Morven South Offshore Wind Array Project

Environmental Impact Assessment Report

Volume 3, Annex 15.2: Aviation (Military and Civil) Shared IFP Assessment

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TTRPSEL	**Morven Offshore Wind Limited**

Aberdeen Airport – Morven North Offshore Wind Array Project and Morven South Offshore Wind Array Project

Safeguarding of Instrument Flight Procedures

Date: 10/04/2025
Author: Chris Latus
Revision: Issue 1.2
Osprey Ref: 71757-006

Harston Mill, Royston Road, Harston, Cambridge, CB22 7GG
01172 422 533/ enquiries@ospreycsl.co.uk
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APD	Osprey CSL	Chris Latus
IAPD	Osprey CSL	Sam Shuttlewood
Design Authority	Osprey CSL	Mark Wakeman

Date: Tetra Tech RPS Energy Limited
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Executive Summary

Osprey CSL has been commissioned by Tetra Tech RPS Energy Limited to assess the potential impact of two proposed Offshore wind farm developments named Morven North Offshore Wind Array Project and Morven South Offshore Wind Array Project (hereafter, Morven North and Morven South) on the published Instrument Flight Procedures (IFPs) that serve Aberdeen Airport.

The findings are as follows:

IFPs

The proposed wind farms, Morven North and Morven South, will have no effect on the published IFPs for Aberdeen Airport.

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1 Introduction

1.1 Background

Osprey CSL has been commissioned by Tetra Tech RPS Energy Limited to assess the potential impact of two proposed Offshore Wind Farm developments named Morven North and Morven South on the published Instrument Flight Procedures (IFPs) that serve Aberdeen Airport.

1.2 Scope of the Assessment

This report assesses the development in relation to the IFPs and has been completed with the use of the Airport's AD 2 – EGPD sourced from the UK AIP, AIRAC 04/2025, effective date 17th April 2025.

1.3 Proposed Development Site Location & Details

1.3.1 Location

The array site boundaries for both Morven North and Morven South were provided to Osprey[1]. The KML data was converted and imported into the AutoCAD WGS84 model.

Figure 1 – Combined Morven Wind Farm

[1] Via email provided by Tetra Tech RPS on 20/02/25 14:30

The closest point of Morven North to the Aberdeen Airport Aerodrome Reference Point (ARP) is 74.29 kilometres (km) or 40.11 Nautical Miles (NM).

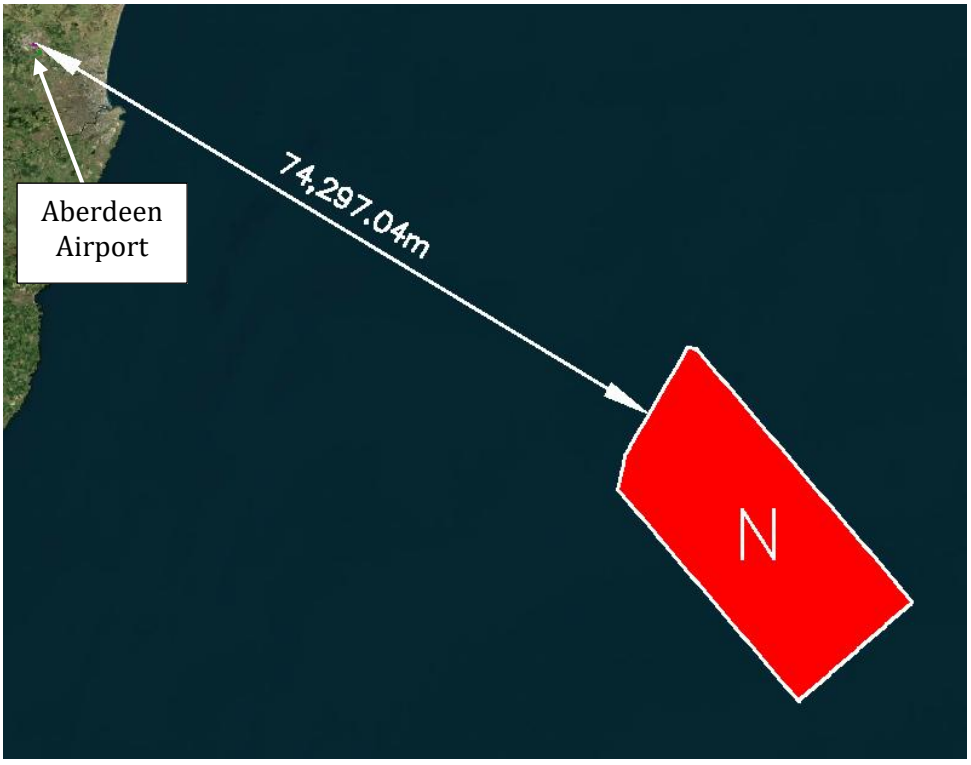

Figure 2 – Morven North Wind Farm in relation to Aberdeen Airport

The closest point of Morven South to the Aberdeen Airport ARP is 104.43 km or 56.39 NM.

