Technical Appendix 4.3: Aviation Assessment

GLENOUTHER WIND FARM, EAST AYRSHIRE EIA REPORT TECHNICAL APPENDIX 4.3: AVIATION ASSESSMENT

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Reservoir House, Gladhouse, Midlothian EH23 4TA
Tel: 01875 830750
E-mail: malcolm@aviatica.co.uk

1. Introduction

1.1 The proposed Glenouther Wind Farm (the Proposed Development) comprises up to five turbines with maximum tip heights of 200 metres above ground level (m agl). The site is approximately 17 km south of Glasgow Airport. The turbine details are as shown in **Table 1**.

Table 1: Glenouther wind farm turbine details					
Turbine No	*Easting*	*Northing*	*Tip height (m agl)*	*Terrain height (m AOD)*	*Tip height (ft amsl)*
1	247580	648865	200	214.5	1360
2	247990	648778	200	218.2	1372
3	248296	649118	200	226.2	1398
4	247852	648363	200	211.1	1349
5	248291	648357	200	212.9	1355

1.2 The purpose of this report is to assess the potential impacts of the Proposed Development on aviation interests. It has been informed by desk-based study and consultation.

2. Scoping Consultation

2.1 East Ayrshire Council (EAC) adopted its Scoping Opinion for the Proposed Development on 11 December 2025. The aviation scoping responses and the Applicant's response to each of these are summarised in **Table 2**.

Table 2: Aviation scoping responses		
Consultee	*Scoping response*	*Where addressed*
Prestwick Airport	Effects on primary surveillance radar (PSR)	Section 6 of this report
	Effects on instrument flight procedures (IFPs) for runway 20	Section 10 of this report
	Potential loss of Very High Frequency (VHF) air-to-ground radio communications	Section 11 of this report
	Aviation lighting	Section 12 of this report
	Cumulative VHF and PSR impact	Sections 6 and 11 of this report
MoD	Effects on military low flying	Scoped out since the Proposed Development is not located in a military low flying area
NATS En Route plc (NERL)	Effects on Lowther Hill and Cumbernauld PSRs	Section 7 of this report
	Effects on Glasgow Terma PSR	Section 8 of this report

3. Scope of assessment

3.1 The scope of the assessment has been guided by the parameters set out in Civil Aviation Authority (CAA) guidance document CAP 764[1], which advises that wind turbines may have impacts if located:

- within 30 km (or greater) of an aerodrome with a surveillance radar facility;
- within airspace coincidental with any published IFPs;
- within 17 km of a non-radar equipped licensed aerodrome with a runway of 1100 m or more;
- within 5 km of a non-radar equipped licensed aerodrome with a runway of less than 1100 m;
- within 4 km of a non-radar equipped unlicensed aerodrome with a runway of more than 800 m;
- within 3 km of a non-radar equipped unlicensed aerodrome with a runway of less than 800 m.

3.2 Other aviation-related infrastructure and operations have been considered as follows:

- en route air traffic control and air defence PSRs within 150 km of the site;
- secondary surveillance radars (SSRs), aeronautical radio navigation beacons and Meteorological Office radars within 20 km of the site;
- parachute dropping, gliding and other recreational aviation sites within 10 km of the site;
- military low flying areas within 10 km of the site;
- lighting requirements for turbines with blade tip heights of 150 m agl or more.

3.3 Review of the aviation baseline through desk-based study shows that:

- there are two aerodromes with a surveillance radar facility within 30 km – Glasgow Airport and Prestwick Airport;
- the site is within the safeguarding area for IFPs associated with Glasgow and Prestwick Airports;
- there are no non-radar equipped licensed aerodromes within 30 km of the site;
- there are no unlicensed aerodromes within 15 km of the site;
- there are no air defence primary surveillance radars within 150 km of the site;
- the NERL air traffic control primary surveillance radar at Lowther Hill is approximately 55 km south-east of the site;
- the NERL air traffic control primary surveillance radar at Cumbernauld is approximately 34 km north-east of the site;
- the NERL secondary surveillance radar (SSR) at Brownsfield is located 18 km north of the site;
- there are no aeronautical radio navigation beacons or Meteorological Office radars within 20 km of the site;
- there are no parachute dropping, gliding or other recreational aviation sites within 10 km of the site;
- the site is not located in a military low flying area.[2]

[1] Civil Aviation Authority, CAA Policy and Guidelines on Wind Turbines, CAP 764, Seventh Edition, December 2025, paragraph 3.6.

