

From: Air-1Gp-BM ATM Infra SO3
Sent: 27 October 2014 11:04
To: DIO ODC-IPS SG2a
Subject: RE: Hill of Lychrobbie DIO19464

The standard 1Gp to DIO objections/no objections etc letter that objected to DIO19464.

Regards

Air 1Gp BM ATM Infra SO3

Civ: Mil:

From: DIO ODC-IPS SG2a
Sent: 27 October 2014 11:01
To: Air-1Gp-BM ATM Infra SO3
Subject: RE: Hill of Lychrobbie DIO19464

Thanks

Which letter would that be?

Regards

Safeguarding Officer - Infrastructure Professional Services -
Safeguarding
DIO Operations Development and Coherence
Defence
Infrastructure
Organisation

Telephone: | **MOD Telephone:** | **Fax:**
Email: DIOODC-IPSSG2a
Website: www.gov.uk/mod-safeguarding

From: Air-1Gp-BM ATM Infra SO3
Sent: 27 October 2014 09:51
To: DIO ODC-IPS SG2a
Subject: RE: Hill of Lychrobbie DIO19464

If wants a copy of the letter that 1Gp send to DIO then you can send that.
Nevertheless the description of how these developments impact on operations and provision of
ATS at RAF Lossiemouth given in the paragraph below is more detailed than the letters that were

25/06/2015

sent to DIO at that time.

Regards

Air 1Gp RM ATM Infra SO3

Civ: Mil:

From: DIO ODC-IPS SG2a
Sent: 27 October 2014 09:12
To: Air-1Gp-BM ATM Infra SO3
Subject: FW: Hill of Lychrobbie DIO19464

Hi

I don't know if you've got anything else you want to add.

Kind regards

Safeguarding Officer - Infrastructure Professional Services -

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From: DIO ODC-IPS SG2a
Sent: 24 October 2014 16:14
To: DIO ODC-IPS SG2a
Subject: Re: Hill of Lychrobbie DIO19464

This does seem surprisingly vague.

Can you confirm whether there is, or is not, a specific reference to Hill of Lychrobbie in the report of the review of RAF Lossiemouth ATC carried out by RAF 1 Group Safeguarding SMEs in May 2014?

Regards

Wind Harvest Limited

25/06/2015

On 24 Oct 2014, at 15:47, DIO ODC-IPS SG2a
> wrote:

We spoke earlier in the week and you asked if you could have site of the assessment of the impact of the Lychrobbie assessment which came out of the Lossiemouth review.

The RAF have asked me to draw your attention to the following section from the Burn of Whilk assessment previously provided:

“During this visit, the ATC SMEs observed that there was an area of multiple primary radar returns that was constantly changing shape and size in the vicinity of the Burn of Whilk development. These returns cause a significant problem for RAF Lossiemouth Air Traffic Controllers when controlling aircraft inbound to the airfield from the north and north-east, particularly when other aircraft are routing in and out of Tain Range. This impacts on the provision of Air Traffic Services to aircraft operating in the Moray Bowl and the provision of Lower Airspace Service (LARS) in the area. LARS is used to help separate different flying activities and enhance flight safety in a given area. This service is available to any aircraft operating in uncontrolled airspace, from ground level up to 10,000 ft, within a 40 nm radius of Lossiemouth; however, services are often provided under the LARS scheme to aircraft beyond these limits. LARS is regarded as a very important service which is sponsored by the Department for Transport (DfT) and is determined by the Assistant Director Airspace Policy 2 (ADAP2) as key to enhancing the levels of safety of the airspace in an area that can be busy with a mixture of aviation activities.”

This rationale also applies to the Lychrobbie turbines.

Kind regards

Safeguarding Officer - Infrastructure Professional Services - Safeguarding
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