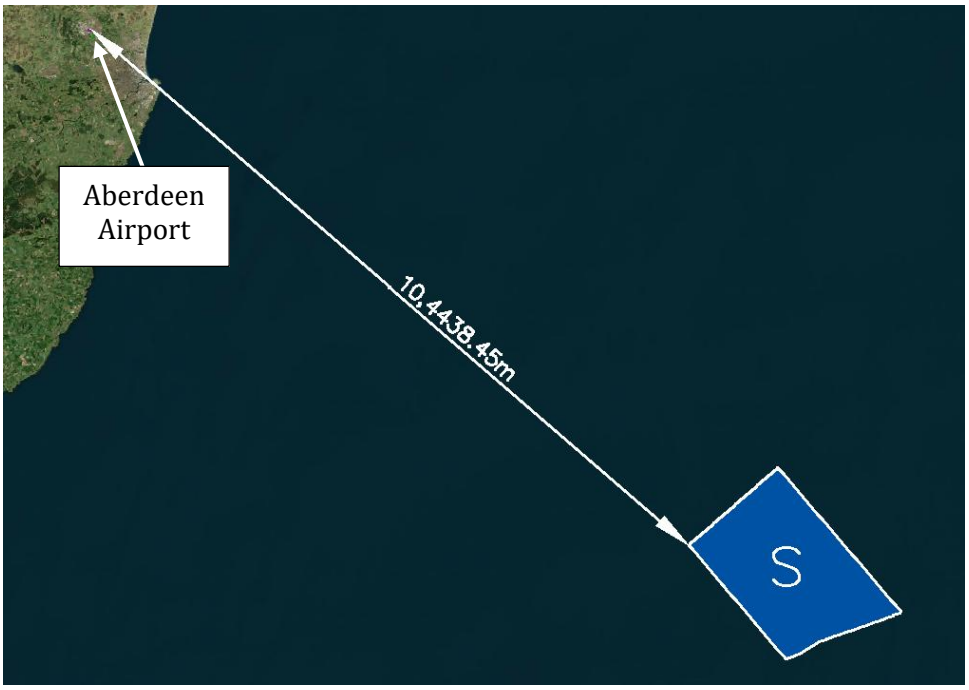

Figure 3 – Morven South Wind Farm in relation to Aberdeen Airport

1.3.2 Elevation

The turbine array development boundaries for both Morven North and Morven South have a fixed elevation of 363m Above Mean Sea Level (AMSL) for the purpose of the IFP assessment The accurate maximum tip height is confirmed to be 363m Lowest Astronomical Tide (LAT); however, as this equates to a value less than 363m AMSL, and as elevations in aviation are referenced to sea level, the value of 363m (1191ft) AMSL is used for assessment.

1.4 Copyright

2 Instrument Flight Procedure Assessment

2.1 IFP Assessment

The ATCSMAC and IFPs assessed are as follows:

AIRAC 04/2025 Effective 17th April 2025

- AD 2.EGPD-5-1 ATC SURVEILLANCE MINIMUM ALTITUDE CHART (17 Apr 25);
- AD 2.EGPD-5-2 ATC SURVEILLANCE MINIMUM ALTITUDE TEXT (03 MAR 16);
- AD 2.EGPD-8-1 ILS/DME RWY 16 (26 Dec 24);
- AD 2.EGPD-8-2 LOC/DME RWY 16 (26 Dec 24);
- AD 2.EGPD-8-3 VOR/DME RWY 16 (26 Dec 24);
- AD 2.EGPD-8-4 ILS/DME RWY 34 (26 Dec 24);
- AD 2.EGPD-8-5 LOC/DME RWY 34 (26 Dec 24);
- AD 2.EGPD-8-6 VOR/DME RWY 34 (26 Dec 24);
- AD 2.EGPD-8-7 NDB(L)/DME RWY 34 (26 Dec 24).

