

**From:** Windfarms [<mailto:Windfarms.Windfarms@caa.co.uk>]

**Sent:** 15 July 2015 10:59

**To:** Hornsea2

**Subject:** CAA Response to Examining Authorities First Round of Written Questions: Hornsea Offshore Wind Farm (Zone 4) Project Two

Dear Sir or Madam,

**Hornsea Offshore Wind Farm (Zone 4) - Project Two EN010053 Examining Authorities first round of written questions**

Please see below for CAA Responses to the Examining Authorities first round of written questions:

Question FNA22:

*(a) Will flying have to cease whilst laying the cable(s) across the southern boundary of North Coates airfield and;*

*(b) if so, for how long?*

Since North Coates is an unlicensed airfield and since the CAA have no oversight of the operation of unlicensed airfields, it is inappropriate for the CAA to comment. This question would be a matter for the operators of the airfield to assess and comment on and not the CAA.

Question FNA23

*Will you confirm that there are no significant effects predicted on military or civilian aviation and radar operations or on any communication interests across all stages of the project.*

As the CAA has no responsibilities for safeguarding sites other than its own property, it would be inappropriate for the CAA to comment on the effects on other aviation stakeholders. It is for the aviation stakeholders to assess the impact of the proposed development on their sites and operations and make representations accordingly.

Question FNA24

*In addition to the 6,406 return helicopter flights to Hornsea Project 2 there is presumably a large number of flights to the nearby oil and gas platforms.*

*(a) How is all this aerial activity, much of it over Hornsea Project 2, to be safely managed?*

*(b) Who is responsible?*

*(c) What is the role of the CAA?*

The airspace surrounding the Hornsea Development is generally Class G and therefore not under any form of Air Traffic Control; however, the Area falls under the coverage and airspace management of the Air Navigation Service Provider Anglia Radar whose procedures are covered in the UK Aeronautical Information Publication (AIP) at the following:

- UK AIP ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES, 4.5 Off-Shore Operations, 4.5.1 Southern North Sea Low Level Air Traffic Services and Helicopter Operating Procedures which at 4.5.1.1.1 states that:
  - 4.5.1.1.1 *To enhance flight safety and expedite Search and Rescue in the Southern North Sea Airspace, a Deconfliction Service, Traffic Service, Basic Service and Alerting*

*Service is available from the Air Traffic Service Unit (ATSU) at Aberdeen Airport ( Anglia Radar). These services are available to helicopters operating in support to the off-shore oil and gas industry and to civil and military aircraft transiting the area at and below FL 65.*

Therefore any aircraft servicing the new wind farm area would need to integrate into this system. Helicopter operators will need to cooperate and liaise with the Air Navigation Service Providers to ensure adequate provision of service. In addition, the Air Navigation Service Provider will need to assess the impact of the new development on its operations and work with the developer and helicopter operators to ascertain the requirement and ensure adequate provision of service.

The CAA has regulatory oversight of the helicopter operators, the Air Navigation Service Providers (such as Anglia Radar in this case) and the overall airspace structure.

## **Mark Deakin**

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