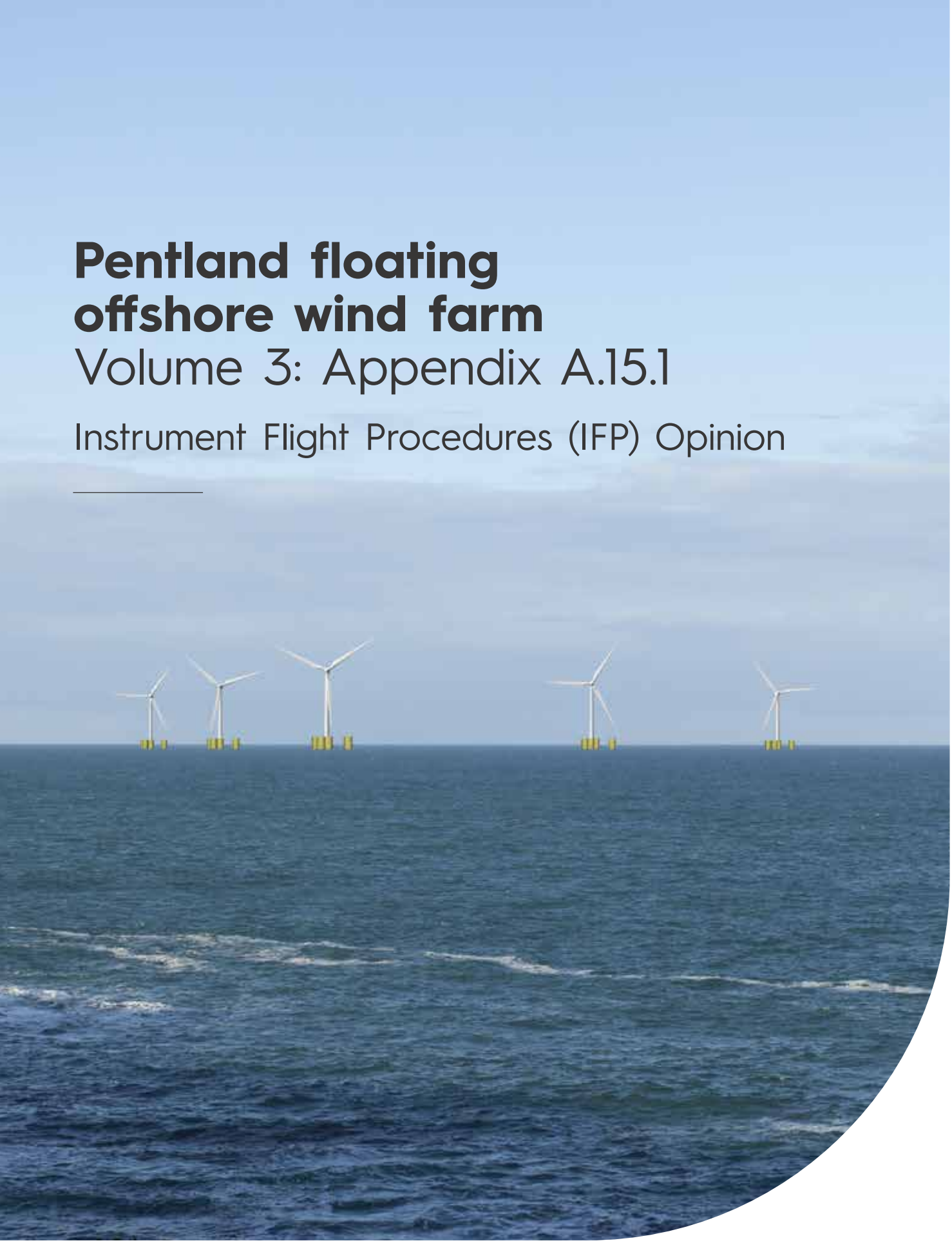
Pentland floating offshore wind farm

Volume 3: Appendix A.15.1

Instrument Flight Procedures (IFP) Opinion



PENTLAND FLOATING OFFSHORE WIND FARM

OFFSHORE EIAR (VOLUME 3): TECHNICAL APPENDICES

APPENDIX 15.1: INSTRUMENT FLIGHT PROCEDURES (IFP) OPINION

Document Title:	Pentland Floating Offshore Wind Farm Offshore EIAR
Document no.	GBPNTD-ENV-CYR-PR-00001
Project:	Pentland Floating Offshore Wind Farm
Originator Company	Cyrrus Ltd
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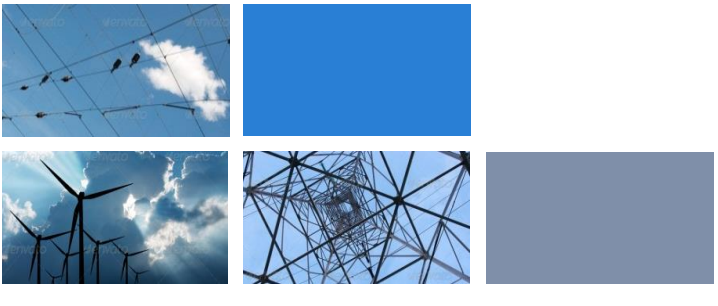
Revision History:

Revision	Date	Status	Originator	Reviewed	Approved
01	11.04.2022	Final	Cyrrus Ltd	TW/PM	PM



IFP Opinion

Pentland Offshore Wind Farm

Wick Airport

04 April 2022

CL-5787-RPT-002 V1.1

www.cyrrus.co.uk

info@cyrrus.co.uk

Executive Summary

Coleman Aviation (hereafter referred to as the Client) has requested an Instrument Flight Procedure (IFP) review in respect of a proposed windfarm development (Pentland Offshore Wind Farm) near Wick Airport.

The process of providing an 'opinion' still requires a review of the applicable IFP lateral and horizontal surfaces. This process only determines whether there is a 'surface penetration' and whether the obstacle impact to the IFP would require a full IFP assessment.

The proposed development is approximately 24.55 NM north-west of Wick Airport, as shown in Figure 1.

Based on the review conducted, the proposed windfarm does not impact the current published IFPs for Wick Airport.

Figure 1: Wind Farm Position relative to THR 13

IFP's Considered

The following IFPs, as published in the Aeronautical Information Publication (AIP) were reviewed.

- INSTRUMENT APPROACH RNP RWY13
- INSTRUMENT APPROACH VOR/DME RWY13