2.1.1 ATCSMAC

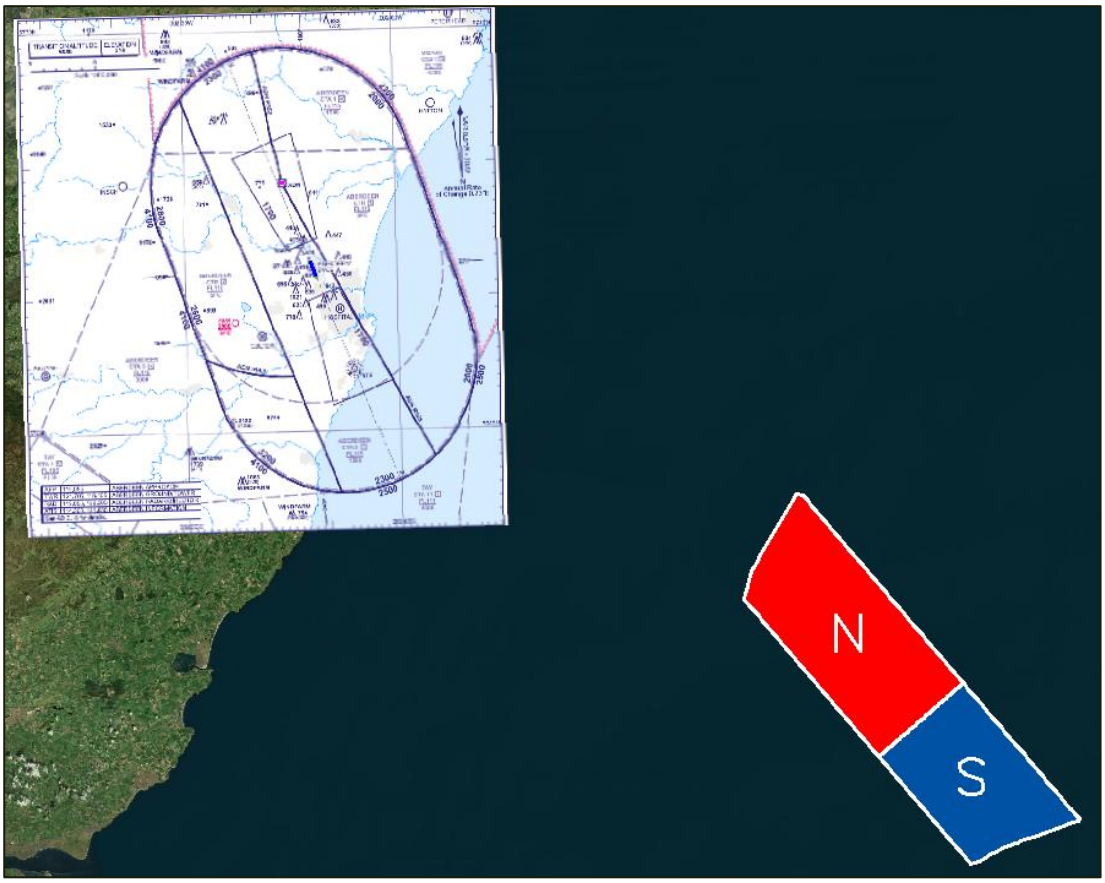

Figure 4 – ATCSMAC

Morven North and Morven South lie outside of the lateral buffer of the ATCSMAC, which is 5 Nautical Miles (NM).

Both wind farms need to be considered against the Minimum Sector Altitude (MSA) associated with the ATCSMAC.

As identified in Section 2.1.11, both wind farms lie outside the MSA predicated on the Aerodrome Reference Point (ARP).

Morven North – No Impact.

Morven South – No Impact.