[2] Military Aviation Authority (MAA) Regulatory Article 2330: Low Flying, Issue 9, 31 March 2025, paragraphs 3 and 4 provide that the UK Low Flying System consists solely of Class G airspace and does not apply to aircraft "being directed by air traffic

3.4 Radar line of sight modelling has determined that none of the turbines in the Proposed Development will be within line of sight of the NASR-10 PSR at Glasgow Airport or the NERL Brownsfield SSR, due to intervening terrain.

3.5 The scope of the assessment therefore relates to the following aviation interests:

- Prestwick Airport PSR;
- NERL Lowther Hill, Cumbernauld and Glasgow Terma PSRs;
- Glasgow Airport Terma PSR;
- Glasgow Airport IFPs;
- Prestwick Airport IFPs;
- Prestwick VHF air-to-ground radio communications; and
- Aviation lighting requirements.

3.6 Conclusions are set out in Section 13.

4. Guidance and data sources

4.1 The assessment in this technical appendix has been informed by the following aviation guidance and sources of information:

- CAA Policy and Guidelines on Wind Turbines (CAP 764);[3]
- CAA, Air Traffic Services Safety Requirements (CAP 670);[4]
- CAA, Air traffic control surveillance minimum altitude chart (CAP 777);[5]
- International Civil Aviation Organisation (ICAO), Annex 14 to the Chicago Convention, Vol.1;[6]
- ICAO, Doc 8168: Aircraft Operations: Procedures for Air Navigation Services, Volume II − Construction of Visual and Instrument Flight Procedures, Seventh Edition, 2020;[7]
- UK Aeronautical Information Publication (AIP);[8] and
- UK Military AIP.[9]

5. Methodology

5.1 The assessment set out in this technical appendix follows the guidance for assessing aviation impacts set out in CAP 764. Impacts on aviation are not amenable to application of EIA criteria; for those aviation interests predicted to be

control". The Proposed Development is located wholly inside the Class D airspace of the Glasgow Control Zone where all aircraft are under the direction of Glasgow Airport ATC.

[3] Civil Aviation Authority, CAA Policy and Guidelines on Wind Turbines, CAP 764, Seventh Edition, December 2025

[4] Civil Aviation Authority (2019). CAP 670: Air Traffic Services Safety Requirements, Third Issue, Amendment 1/2019. Online. Available at https://publicapps.caa.co.uk/docs/33/CAP670%20Issue3%20Am%201%202019(p).pdf

[5] CAA (2018). Air traffic control surveillance minimum altitude chart. CAP 777. Online. Available at https://publicapps.caa.co.uk/docs/33/CAP777%20SEP18.pdf

[6] International Civil Aviation Organisation (2018). Annex 14 to the Chicago Convention: Aerodromes, Vol.1: Aerodrome Design and Operations. Eighth Edition.

[7] International Civil Aviation Organisation (2020). Doc 8168: Aircraft Operations: Procedures for Air Navigation Services, Volume II − Construction of Visual and Instrument Flight Procedures, Seventh Edition.

[8] NATS (2022). eAIS Package United Kingdom. Online. Available at https://nats.aero/ais.

[9] No 1 Aeronautical Information Documents Unit (2022). UK Military AIP. Online. Available at https://www.aidu.mod.uk/aip/

affected by the Proposed Development, mitigation is proposed and is set out in this appendix.

6. Prestwick Airport PSR

6.1 The Prestwick Airport PSR is a Terma Scanter 4002, which was designed specifically to filter out radar returns from wind turbines while maintaining the plots and tracks of wanted aircraft targets flying overhead. All of the turbines in the Proposed Development will be within line of sight of this radar, therefore their returns will be processed by the radar.

6.2 Experience from other wind farms within line of sight of the Prestwick Terma PSR indicates that its wind turbine filtering will be capable of processing out the returns from a development of five turbines while maintaining the minimum required 90% probability of detection of aircraft flying over the Proposed Development.

6.3 Prestwick Airport's scoping response additionally advised that "where multiple wind farms are in close proximity to each other", there is an increased risk of the radar losing the track of an aircraft as it flies through the airspace overhead the wind farm(s). In the case of the Proposed Development, the closest existing and consented wind farms are in excess of 3.4 km from the Proposed Development. This is expected to be sufficiently far to avoid a risk of unacceptable cumulative impact on the Prestwick PSR.

6.4 Prestwick Airport requires developers of wind turbines within line of sight of its PSR to enter into a commercial agreement to implement the required data processing changes to optimise the radar. The Applicant will enter such an agreement, with implementation of a radar mitigation scheme secured by a suitably worded planning condition should planning permission for the Proposed Development be granted.

7. NERL PSRs

7.1 NERL has advised that the Proposed Development will be capable of detection by the Lowther Hill, Cumbernauld and Glasgow Terma PSRs, resulting in the potential for false plots and reduction of probability of detection of aircraft targets.

