

# **SAFETY AND AIRSPACE REGULATION GROUP**

## Airspace Regulation

13 October 2014

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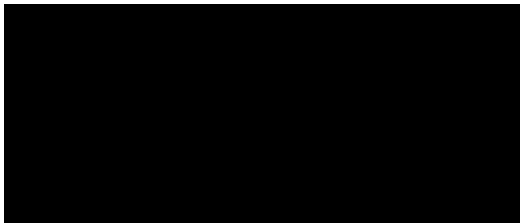
### **BURBO BANK WIND FARM EXTENSION TMZ - AIRSPACE CHANGE PROPOSAL (ACP)**

Reference: Burbo Bank Airspace Change Proposal dated 7 July 2014.

1. DONG Energy is proposing an extension to the existing Burbo Bank wind farm located in Liverpool Bay. The wind farm extension is planned to be built to the west of the current development. The Wind Turbine Generators (WTGs) will be 223m (732 ft) in height and will produce returns on the Warton PSR that will appear as clutter. To ensure current and future operations can continue in the area in an efficient manner, the impact of the clutter on the Warton PSR must be minimised to also ensure the effective continuance of ATC services in the area. DONG Energy and BAE Systems Warton submitted an ACP (attached) to the Safety and Airspace Regulation Group (SARG) that concluded the most suitable mitigation against the effects described was a 3-part solution; the introduction of a TMZ, radar blanking in the area concerned and authority to operate SSR only within the TMZ. The TMZ will extend in altitude to the base of controlled airspace and would be established to coincide with the operating hours of the Warton Lower Airspace Radar Service (LARS); it should be noted that the Warton PSR is the only radar in the area that will be affected by the new build WTGs.
2. Detailed assessments have been completed by SARG covering the operational and environmental considerations as well as the extensive consultation exercise completed by the Sponsors. Additionally, Air Traffic Management (ATM) within SARG are currently reviewing the supporting Safety Plan and associated documentation, supplied by Warton ATC, to determine whether SSR only operation within the TMZ can safely be permitted. The proposed TMZ is an airspace model implemented effectively in other geographic areas.
3. One function of the CAA is to ensure the safe, efficient and equitable usage of all UK airspace, by all users of the airspace, and on this basis the establishment of a TMZ is appropriate and should satisfactorily accommodate Warton ATC's needs whilst not overly restricting other airspace users. An extensive survey conducted by DONG Energy provides the required evidence to demonstrate that this relatively small TMZ will have minimal impact on GA traffic operating in the area. Additionally, Warton have stated that non-SSR equipped aircraft will not be denied access to the TMZ airspace unless such permission would compromise a complex trial or evaluation mission. The CAA would expect Warton ATC to make every effort to facilitate transits of the TMZ by GA

traffic, SSR equipped or otherwise. The supporting traffic surveys conducted by Warton, suggest that the instances where GA traffic might be unable to transit the TMZ would be minimal.

4. Taking all this into account, SARG agrees that a TMZ over the Burbo Bank wind farm Extension is the safest and most effective measure to mitigate the impact of the planned WTGs and supports the ACP submitted. Subject to its approval of the Warton ATC Safety Plan, SARG will continue to work with SATCO Warton to discuss the promulgation of this decision in accordance with the standard AIRAC promulgation schedule. The planned implementation date is currently Oct 2016. The CAA will also support Warton's promulgation activity by issuing a CAA Information Notice.



Mark Swan  
Director SARG

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BAE System Warton  
DONG Energy

SATCO



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CAA, SARG

Head AAA  
Head of Airspace Regulation  
Principal Inspector ATS (Operations) Northern Region

