

**PIR: ACP-2011-02 GREATER WASH AND HUMBER GATEWAY TRANSPONDER MANDATORY ZONES (TMZ)**

**Humber Gateway TMZ – effective 1<sup>st</sup> May 2014**

Windfarms:

- Westermost Rough
- Humber Gateway

Review period: 2 years from date of implementation (1 May 2014 – 30<sup>th</sup> April 2016)

Data was requested for 6-month intervals post implementation, and shows 4 incidents in total as shown in Table below:

	01/05/2014-31/10/2014	01/11/2014 – 30/04/2015	01/05/2015-31/10/2015	01/11/2015 – 30/04/2016	Total post-implementation
Transit approved of non-transponding aircraft <sup>1</sup>	0	0	0	1	1
Aircraft avoiding TMZ - lack of transponder	0	0	0	0	0
TMZ infringements <sup>2</sup>	3	0	0	0	3

*<sup>1</sup>Transit approved of non-transponding aircraft*

11/12/2015 – Clearance through TMZ given for █████ helicopter with unserviceable transponder. Clearance was requested through the TMZ, this was approved and co-ordinated with LATCC Mil as per the LOA, and then did the same again when it came back in to Humberside. All went smoothly with no issues.

*<sup>2</sup>Recorded infringements:*

07/05/14 – Believed to be an █████. Infringement could not be confirmed (ie aircraft not traced, and no Mode C so could have been above the TMZ) but entered the lateral confines of the TMZ twice. Helicopter given Avoiding Action twice to maintain required Deconfliction Minima.

05/08/14 – Slow moving. Not traced at the time. Later believed to be a home-built microlight known to have routed from Belgium to EGPC (Wick).

04/09/14 – █████, one of a group of three light a/c routing from EGNW to EGSH. Pilot aware of TMZ. No longer in formation with leading two, but forgot to turn transponder back on.

**Implementation Date:**

In the Decision Letter the date for implementation was 02/05/13. This was delayed until 01/05/2014 due to delays in Windfarm Construction. TMZs not required until PSR blanking applied, and this was only implemented immediately prior to turbines first turning.

**Communication to Stakeholders:**

North Sea Helicopter operators were briefed at Southern North Sea safety meetings and by e-mail. NOTAM and AICs considered sufficient for other airspace users. As TMZs were subject to an LOA with LATCC Mil, it was assumed that they would brief military airspace users.

## Greater Wash TMZ – effective 13<sup>th</sup> October 2016

Windfarms:

- Race Bank
- Triton Knoll
- Dudgeon
- Sheringham Shoal

Review period: 2 years from date of implementation (13 October 2016 – 12<sup>th</sup> October 2018)

	13/10/2016- 12/04/2017	13/04/2017 – 12/10/2017	13/10/2017- 12/04/2018	13/04/2018 – 12/10/2018	Total post- implementation
Transit approved of non-transponding aircraft <sup>1</sup>	0	0	0	0	1
Aircraft avoiding TMZ - lack of transponder	0	0	0	0	0
TMZ infringements <sup>2</sup>	0	0	0	0	0

NATS Comment:

There are no reported instances of aircraft having to avoid the airspace. There will have been a small number of approved transits, but there are no records of these. Whilst not common, it would be routine and not the sort of thing controllers would report on. As the Greater Wash TMZ is not near the coast, the only aircraft likely to be out there without a transponder are military.

Implementation Date:

In the Decision Letter the date for implementation was 02/05/13. This was delayed until 13/10/2016 due to delays in Windfarm Construction. TMZs not required until PSR blanking applied, and this was only implemented immediately prior to turbines first turning.

Communication to Stakeholders:

North Sea Helicopter operators were briefed at Southern North Sea safety meetings and by e-mail. NOTAM and AICs considered sufficient for other airspace users. As TMZs were subject to an LOA with LATCC Mil, it was assumed that they would brief military airspace users.