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[D4_HOW03_Appendix 70_Inch Cape_Ornithology.pdf](#)
[D4_HOW03_Appendix 71_NF_HOW02_DL5.pdf](#)
[D4_HOW03_Appendix 72_Aviation Team.pdf](#)
[D4_HOW03_Appendix 73_Q2.2.30_Q2.2.39.pdf](#)

Dear Kay, K-J

Please find attached the 15th instalment of documents.

Best regards,
Dr Dominika Chalder PIEMA
Environment and Consent Manager



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Hornsea Project Three
Offshore Wind Farm



Hornsea Project Three Offshore Wind Farm

Appendix 72 to Deadline 4 submission –
Hornsea Project Three Aviation Team

Date: 15th January 2019

Hornsea 3
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Front cover picture: Kite surfer near a UK offshore wind farm © Ørsted Hornsea Project Three (UK) Ltd., 2019.

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1. Hornsea Project Three Aviation Team

Overview

- 1.1 The Hornsea Three Environmental Statement has been prepared on behalf of the Applicant by RPS, an international consultancy that provides technical consultancy and operational support to the offshore wind industry. RPS has supported the offshore wind industry since its inception and continues to provide advice across projects in the UK and internationally, to both developers and regulators. RPS have been responsible for the Environmental Impact Assessment (EIA) for a number of offshore wind farm applications, including Hornsea Projects One and Two.
- 1.2 RPS have been supported by specialist advice on the subject of Aviation by Osprey Consulting Services Ltd (Osprey). Osprey are one of the UK's leading experts in the management of the impact of wind energy on aviation systems. Osprey have similarly been responsible for the Aviation assessment within the EIA process for a number of offshore wind developments, including Hornsea Projects One and Two. Over the last decade, Osprey have supported over 700 wind farms with issues in regard to aviation.
- 1.3 Further specialist support on the subject of helicopter operations has been provided by Mr Mark Prior. In the civil sector, Mark was an offshore helicopter pilot (including in the North Sea) as well as the Chief Test Pilot for the Bristow Group working with the Group's Part 21 Design Office.
- 1.4 In addition, the Applicant has informed the development and delivery of the Environmental Statement (ES) with their internal helicopter experts: Thomas Vesth and Gorm Müller.

The Team

- 1.5 The RPS project lead for the subject of Aviation, Military and Communications (and Infrastructure and other users) is Dr. Emily Wood. Dr Wood is an Associate Director at RPS and a chartered EIA practitioner. She has a post doctorate in marine science, and over 20 years offshore EIA experience. Dr Wood led the equivalent assessments for Hornsea Projects One and Two, including consultation with oil and gas operators and wider aviation stakeholders. Her offshore wind industry experience is underpinned by a strong foundation in the oil and gas sector where she is recognised for both EIA and environmental compliance assurance by the industry.
- 1.6 Osprey advice to the project is led by Mr Richard Hinchcliffe. Richard Hinchcliffe is a Principal Consultant at Osprey. He has over 34 years' aviation experience with the RAF at every level from operational aircrew, amassing in excess of 5,000 flying hours on fast jet aircraft, as an instructor and authoriser in numerous supervisory roles, operational airspace manager and international Technical Advisor to the Single European Skies Air Traffic Management (ATM) Research Programme. He has extensive experience of planning and regulation in all UK airspace as a specialist in the Civil Aviation Authority (CAA) Directorate of Airspace Policy (now Airspace Regulation [AR]) where he had the following specific responsibilities: policy, advice, guidance and design approval for UK airspace constructs; airspace policy aspects and air traffic services provision for helicopter operations in support of the UK offshore oil and gas industry in the North Sea and Irish Sea.

- 1.7 Mr Mark Prior is a highly experienced aviation professional and North Sea helicopter pilot with a wide range of expertise in certification, safety analysis, investigation, operations, technical issues and regulations. A graduate of the French Test Pilot Course (EPNER), Mark holds an EASA Class 1 Test Pilot Rating and has over 39 years of experience in the aviation industry, initially in the RAF, then as a licensed civil helicopter pilot with concurrently 20 years of experience as an Experimental Test Pilot. Since 2003 he has been an industry representative on a number of rule-making, operational and research groups including Co-lead for the ICAO helicopter all weather operations (AWOPS) and member of the ICAO Helicopter Sub Committee, Member of the CAA H-TAWS Research Group, Secretary to EUROCAE Working Group 110 – HTAWS, Member of the RTCA Special Committee 212 H-TAWS, Member of EASA Ops 001 Group – transposing JAR OPS 1 and 3 into EASA Part Ops and Member of the JAA Helicopter Sub-Sectorial Team which developed JAR OPS 3.
- 1.8 The Applicant has supported the development and delivery of the ES with their internal helicopter expertise and specific understanding of operations in the North Sea. Ørsted has been involved in specialist helicopter operations offshore for several years within the heli-hoist area, Helicopter Emergency Medical Service (HEMS) and crew change operational range. Currently Ørsted have engaged seven helicopter operators in three countries in the North Sea area, and Ørsted's four internal helicopter specialists are keeping day to day contact with all operators, sites and external stakeholders, OEM's and legislators. Also, the Ørsted aviation/helicopter department is performing supplier audits within the pool of potential suppliers and with current operators, to assure legal compliance within aviation legislation and towards contractual obligations.

Summary

- 1.9 The Applicant has engaged a team of experts to conduct and consult upon the Aviation assessment, as presented in the ES and subsequently discussed during the Examination. The experts provide an understanding of the Environmental Impact assessment process, its application to offshore wind farms and wider North Sea operations. Specialist advice has been provided by leading aviation expertise with experience of offshore wind assessments. This has been further underpinned by advice and input from an experienced North Sea helicopter pilot with a background and track record of providing technical advice, guidance and steering to the management of North Sea helicopter operations.