



Sheringham and Dudgeon (Windfarm) Extension Projects

Perenco UK Comment on Applicant's Statements at ISH6

At ISH6, Mr Prior, speaking on behalf of the Applicant noted that:

1. when overflight of the array is not possible, e.g. due to icing, aircraft could fly in a lane between wind turbine generators; and
2. during a take-off with one engine inoperable (OEI) an aircraft could again make use of a lane between wind turbine generators.

Having regard to IAW CAP764 Para 4.18, Perenco believe that it would be helpful for the Examiners to ask the Civil Aviation Authority Flight Operations Department to provide comment on the following:

1. Whether, under the regulatory and compliance requirements for offshore operations under SERA, Parts HOFO and CAT, it is acceptable, where icing or other phenomena preclude a transit above, for an offshore operator to plan for routine transit through a windfarm using a windfarm lane of width approximately 1200m between turbines of 300m diameter flying at 500' ASL with no option to climb.
2. Whether, under the regulatory and compliance requirements for offshore operations under SERA, Parts HOFO and CAT, it is acceptable, for CAT OEI performance planning to assume that where a turn to a safe heading is not achievable then the OEI climb may be arrested at 500 ASL and OEI transit through the windfarm completed using a windfarm lane of width approximately 1200m between turbines of 300m diameter at 500' ASL with no option to climb until clear of the windfarm.