

Burbo Bank Transponder Mandatory Zone Post Implementation Review

CAP 1719

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Civil Aviation Authority,
Aviation House,
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RH6 0YR.

Enquiries regarding the content of this publication should be addressed to:

Airspace and ATM Aerodromes, Safety and Airspace Regulation Group, CAA House, 45-59
Kingsway, London, WC2B 6TE

The latest version of this document is available in electronic format at www.caa.co.uk

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Executive Summary

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 725/CAP1616. Under this process DONG Energy submitted proposals to the CAA to extend the existing Burbo Bank wind farm located in Liverpool Bay. To mitigate the impact of this on BAe Warton's Primary Surveillance Radar (PSR) they proposed an associated Transponder Mandatory Zone (TMZ) cover the wind farm. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The CAA commenced the PIR to review the impact of its decision and the implemented change on 12 October 2017. The content and outcome of that review process by the CAA is discussed in detail in this report.
2. On 02 January 2018, the CAA introduced a new process for making a decision on whether or not to approve proposals to change airspace design. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), we will conduct all Post Implementation Reviews in accordance with the process requirements of CAP1616. However, when assessing the expected impacts against the actual impacts we will use the methodology adopted at the time of the original CAA decision in order to do so.
3. During the review process, the CAA considered the original Airspace Change Proposal, CAA Decision Documents, sponsor provided Burbo Bank PIR document, ANSP and aviation stakeholder feedback including from the General Aviation Alliance (GAA) organisations and the Ministry of Defence (MoD).
4. As a result, the CAA has reached the following conclusions:
 - The implemented change, as one of a 3-part mitigation process, has achieved its aims and objectives, as described in paragraphs 14 and 15 of this document, within an acceptable tolerance level.
 - The impacts on safety, environmental and airspace efficiency are as anticipated. There has been a positive effect on safety, with a neutral impact on environmental aspects, and airspace efficiency has not been compromised.
 - No other significant issues have arisen from the PIR which would require modifications to be made, or would mean the change should not be confirmed as permanent.
 - The implemented design satisfactorily achieves – within acceptable tolerance limits – the objective and terms of the CAA's decision, and the change is confirmed as permanent.