2.1.2 ILS/DME RWY 16

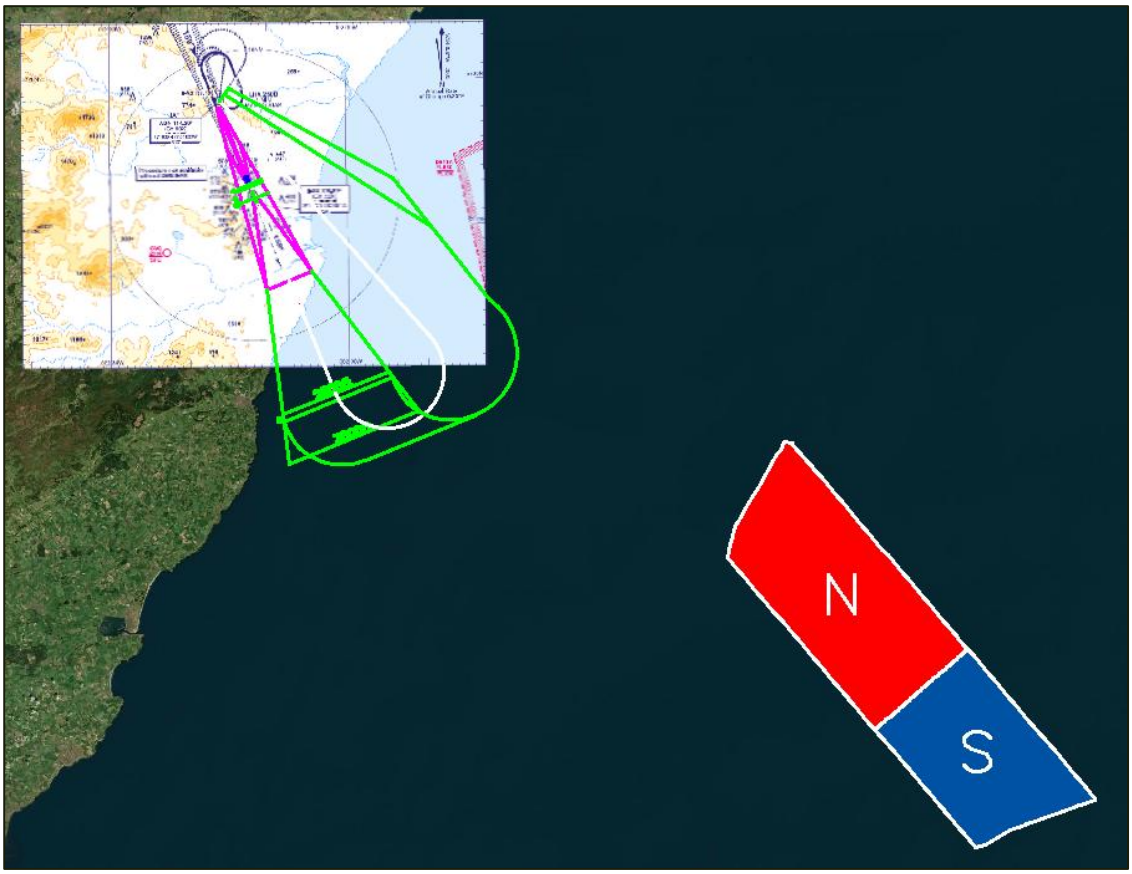

Figure 5 – ILS/DME RWY 16

Morven North and Morven South lie outside of the protection areas associated with the procedure, including the Initial and Intermediate Approach, the ILS Obstacle Assessment Surfaces (OAS), and the Missed Approach and Radio Communications Failure (RCF) procedure.

Morven North – No Impact.

Morven South – No Impact.

2.1.3 LOC/DME RWY 16

The LOC/DME procedure shares common and similar protection areas to that of the ILS/DME procedure which have previously been assessed, see Section 2.1.2.

Morven North – No Impact.

Morven South – No Impact.

2.1.4 VOR/DME RWY 16

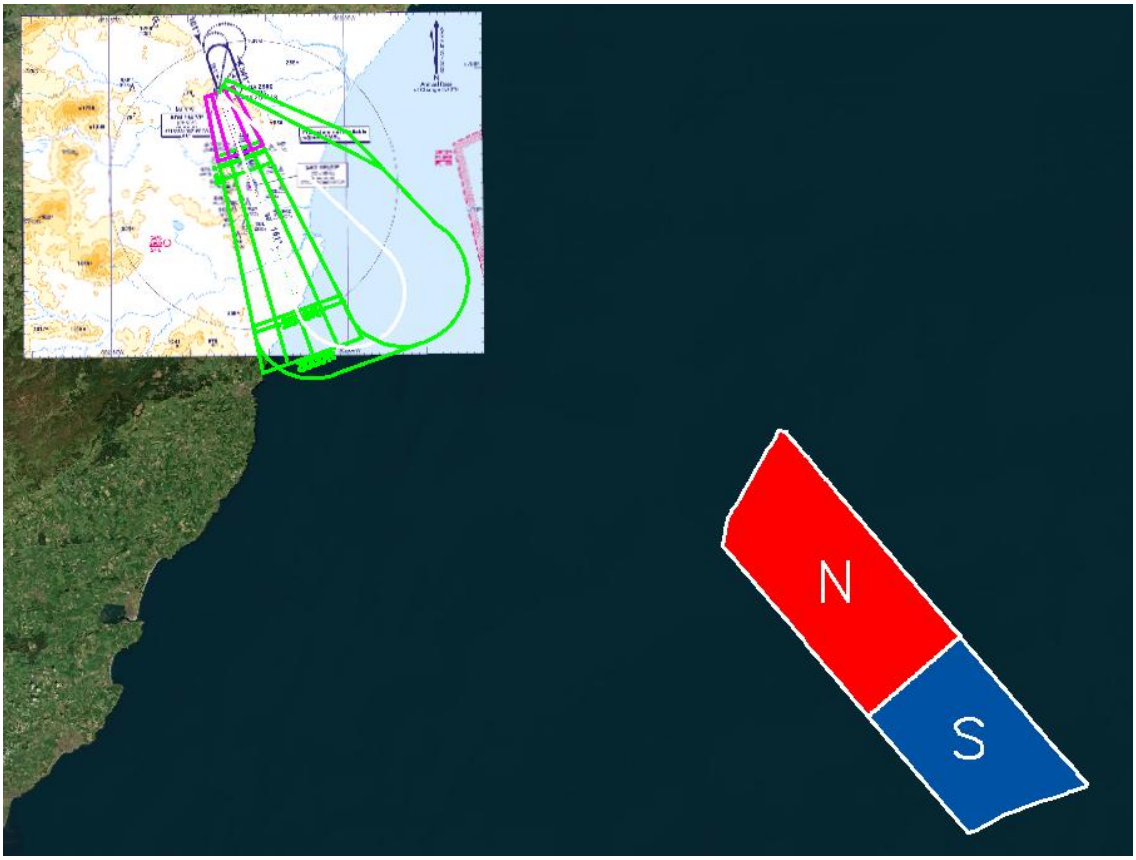

Figure 6 – VOR/DME RWY 16

Morven North and Morven South lie outside of the protection areas associated with the procedure, including the Initial Approach, Intermediate Approach, Final Approach and the Missed Approach and RCF procedure.

Morven North – No Impact.

Morven South – No Impact.

