

Mike Hale
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23 December 2022
Ref Windfarms/Craiginmoddie

Dear Mike,

Proposed Obstacle Lighting Scheme for Craiginmoddie Wind Farm

Reference: Craiginmoddie Wind Farm Updated Brief, e-mailed 6 December 2022

1. Thank you for the e-mail at reference. The attached report discusses the proposed obstacle lighting plan for the Craiginmoddie Wind Farm. This is a revision to my letter dated 21 December 2022, taking account of the further reduced lighting proposal contained within the brief above.
2. The proposed Craiginmoddie Wind Farm consists of 14 turbines, with tip heights in excess of 150m, which brings them within scope of the Air Navigation Order (ANO) Article 222 obstacle lighting requirements.
3. We have considered the report carefully and take note of the intent to address concerns relating to adverse visual impacts of aviation lighting on non-aviation receptors while ensuring that the lighting installed on the turbines meets air safety requirements.
4. We note the local terrain aspects and some mitigation provided by the provision of infra-red lighting for those operators who carry Night Vision Device capability.
5. Under provisions given in the Air Navigation Order (ANO) Article 222 section 6, the CAA provides for the following variation:
 - medium intensity steady red (2000 candela) lights on the nacelles of turbines T01, T03, T05, T07, T08, T10, T12 and T13;
 - a second 2000 candela light on the nacelles of the above turbines to act as alternates in the event of a failure of the main light;

- the lights on these turbines to be capable of being dimmed to 10% of peak intensity when the lowest visibility as measured at suitable points around the wind farm by visibility measuring devices exceeds 5km;
- infra-red lights to MoD specification installed on the nacelles of turbines T01, T02, T03, T05, T06, T07, T08, T09, T10, T11, T12, and T13.

6. Intermediate level 32 candela lights are not required to be fitted on the turbine towers.

7. If the proposed design of the wind farm changes (other than variations due to micro-siting etc.) this is likely to require a revision to this aviation obstacle lighting variation.

8. Please let me know if you have any further queries.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'AWells', written in a cursive style.

Andy Wells, Manager Rulemaking and Safety Publications