

**From:** Air-1Gp-BM ATM Infra SO3  
**Sent:** 23 October 2014 12:36  
**To:** DIO ODC-IPS SG2a  
**Subject:** RE: Hill of Lychrobbie DIO 19464

The paragraph below was taken from an earlier response to [redacted] which explained the operational impact that is experienced by RAF Lossiemouth ATCO's from Burn of Whilk. His proposed development is geographically similar and so the operational impact would be the same.

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 10,000ft, within a 40nm 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.

Regards

Air 1Gp BM ATM Infra SO3

Civ: [redacted] Mil: [redacted]

**From:** DIO ODC-IPS SG2a  
**Sent:** 20 October 2014 12:01  
**To:** Air-1Gp-BM ATM Infra SO3  
**Subject:** Hill of Lychrobbie DIO 19464

[redacted] Safeguarding Officer - Infrastructure Professional Services - Safeguarding  
DIO Operations Development and Coherence  
**Defence**  
**Infrastructure**  
**Organisation**  
Hi [redacted]

I took a call from [redacted] this morning. Aware that a review of potential turbine developments around Lossiemouth has been carried out, and assuming that conclusions about the impact of Hill of Lychrobbie would have been drawn as a result of this review, he wonders whether we would be able to let him have sight of our operational impact assessment of his development.

25/06/2015

Thanks and regards

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

**Telephone:** | **MOD Telephone:** | **Fax:**

**Email:**

**Website:** [www.gov.uk/mod-safeguarding](http://www.gov.uk/mod-safeguarding)