2.1.5 ILS/DME RWY 34

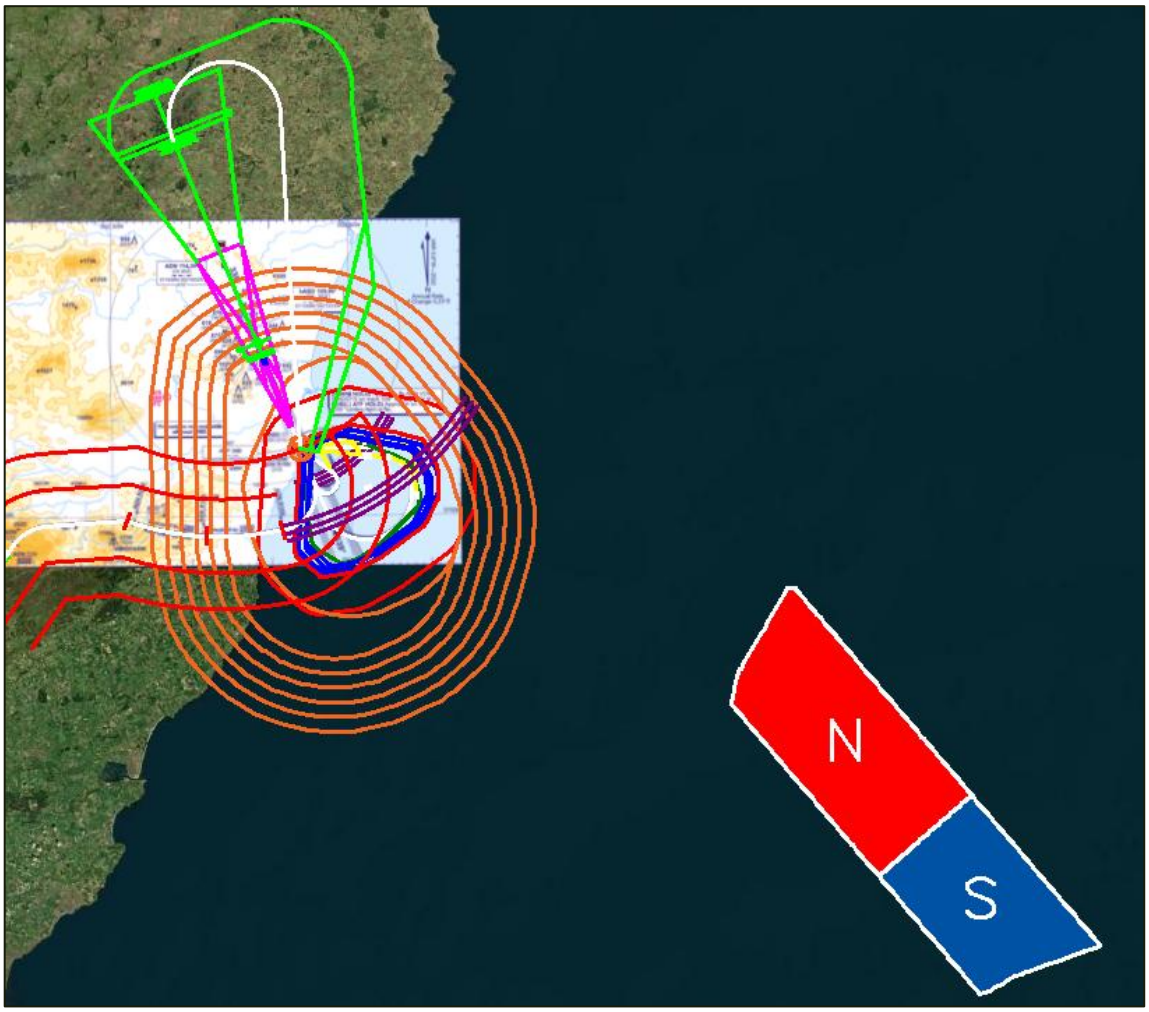

Figure 7 – ILS/DME RWY 34

Morven North and Morven South lie outside of the protection areas associated with the procedure, including the Direct Arrival, Initial and Intermediate Approach, ILS OAS, Missed Approach, RCF procedure and Hold*.

*Note: The Hold overhead the NDB(L) ATF is constructed and shown. The Hold at point 'DOWNI', ADN VOR R160/15D, is not shown but will be unaffected.

Morven North – No Impact.

Morven South – No Impact.

2.1.6 LOC/DME RWY 34

The LOC/DME procedure shares common and similar protection areas to that of the ILS/DME procedure which have previously been assessed, see Section 2.1.5.

Morven North – No Impact.

Morven South – No Impact.

