

Witness Reference Number SWFL7.1

Electricity Act 1989 (Sections 36, and Schedule 8)
Town and Country Planning Act 1990 (Section 90)
The Electricity Generating Stations and Overhead Lines (Inquiries Procedure)
(England and Wales) Rules 2007

Public Inquiry to consider Section 36 Electricity Act 1989 Application by
Steadings Wind Farm Ltd for consent and deemed planning permission to
construct and operate a wind farm at Kirkwhelpington, Northumberland
(Known as Steadings)

SUMMARY PROOF OF EVIDENCE OF

ROBERT MICHAEL TROTT BA (Hons)

AVIATION

MARTAIR LTD on behalf of Steadings Wind Farm Ltd

BERR Reference: GDBC/001/00278C

Tynedale Council Reference: 20060540

Northumberland Council Reference: 06/00023/CPC

11th January 2008 for Inquiry starting 15 January 2008

1. Qualifications and Experience

1.1 I am Robert Michael Trott BA (Hons), and have been involved, either indirectly or directly in aviation for over 46 years, covering both military and civil areas of Air Traffic Control and aircrew. My degree is in Systems and System Failures.

1.2 Full details are covered in Section 1 of my Proof of Evidence

2 Purpose and Scope of Evidence

2.1 I have been engaged by Steadings Wind Farm Ltd (SWFL) to assist in consideration of various aviation aspects of what is now a proposal for Wind Turbines to be erected near Kirkwhelpington in Northumberland.

2.2 Section 2 of my main proof sets out the scope of evidence

3 Objections

3.1 SWFL's present understanding of, and responses to, the objections of NIA, the MOD, and NERL are set out in the draft aviation report. I highlight these comments along with those from eleven members of the public in Section 3 of my Proof, and address them in section 7.

4 Air Traffic Service Unit Operations

4.1 In section 5 of my Proof, complementary to the detail in the draft aviation report, I detail simplistically how Air Traffic Control works, and what impact any radar clutter might have on radar operations, whilst in Section 6 I assess the relevance of this potential to the objectors.

4.2 A detailed analysis is given, which when read in conjunction with the draft aviation report, leads to an assessment in Section 7 that whilst potential for clutter may exist, the operational significance is minimal and all the objecting Air Traffic Service Providers:-

Newcastle International Airport
RAF Spadeadam
NATS En Route Ltd

can continue to operate appropriately.

5 Conclusion

- 5.1 Separately, and cumulatively, Steadings Wind Farm have potential to paint on the primary radar displays at the three objecting Air Traffic Units.
- 5.2 No other aspects of the Air Traffic Operation are affected.
- 5.3 Sources of radar data that are not susceptible to potential clutter from Steadings are already available.
- 5.4 Operational techniques can be adapted to avoid the area if necessary, and for the great majority of the time in the case of NIA this would not be needed.
- 5.5 The consequence of the above means that irrespective of technical measures which may limit the potential effects of clutter, alternative methods can ensure that operations can continue appropriately and safely .