

From: [REDACTED] (UK)
To: [Mona Offshore Wind Project](#)
Cc: [REDACTED] (UK)
Subject: Application by Mona Offshore Wind Limited ("the Applicant") for an Order granting Development Consent for the proposed Mona Offshore Wind Farm ("the Proposed Development") (PINS ref. EN010137)
Date: 12 June 2025 17:05:08
Attachments: [image001.jpg](#)
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BAE SYSTEMS PROPRIETARY

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Dear Sir or Madam,

We write further to the letter dated 29 May 2025 in respect of the above Application which was sent on behalf of the Secretary of State for Energy Security and Net Zero ("the Secretary of State") and addressed to "All Interested Parties".

Whilst BAE Systems is not an Interested Party in respect of the examination of the Application, it is the operator of Warton Aerodrome and the party to whom the Defence Infrastructure Organisation ("DIO") is required to defer in respect of matters concerning the Primary Surveillance Radar ("PSR") which is the subject of Requirement 23.

As you will be aware, the Secretary of State's letter (request for information) dated 12 May 2025 (at point 15) invited the DIO to comment on the wording of Requirement 23 (as included in the Applicant's final draft Development Consent Order ("dDCO")). The DIO's response dated 23 May 2025 confirms as follows:

1. that the Applicant's proposed requirement wording is not agreed;
2. that the Applicant's mitigation proposal with regard to the PSR at Warton Aerodrome – which mitigation Requirement 23 serves to secure – is currently being assessed by BAE Systems; and
3. that the objection of the Ministry of Defence to the Proposed Development must remain in place until BAE Systems' assessment of the Applicant's mitigation proposal has been completed and the conclusion drawn that the mitigation is operationally viable.

In follow up, you will also be aware that the Secretary of State has issued a second request for information (dated 30 May 2025) in which (at point 9) the Applicant is asked to provide confirmation that it has reached agreement with the DIO and BAE Systems regarding the wording of Requirement 23 – the Applicant having made submissions in respect of BAE Systems' preferred (alternative) wording for Requirement 23 (see the Applicant's response to the Secretary of State's letter dated 12 May 2025, PINS ref. C1-008b). The Secretary of State has set a deadline of 23 June 2025 for this confirmation to be provided.

Given the above context, we consider it important to make submissions directly to the Secretary of State outlining the workstreams which BAE Systems is currently engaged in, as well as its ongoing liaison with the DIO and the Applicant, with a view to reaching a settled position in respect of the PSR at Warton Aerodrome.

BAE Systems met with the DIO yesterday (11 June 2025) in order to discuss its preferred (alternative) wording for Requirement 23 which the Applicant is proposing be revised, as well as the current status of the operational assessment of the Applicant's

mitigation proposal in respect of the PSR at Warton Aerodrome. Mindful of the Secretary of State's 23 June deadline, BAE Systems intends to meet and to have discussions with the Applicant in respect of both of these matters on 13 June 2025. With regard to Requirement 23 in particular, BAE Systems' preferred (alternative) wording has already been agreed and included in the dDCO for the Morecambe Offshore Wind Farm (PINS ref. EN010121), save for an additional limb to the Requirement concerning wind turbine shutdown in the event of the final/approved mitigation solution failing after its implementation. This additional limb remains a 'live' issue which will be a point for discussion at the forthcoming meeting between BAE Systems and the Applicant. However, BAE Systems is concerned to ensure consistency between the PSR related Requirements which are included in the dDCOs for the Mona, Morecambe and Morgan (PINS ref. EN020028) Offshore Wind Farm Projects – principally because there is the potential for the final mitigation solution/s required to be implemented to be common across all three Projects.

Requirement 23 is the only Requirement included in the dDCO for the Proposed Development which is of specific relevance to BAE Systems. There are no Requirements concerning Air Traffic Services ("ATS") at BAE Systems' Walney or Warton Aerodromes (unlike at Blackpool, Isle of Man and Liverpool John Lennon Airports – see Requirements 24 to 27), it not having been made clear during the examination of the Application for the Proposed Development that there was the potential for ATS at the Aerodromes to be adversely affected. However, in recent weeks (on 8 and 21 May 2025), the Applicant has delivered various safeguarding reports to BAE Systems assessing the impact of the Proposed Development on ATS at both Aerodromes – specifically Minimum Sector Altitude ("MSA") and Instrument Flight Procedures ("IFP") (Walney Aerodrome only; the MSA/IFP assessment for Warton Aerodrome is still awaited from Sagentia Aviation) and navigation aids and radio communications (Walney and Warton Aerodromes).

The above-mentioned safeguarding reports are currently being reviewed in detail by BAE Systems. In the event of an adverse impact on any aspect of ATS arising from the Proposed Development (whether alone or in combination with another project/s), it will be necessary for appropriate mitigation to be secured and for an additional Requirement to be included in the dDCO. This mirrors the approach taken in respect of the Morecambe and Morgan Offshore Wind Farms and, in order to ensure the robust and proper protection of its interests, BAE Systems must insist upon the same approach being taken here. We confirm that an update regarding the need for (and the wording of) a Requirement in respect of ATS at either Walney or Warton Aerodrome (or both) will be provided at (or before) the Secretary of State's 23 June deadline. However, brief scrutiny of the various safeguarding report conclusions confirms that there will be adverse impacts which will require mitigation and lends support therefore to the inclusion of an ATS-specific Requirement for both Aerodromes in the dDCO.

Walney and Warton Aerodromes are considered "critical national infrastructure", providing essential services to support national security. The Proposed Development cannot impede the Aerodromes in fulfilling this crucial function or compromise their ability to deliver, on an uninterrupted basis, national sovereign defence capabilities, safe airport operational and air traffic services that are fit for purpose for both civil and military aircraft operations, and the Aerodromes' respective flying requirements and national defence programmes.

Should clarification of any of the points raised in this email be required, please do not hesitate to let us know.

Kind Regards,

[REDACTED]
AM(MF)/AM(Aerodrome/Head of Flying (Air) UK,
Flight Operations
Integrated Test and Evaluation Centre of Excellence
Design Development Test and Evaluation Service Delivery Unit

Skype: [REDACTED] | Email: [REDACTED]@baesystems.com
Flight Operations Warton W454B

Advance notice of leave:

BAE Systems (Operations) Ltd
Registered Office: Victory Point, Lyon Way, Frimley, Camberley, Surrey, GU16 7EX, England
Registered in England & Wales No: 1996687
www.baesystems.com

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