2.1.7 VOR/DME RWY 34

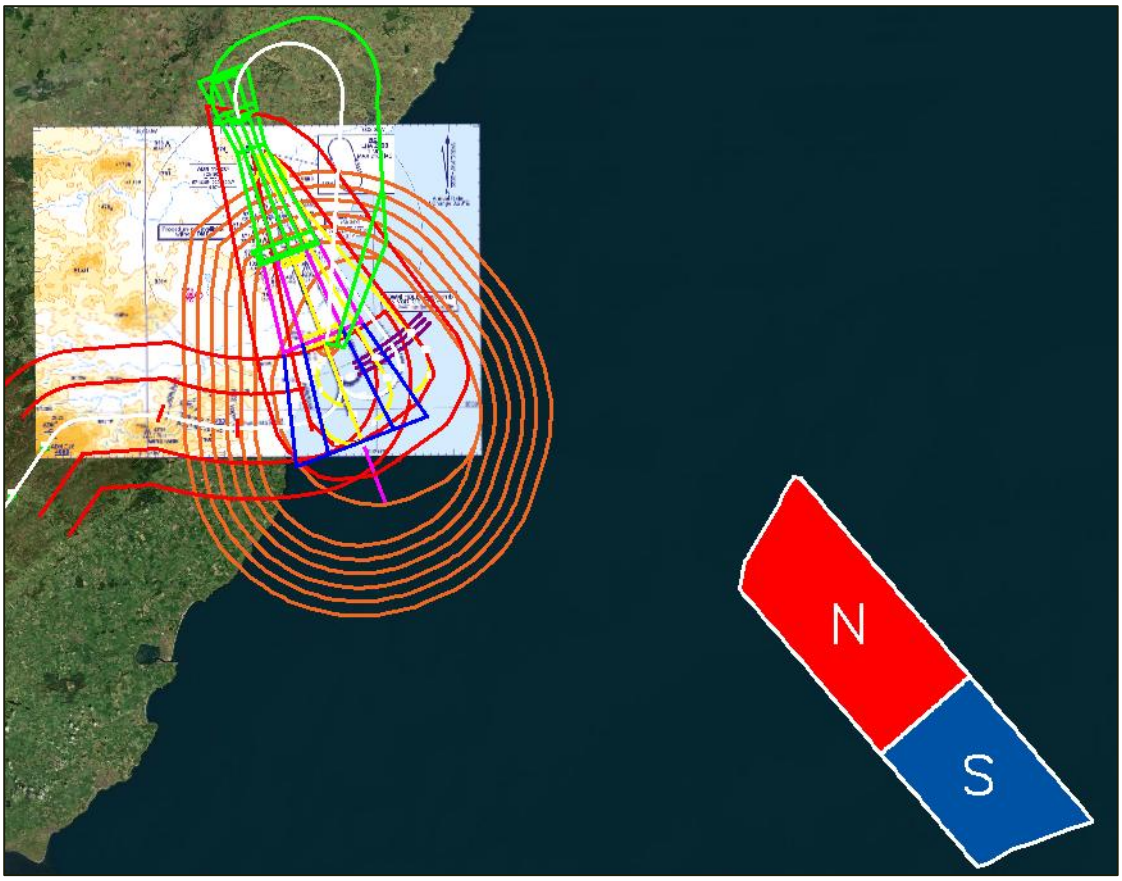

Figure 8 – VOR/DME RWY 34

Morven North and Morven South lie outside of the protection areas associated with the procedure, including the Direct Arrival, Initial Approach, Intermediate Approach, Final Approach, Missed Approach, RCF procedure and Hold*.

*Note: The Hold overhead the NDB(L) ATF is constructed and shown. The Hold at point 'DOWNI', ADN VOR R160/15D, is not shown but will be unaffected.

Morven North – No Impact.

Morven South – No Impact.

