS on 1 Apr 16.

1.3. Technical implementation work conducted by Selex and Osprey Consulting Services Limited (OCSL) recently focused on accurately matching the radar blanking tile boundaries as closely as possible to the previously agreed TMZ boundary. The inability to closely match the eastern radar blanking boundary to the eastern TMZ boundary led to OCSL requesting a revision to the previously agreed boundary.

1.4. BOUNDARY REVISION

1.5. During the SARG ACP assessment, amendments to the originally proposed boundary were agreed to ensure a 1nm eastern buffer and a 2nm buffer around the other sides. The final agreed eastern boundary is reflected by the red line at Appendix A.

1.6. In order to retain an eastern buffer between the blanked area (white lines at Appendix A) and the TMZ boundary, OCSL on behalf of the Sponsor sought to revise the agreed eastern boundary to that shown by the black line in Appendix A.

1.7. DECISION

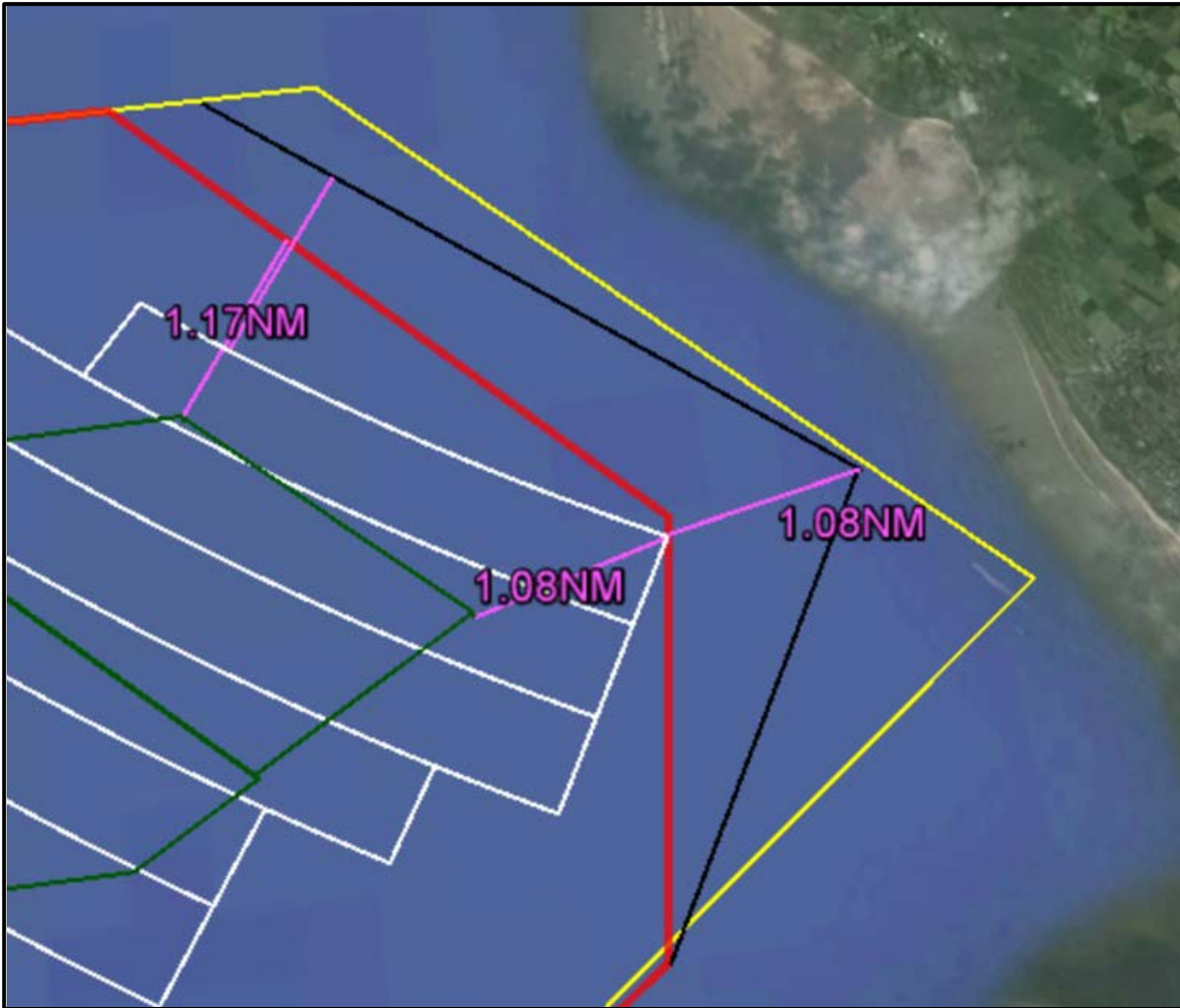
1.8. The CAA has considered this request along with the supporting information and traffic surveys provided with the original proposal submission. Mindful that Warton currently operates around the clutter from the existing Burbo Bank windfarm, the CAA also understands the concerns regarding the cumulative impact of additional windfarms within the Liverpool Bay, Morecombe Bay and Irish Sea.

1.9. However, on this occasion the CAA has taken a decision not to support an amended eastern boundary closer to the coast. It is our judgement that the risk of creating an unwelcome bottleneck for GA aircraft outweighs the risks associated with those issues that could be induced by the lack of a buffer at the extreme eastern point of the TMZ. We believe this decision appropriately balances the needs of all airspace users without increasing levels of safety. However, we accept that this might, on a very small number of occasions, require some limit to the service provided by Warton to aircraft operating in the immediate area.

Appendix

A. Map - Proposed Boundary Change.

APPENDIX A



Green Lines: Outer extent of Burbo & Ext WF turbines

White Lines: 'Blanking Patches' to remove Turbine 'Clutter'

Yellow Line: Previously consulted TMZ boundary

Red Line: CAA adjusted TMZ boundary during Regulatory Decision (providing one NM buffer to the outer eastern turbines)

Black Line: Requested TMZ adjustment to provide one NM buffer to the eastern-most 'patch'