7.2 The Glasgow Terma, in addition to its role in mitigating the effects of wind farms on the Glasgow Airport NASR-10 PSR, provides data to the NERL Prestwick Centre for use in mitigating the effects of wind farms on NERL PSRs in certain designated areas.

7.3 Mitigation for the effects of the Proposed Development on all three affected NERL radars is expected to take the form of the application of the inherent capabilities of the Indra 3D radar installed at Lowther Hill. This has multiple electronically-steered beams in elevation, enabling the radar to differentiate between targets at different elevation angles from the radar, as well as in azimuth. Management of the lowest elevation beam or beams of the radar, where wind

turbines are located, can permit aircraft to continue to be displayed by the radar while wind turbine returns are suppressed.

7.4 The cumulative effects of the Proposed Development with operational and consented wind turbines in the vicinity are assessed as not affecting the viability of the expected method of mitigation of effects on NERL radars.

7.5 Implementation of a radar mitigation scheme will be secured by a commercial agreement with NERL and a suitably-worded planning condition.

8. Glasgow Airport Terma PSR

8.1 The function of the Glasgow Airport Terma PSR is to mitigate the effects of wind turbines on the legacy NASR-10 PSR at the airport. However, in the case of the Proposed Development, the NASR-10 will have no line of sight to any of the turbines and therefore will not require mitigation. The Glasgow Terma is calculated to have line of sight to Turbine 3, and possibly marginal line of sight to Turbine 1. However, if the airspace above the Proposed Development is covered adequately by the NASR-10 PSR, there would be no need for the Glasgow Terma to also provide coverage of that airspace.

8.2 In view of the Glasgow NASR-10 PSR having no line of sight to the Proposed Development, there are assessed to be no cumulative impacts on that radar with other operational and consented wind turbines in the vicinity.

9. Glasgow Airport IFPs

9.1 The Applicant has been in consultation with Glasgow Airport on the potential effects of the Proposed Development on the airport's IFPs since 2025. The airport has advised that its IFP filtering tool identifies a potential impact of the Proposed Development on one or more of the Standard Instrument Departures (SIDs).

9.2 The Applicant has commissioned a full IFP Assessment of the Proposed Development from Glasgow Airport's Approved Procedure Design Organisation (APDO) for. Pending the completion of that assessment, Aviatica has carried out a preliminary analysis of the potential for the Proposed Development to affect any of Glasgow Airport's IFPs. This found that:

- the maximum terrain height within 50m of any proposed turbine location (to account for the 50 m micrositing allowance being sought) is 227.4 m (746 ft) amsl. That would dictate a generic IFP procedure minimum of 2400 ft assuming blade tip height (656 ft agl/1402 ft amsl) + 984 ft;
- the current Minimum Sector Altitude (MSA) in the area is 3000 ft which would not be affected by the Proposed Development;
- the current Air Traffic Control Surveillance Minimum Altitude (ATCSMA) in the area is 3000 ft which would not be affected by the Proposed Development;
- the Instrument Landing System/Distance Measuring Equipment (ILS/DME) instrument approach procedure (IAP) to runway 05 has an Initial approach

phase minimum altitude of 2400 ft which the Proposed Development would not affect;

- the Non-Directional Beacon (NDB)/DME IAP to runway 05 has an Initial approach phase minimum altitude of 2400 ft which the Proposed Development would not affect;
- the recent Glasgow Airport Airspace Change Proposal (ACP), involving proposed changes to airspace boundaries and instrument arrival and departure procedures, proposed that runway 05 arrivals would not descend below 3000 ft until established on the final approach centreline, which the Proposed Development would not affect.

9.3 As regards departure procedures, which the Glasgow Airport IFP filtering tool identifies as being potentially affected by the Proposed Development, the worst case in relation to the Proposed Development would be SIDs from Runway 23 (taking off in a south-westerly direction). The basic design of a SID involves calculation of an Obstacle Identification Surface (OIS), consisting of a sloping plane with a gradient of 2.5%, originating at 5m above the Departure End of the Runway (DER) and continuing to the altitude at which the aircraft enters the en route phase of flight. If no obstacle penetrates the OIS, the Procedure Design Gradient (PDG) is defined as the OIS plus Minimum Obstacle Clearance (MOC) of 0.8% of the distance flown, i.e. a total of 3.3%. If obstacles are found to penetrate the OIS, the PDG is then defined as the gradient to the top of the obstacle, plus 0.8% MOC.