2.1.8 NDB(L)/DME RWY 34

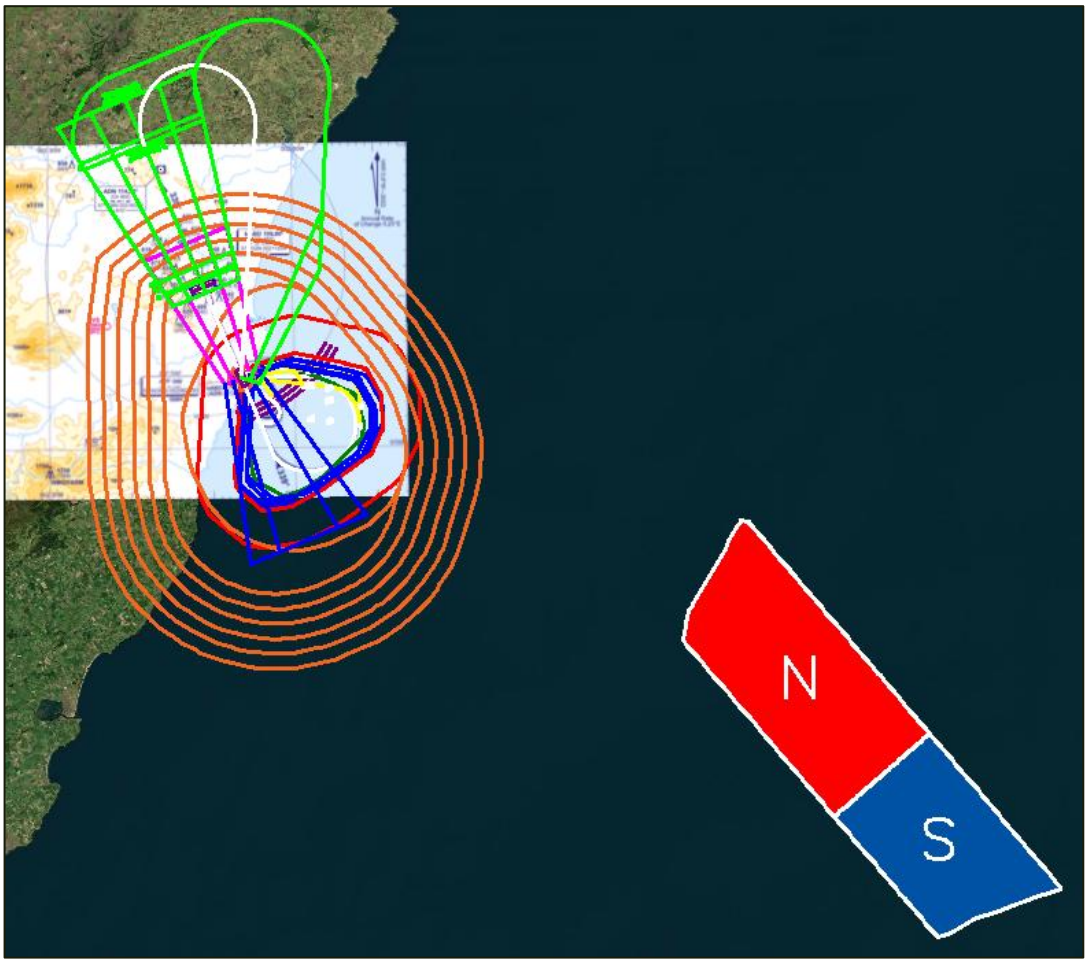

Figure 9 – NDB(L)/DME RWY 34

Morven North and Morven South lie outside of the protection areas associated with the procedure, including the Initial Approach, Intermediate Approach, Final Approach, Missed Approach, RCF procedure and Hold.

Morven North – No Impact.

Morven South – No Impact.

2.1.9 Circling

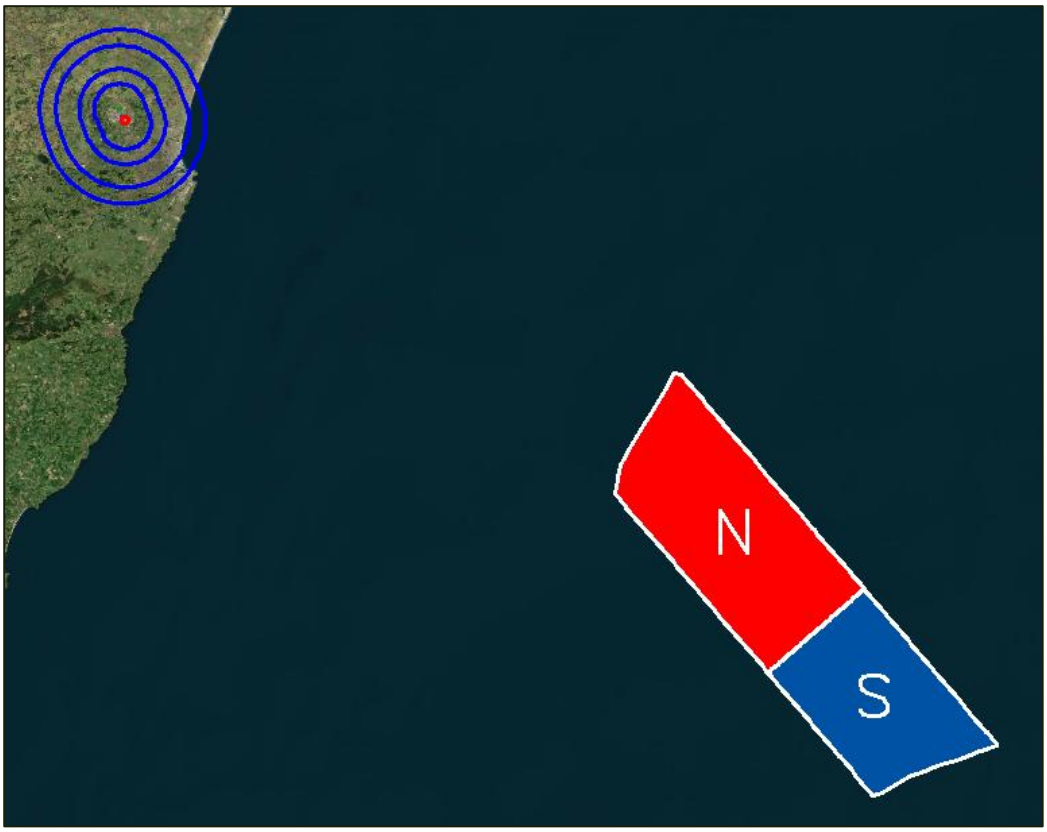

Figure 10 – Circling

Morven North and Morven South lie outside the lateral confines of the circling areas for Aircraft Categories A, B, C and D.

Morven North – No Impact.

Morven South – No Impact.

2.1.10 Holding

As analysed in the Instrument Approach Procedures, Morven North and Morven South lie outside all the holding / racetrack protection areas and their associated buffers – therefore would not affect any of the Holds for Aberdeen Airport.

Morven North – No Impact.

Morven South – No Impact.

