

**From:** NATS Safeguarding  
**To:** AwelyMor  
**Cc:** NI Enquiries; NATS Safeguarding; alex.herbert@nve.com; Alastair.Broster@nve.com RE: EN010112 Awel y Môr Offshore Wind Farm project (SG29065)  
**Subject:**  
**Date:** 24 October 2022 08:55:47  
**Attachments:** image001.png  
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Dear Sirs,  
Please find below, the answers to the Questions directed at NATS En Route LTD. Regards

S. Rossi  
NATS Safeguarding Office

QUESTION NUMBER	QUESTION ADDRESSED TO	QUESTION	APPLICANT'S RESPONSE
1.2	The Applicant, NATS	Please provide an update on the proposed commercial agreement to mitigate the identified required mitigation of the Great Dun Fell and St Anne's Primary Surveillance Radars.	A draft Radar Mitigation Contract (addressing the mitigation of the Great Dun Fell and St Anne's Primary Surveillance Radars) has been through two rounds of review by the Applicant and NATS. A meeting was held on 12 October 2022 to discuss the outstanding issues. The Applicant expects all matters to be resolved - and the contract to be signed - in good time during the exam.
6.24	The Applicant, NATS	R3 - Given concerns over lighting provisions, could a separate subsection be added to this requirement stating that such lights will be operated at the lowest permissible lighting intensity level?	The Applicant has added a new subsection of R3 has been included in the dDCO submitted at Deadline 1 to specify that light will be operated at the lowest permissible lighting intensity level. NATS has no comment to make in relation to aviation lighting as this does not affect its operations. Accordingly NATS invites the Applicant to invite the Ministry of Defence and other aviation stakeholders to comment.
6.43	NATS, The Applicant	Is a requirement necessary to ensure that no wind turbine generator operates prior to the agreed resolution of a scheme to protect Great Dun Fell and St Anne's Primary Surveillance Radars?	Yes, once a legal agreement is finalised, NATS will support installation of all the foundation and turbine structures. However, a requirement is necessary to prevent the installation of the turbine blades as this can only be undertaken once the radar mitigation has been implemented. The Applicant is in active discussion with NATS and a legal agreement is being progressed (see answer to Q1.2). As NATS notes in its representation (RR-025) we are not aware of any in principle reason that agreement will not be concluded during the exam. That draft agreement includes requirement wording which will be added to the dDCO in the terms agreed once that agreement is finalised.

 Sacha Rossi

ATC Systems Safeguarding Engineer

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