

**Strategy and Policy Group
Windfarm Policy**



Sam Johnson
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RES Group
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23 May 2024
Ref Windfarms / Killean

Dear Sam,

Proposed Obstacle Lighting Scheme for Killean Wind Farm

Reference: Proposed Killean Wind Farm and obstacle lighting e-mail dated 1 May 2024

1. Thank you for the e-mail at reference, which discusses the proposed Killean Wind Farm on Kintyre in Argyll and Bute. The proposed development consists of 9 turbines, with tip heights of 180m above ground level, which brings them within scope of the Air Navigation Order (ANO) Article 222 obstacle lighting requirements.
2. While we appreciate the low volumes of scheduled traffic, we remain concerned about unscheduled low-level traffic operating at night in the area, both civil and military, and therefore we will require visible obstacle lighting for this proposed development.
3. We recognise 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. Therefore, 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 T03, T06, T08, and T09;
 - a second 2000 candela light on the nacelles of the above turbines to act as an alternative in case of failure of the main light (note that both lights should not be lit at the same time);
 - the visible lights on these turbines to be capable of being dimmed to 10% of peak intensity when the visibility as measured at the wind farm exceeds 5km.

Civil Aviation Authority

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- A scheme of infrared lighting to be agreed with the MoD (note that dimming permission is applicable only to visible lights, not infra-red lighting).
5. Intermediate level 32 candela lights are not required to be fitted on the turbine towers.
 6. We note the potential plan to implement an Aviation Detection Lighting System (ADLS) for the visible obstacle lights and would be happy to discuss this further.
 7. If the proposed design of the wind farm changes (other than variations due to micrositing etc.) this is likely to require a revision to this aviation obstacle lighting variation.

Yours sincerely,

Andy Wells
Manager Aviation and Wind Farm Policy