2.1.11 Minimum Sector Altitude (MSA)

Morven North and Morven South lie outside of the lateral extent of the MSA ARP, MSA NDB(L) ATF and MSA VOR ADN areas:

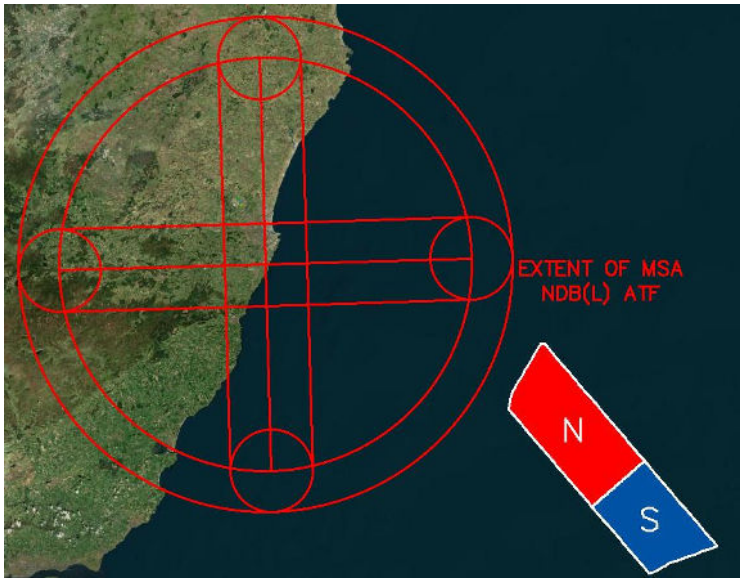

Figure 11 – Combined Morven North and Morven South Wind Farm and MSA NDB(L) ATF

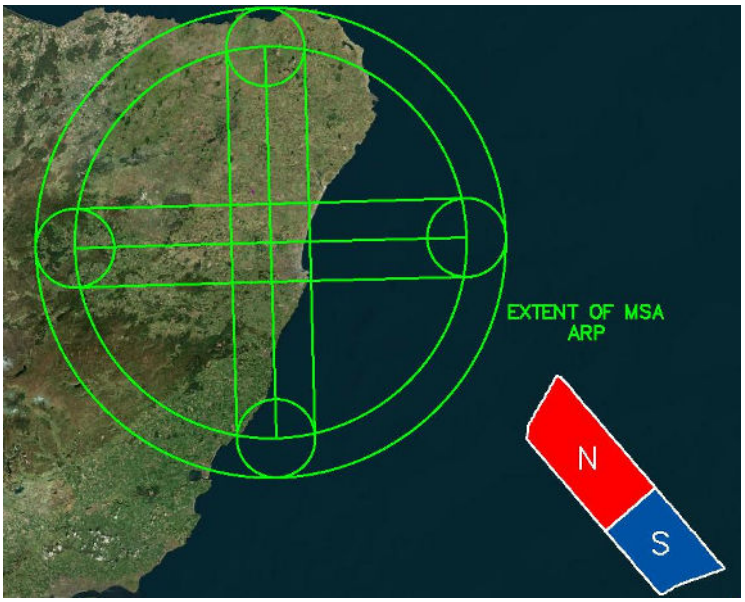

Figure 12 – Combined Morven North and Morven South Wind Farm and MSA ARP

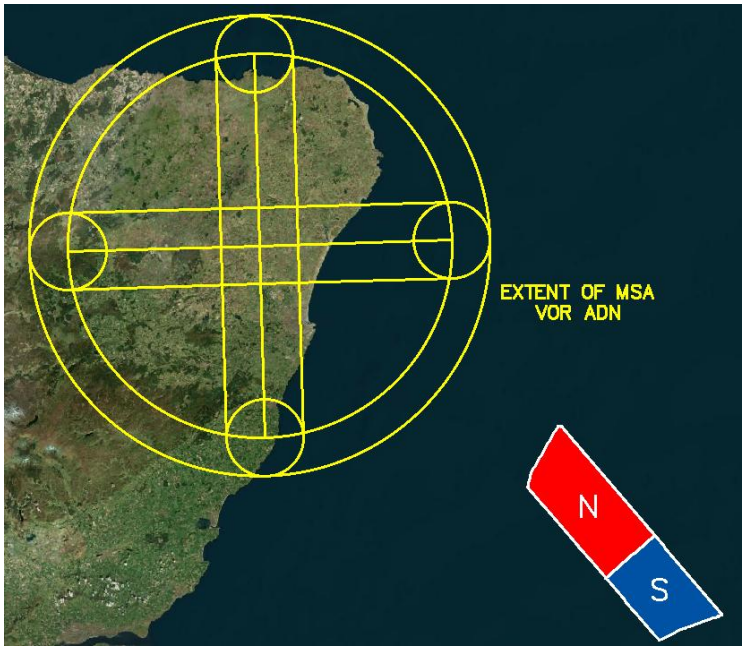

Figure 13 – Combined Morven North and Morven South Wind Farm and MSA VOR ADN

Morven North – No Impact.

Morven South – No Impact.

2.1.12 Visual Segment Surface

Morven North and Morven South lie outside the obstacle protection areas associated with the Visual Segment Surfaces.

Morven North – No Impact.

Morven South – No Impact.

3 Summary

The proposed wind farms, Morven North and Morven South, will have no effect on the published IFPs for Aberdeen Airport.