

- xv. Visual reporting points
- xvi. Future airspace and operational requirements
- xvii. Types of service
- xviii. Traffic density
- xix. Existing clutter or windfarms
- xx. Types of aircraft and their characteristics
- xxi. Radar performance
- xxii. ATC complexity
- xxiii. ATC workload
- xxiv. Clutch radar requirements
- xxv. Restricted/danger areas
- xxvi. High ground/sensitive areas
- xxvii. Proximity of adjacent airfields and their traffic patterns and how they might be affected with any potential flow changes/choke points.
- xxviii. Proximity of light aircraft, microflight, glider or para dropping sites
- xxix. Handover points between adjacent ATS providers
- xxx. Entry/exit points to/from the Low Flying System
- xxxi. Any relevant Letters of Agreement or Memoranda of Understanding with airspace users or ATS providers.

4. HQ 1 Gp has taken all of these factors into consideration in assessing the High Moor Farm development.

Location	Affected Radar	Operations Affected	DIO No.
High Moor Farm	Leeming and Linton on Ouse PSR	RAF Leeming and Linton on Ouse	22325

Close examination of the proposal has indicated that the proposed turbine(s) would have a significant and detrimental affect on operations and on the provision of ATS at **RAF Linton on Ouse**. MOD therefore has concerns with the development at High Moor Farm. The reasons for this objection include:

- a. Traffic patterns – impact of turbines to RW03 Radar Training Circuit

5. Research into technical mitigation solutions is currently ongoing and the developer may wish to consider investigating suitable mitigation solutions.

[Faint, illegible text and markings, possibly bleed-through or a stamp]

RAF Linton-on-Ouse (1950-1959)
RAF Leeming (1960-1969)