



Meeting Notes of Actions

Project Title	Neart na Gaoithe and Inch Cape Wind Farms TMZ Airspace Change Proposal Pre-Framework Briefing
Client	Mainstream Renewable Power (MRP) and Inch Cape Offshore Limited (ICOL)
Purpose of Meeting	Framework Briefing
Date of Meeting	20 th January 2015
Held at	CAA House, Holborn, London
Present	[REDACTED] CAA SARG [REDACTED] CAA SARG [REDACTED]-CAA SARG [REDACTED]-CAA SARG (by phone) [REDACTED] MRP [REDACTED] ICOL [REDACTED] MOD 1 Gp [REDACTED]-DES ISTAR [REDACTED] Osprey [REDACTED] Osprey
For Information	[REDACTED] MRP [REDACTED] ICOL
Copies to	Listed above
Classification	Commercial in Confidence
Osprey Reference	70851 005
Issue	Issue 2

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Meeting Summary

Item	Action
<p>1. Introductions and H&S</p> <p>Present as above.</p>	
<p>Review of actions</p> <p>No previous actions.</p>	
<p>2. Osprey Brief</p> <p>█ delivered a PowerPoint Framework Briefing presentation (word document previously provided to (CAA Airspace Regulation (AR))).</p> <p>CAA AR raised a number of general points with regard to further consideration:</p> <ul style="list-style-type: none"> • A description of the two developments, the location of RAF Leuchars relevant to the Wind Farms with an overlay of the two wind farms onto the Instrument Flight Procedures (IFPs) were provided within the Osprey Brief at the Framework Meeting. These details should be included in the Consultation Document. The proof and explanation of the effect the developments would create to the RAF Leuchars PSR could be highlighted and explained early within the Consultation Document; together with the inclusion of a graphic illustrating wind farm induced clutter created onto a radar display. This will assist in explaining why approval of the TMZ ACP is required; █ 0.1 • MRP and ICOL to confirm with Osprey / CAA the Financial Investment Decision (FID) for both the Neart na Gaoithe and Inch Cape Wind Farms; █ 0.2 • The MoD are requested to provide past and future exercise programmes for RAF Leuchars which will prove fundamental to the case for the TMZ; together with the amounts and type of traffic operating over the two consented areas since September 2014 (from when the Typhoon left RAF Leuchars); █ 0.3 • The projected hours of operation of the proposed TMZ could be articulated in the Consultation Document after the initial aircraft traffic survey result and the future air exercises/courses programme is known. Also discuss, in Consultation Document, a consideration of an approved TMZ being activated and referred in ACNs, or in NOTAM, in line with exercise notification or promulgation; █ 0.4 • The Range Azimuth Gating (RAG) to the RAF Leuchars PSR and what it achieves could be explained in more detail within the Consultation Document and RAG only as a considered option; █ 0.5 • Ahead of Option 0 within the Consultation Document, the Government 	



Item	Action
<p>Policy for Offshore Wind Farms could be detailed;</p> <ul style="list-style-type: none"> The authority for military controllers to operate SSR alone could be included within the desired option for mitigation and referenced in the ACP documentation; <p>The Consultation Document could discount unreasonable options and explain the reason for non-consideration.</p> <p>Osprey will complete the airspace Safety Case for the implementation of the TMZ after consultation with ATC Staff at RAF Leuchars. The MoD have previously (April 2013) completed Safety Case Reports for the Watchman Radar and MSSR, these documents will be updated by the MoD to reflect specific changes to the Leuchars PSR / MSSR post the completion of the ACP process prior to the start of wind farm construction of the two developments.</p>	<p>█ 0.6</p> <p>█ 0.7</p> <p>█ 0.8</p> <p>█ 0.9</p>
<p>3. Consultation Process</p> <p>█ stated that he had examined the Framework Document and agreed to provide an updated NATMAC List for consultation. In addition to NATMAC and those stakeholders included in the Framework Document, █ suggested the following two organisations be consulted:</p> <ul style="list-style-type: none"> The General Aviation Alliance; and The North Sea Helicopter Users Group. <p>█ pointed out that the Easter Bank Holiday will fall within the planned Consultation Period and that consideration should be given to extending the Consultation Period by one week to 13 weeks. █ confirmed that there appeared to be a prima facie case for the TMZ proposal and therefore it would be reasonable for the sponsor to progress to Stage 2 of the ACP. Confirmation of the intention to proceed to consultation is required of the Sponsors. █ also confirmed that due to the development consented areas location, consultation with non-aviation stakeholders is limited to those included within the Framework Document and that, as the proposed TMZ is greater than 15NM offshore, general public consultation is not required.</p> <p>4. Environmental Assessment</p> <p>█ was content with the initial qualitative environmental evaluation in the Framework Document; there is an expected neutral impact on noise, fuel burn and local air quality. This would need to be clearly articulated in the Consultation Document supplemented with evidence from historical air traffic data and from the forthcoming air traffic survey in the area of the Developments.</p>	<p>█ 0.10</p> <p>█ 0.11</p> <p>█ 0.12</p>
<p>5. Actions For Delivery</p> <p>There were no external outstanding actions prior to this meeting.</p>	



Item	Action
<p>6. AoB</p> <p>There being no other business the meeting was closed.</p>	
<p>7. Next Meeting</p> <p>Nil.</p>	

Summary of Actions

Action	Description	Status	Owner(s)	Due Date
0.1	Include information of the Leuchars IFPs with an overlay of the consented areas in the Consultation Document. Explanation of the Development and proof of wind farm clutter to radar will assist in why the TMZ ACP is required.	Open	█	6 Apr 2015
0.2	Confirm FID for both developments to █ This date will provide the CAA with guidance on when the Regulatory Decision is ideally required.	Open	██████	ASAP
0.3	The MoD to provide past and future exercise programmes for RAF Leuchars, which will prove fundamental to the case for the TMZ, together with the amounts and type of traffic operating over the two consented areas since Sept 2014.	Closed	█	6 Feb 2015
0.4	Include within the Consultation Document details of the time of operation of the TMZ; consider activation in line with exercise programmes.	Open	██████	6 Apr 2015
0.5	Provide an explanation of a RAG within the Consultation Document and how it will achieve mitigation within the TMZ airspace.	Open	█	6 Apr 2015
0.6	Explain within the Consultation Document the Government Policy for Offshore Wind Farm development.	Open	█	6 Apr 2015



Action	Description	Status	Owner(s)	Due Date
0.7	The authority for military controllers to operate SSR alone should be included within the desired option for mitigation and referenced in the ACP documentation.	Open	█	6 Apr 2015
0.8	Unreasonable options for mitigation and the reasons they are discounted should be explained in the Consultation Document.	Open	█	6 Apr 2015
0.9	Arrangements for consultation with the RAF Leuchars ATC Safety Management Team will enable Osprey to complete the airspace Safety Case for the implementation of the TMZ. The MoD have agreed to provide updated Watchman and MSSR Safety case Reports to reflect specific changes to the Leuchars PSR / MSSR post the completion of the ACP process prior to the start of wind farm construction of the two developments.	Open	██████	ASAP
0.10	The CAA will provide an updated NATMAC List; █ will consider extending the Consultation Period to 13 weeks.	Closed	██████	30 Jan 2015
0.11	Sponsor to confirm in writing to the CAA of the intent to proceed with the ACP.	Open	██████	ASAP
0.12	Articulate the expected neutral impact on noise, fuel burn and local air quality within the Consultation Document.	Open	█	6 Apr 2015