

# Inch Cape Offshore Wind Farm

New Energy for Scotland

Offshore Environmental Statement:  
**VOLUME 2H**  
**Appendix 20C: NATS En-route Plc  
(NERL) Technical and Operational  
Assessment**



# Technical and Operational Assessment (TOPA)

For Inch Cape Offshore  
Windfarm Development

Issue 2

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**Publication history**

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## 1. Background

### 1.1. En-route Consultation

NATS is responsible for the safe and expeditious movement in the en-route phase of flight for aircraft operating in controlled airspace in the UK. To undertake this responsibility it has a comprehensive infrastructure of radars, communication systems and navigational aids throughout the UK, all of which could be compromised by the establishment of a wind farm.

In this respect NATS is responsible for safeguarding this infrastructure to ensure its integrity to provide the required services to Air Traffic Control (ATC).

In order to discharge this responsibility NATS is a statutory consultee for all wind farm applications, and assesses the potential impact of every proposed development in the UK.

Section 0 of this document defines the assessments carried out against the development proposed in section 2, with the result detailed in section 4.

## 2. Application details

Repsol Nuevas Energias UK submitted a request for a NATS technical and operational assessment (TOPA) for the development at Inch Cape Offshore, located off the east of the Angus Coastline, up to 213 turbines are proposed within the boundary points as stated below:

**Table 1 – turbine coordinates and height**

Boundary	Easting	Northing	Hub Height (m)	Tip Height (m)
A	389625	744746	129	215
B	390273	743559	-	-
C	389732	731676	-	-
D	397084	730114	-	-
E	397109	728437	-	-
F	392230	725563	-	-
G	385805	725656	-	-
H	382315	731818	-	-
I	382387	736803	-	-
J	384715	742873	-	-

## 3. Assessments Required

The proposed development falls within the assessment area of the following systems:

NERL Radar Sites	Easting	Northing	Range (km)	Range (nm)	Bearing (True)	Type
Great Dun Fell Radar	371030	532210	202.72	109.46	4.75	CMB
Lowther Hill Radar	289020	610710	158.91	85.80	37.60	CMB
Perwinnes Radar	392190	813510	79.44	42.90	182.10	CMB
Tiree Radar	96820	740140	292.37	157.87	87.07	CMB
NERL Nav Aid Sites	Easting	Northing	Range (km)	Range (nm)	Bearing (True)	Type
None						
NERL AGA Comms Sites	Easting	Northing	Range (km)	Range (nm)	Bearing (True)	Type
None						

**Table 2 – Impacted Infrastructure**

### **3.1. En-route radar technical assessment**

#### **3.1.1. Predicted impact on NATS's Radar**

No impact is anticipated on NATS's radar

### **3.2. En-route navigational aid assessment**

#### **3.2.1. Predicted impact on navigation aids.**

No impact is anticipated on NATS's navigation aids.

### **3.3. En-route radio communication assessment**

#### **3.3.1. Predicted impact on the radio communications infrastructure.**

No impact is anticipated on NATS's radio communications infrastructure.

## **4. Conclusions**

### **4.1. En-route consultation**

The proposed development has been examined by technical and operational safeguarding teams. No impact is anticipated.