- INSTRUMENT APPROACH NDB(L)/DME RWY13
- INSTRUMENT APPROACH RNP RWY31
- INSTRUMENT APPROACH VOR/DME RWY31
- INSTRUMENT APPROACH NDB(L)/DME RWY13
- INSTRUMENT APPROCH DIRECT ARRIVALS TO VOR/NDB(L) RWY13
- INSTRUMENT APPROCH DIRECT ARRIVALS TO VOR/NDB(L) RWY31

Data

The following data was used for the assessment:

- Email titled "RE_Quotation CL-CYB1492-Q-001 IFP Review Offshore Wind Farm.msg"

Table 1 below provides the boundary co-ordinates where the proposed wind farm will be located. As indicated by the client the max tip height for the wind turbines will be 300 m.

Boundary ID	Easting (UTM30)	Northing (UTM30)	Max Tip Height
A-EIA-NW	448192	6504074	300 m
A-EIA-NE	453192	6504074	300 m
A-EIA-SE	453192	6500074	300 m
A-EIA-SW	448192	6500074	300 m

Table 1: Positional Data

The area (as defined by the boundary positions) were assessed at 300 m.

IFP Review

The review was completed against the applicable procedures for both Runway 13 and 31 at Wick Airport.

Procedure	Runway	Impact	Comments
RNP	13	No	Turbine height to be restricted to max 300 m
VOR/DME		No	Nil
NDB(L)/DME		No	Nil
Direct Arrivals		No	Turbine height to be restricted to max 300 m
RNP	31	No	Nil

Procedure	Runway	Impact	Comments
VOR/DME		No	Nil
NDB(L)/DME		No	Nil
Direct Arrivals		No	Nil
MSA at 10 NM		No	Nil
MSA at 25NM		No	Turbine height to be restricted to max 300 m

Table 2: Summary of Review

Conclusion

The proposed wind farm does not impact the current published procedures at Wick airport based on max height and location provided by the client.

Based on the review conducted, Cyrrus therefore does not recommended a full IFP assessment if the max height and the location provided remain as documented in this report.

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