9.4 Applying an impossible worst case scenario[10] of a straight line track from the DER to Turbine 3 of the Proposed Development, that distance is 16.74 km. The origin of that track at the DER is at an elevation of 31 m AOD. At a distance of 16.74km from the DER the elevation of the 2.5% OIS is therefore 449.5 m AOD. The blade tips of T3 will reach a maximum elevation of 427.4m AOD (based on the highest terrain elevation within 50 m of the proposed location for T3). It is concluded that none of the turbine blade tips in the Proposed Development will infringe the OIS of runway 23 departures, therefore there would be no requirement to alter the minimum PDG of 3.3% on account of the Proposed Development.

9.5 The above analysis is based on the regulatory minimum PDG of 3.3%. However, none of the current or proposed SIDs from runway 23 have a PDG as low as 3.3%. The current runway 23 SIDs via FENIK (to the south-east of the airport) require a 5.8% gradient to 6000 ft;[11] the ACP proposed SIDs via GREAN and BEEFY have a climb gradient of 7%.[12]

9.6 Effects on IFPs are driven solely by the single highest structure or terrain within the IFP obstacle assessment area. Therefore, there is no cumulative impact on IFPs. It is expected that the consented Moorshield development, on construction, will become the highest structure within 5 km of the Proposed Development.

[10] The internationally-regulated design of SIDs applies more stringent criteria to turning departures and turns are not permitted until reaching specified heights beyond the DER. A direct track from the DER of Runway 23 at Glasgow to Glenouther T3 would require a turn through 54°.

[11] UK AIP AD 2.EGPF-6-2 and AD 2.EGPF-6-3, 14 May 2026.

[12] Glasgow Airport, Airspace Change Proposal Stage 3 Consultation Document, Annex 1: Technical details of the proposed procedures, October 2025, Figure 2.

Consequently there is assessed to be no cumulative effect on Glasgow Airport IFPs from the Proposed Development.

9.7 It is concluded that the formal assessment of the effects of the Proposed Development on Glasgow Airport IFPs is unlikely to find any adverse impacts.

10. Prestwick Airport IFPs

10.1 Prestwick Airport's scoping response advised of "potential for infringement to Instrument Flight Procedures due to the site's location directly below the approach to Runway 20." The Applicant commissioned a Stage 1 IFP Assessment from Prestwick Airport. This concluded that the Base Turn of the NDB/DME IAP for Runway 20 "may require an increase to the altitude of the outbound leg…this could be mitigated with restrictions on any micrositing allowance and/or secondary area refinement calculations." Prestwick Airport added that the changes proposed in the Periodic Review of the airport's IFPs that had been submitted to the CAA "will likely mitigate these impacts". Prestwick Airport subsequently advised in March 2026 that the CAA had approved the Periodic Reviewed IFPs and that, consequently, the Proposed Development would have no impacts on the airport's IFPs.

10.2 Effects on IFPs are driven solely by the single highest structure or terrain within the IFP obstacle assessment area. Therefore, there is no cumulative impact on IFPs. It is expected that the consented Moorshield development, on construction, will become the highest structure within 5 km of the Proposed Development. Consequently, there is assessed to be no cumulative effect on Prestwick Airport IFPs from the Proposed Development.

10.3 It is concluded that the Proposed Development will have no impacts on Prestwick Airport's IFPs.

11. Prestwick Airport VHF air-to-ground radio communications

11.1 The Prestwick Airport scoping response advised of "potential loss of VHF Ground to Air communications above and on the lee side of the windfarm as a consequence of the large turbines and any cumulative effect of adding to existing developments".

11.2 The scoping response further advised that "it may be necessary to conduct a detailed Technical Safeguarding Assessment in respect of the protection of the Airport's VHF Radio Navigation Equipment(s) in accordance with CAP 670".[13]

11.3 CAP 670 provides two interference prediction methodologies. Method 1 – Zonal Assessment – is appropriate for developments of up to ten turbines with tip heights between 90 and 158 metres. CAP 670 advises that turbines of that height

[13] CAA, *Air Traffic Services Safety Requirements, CAP 670,* Third Issue, Amendment 1/2019, 1 June 2019, Part B, Section 4: *GEN 02: Technical Safeguarding of Aeronautical Radio Stations Situated at UK Aerodromes* and *Appendix A to GEN 02: Methodology for the Prediction of Wind Turbine Interference Impact on Aeronautical Radio Station Infrastructure*.

range will “almost certainly” exceed the minimum radio reception quality criteria if located beyond 17.2 km from the respective radio transmitters and receivers. The minimum distance between any of the Prestwick Airport VHF transmitters and receivers and the Proposed Development is 24.6 km. This would suggest that the Proposed Development is unlikely to have adverse effects on Prestwick Airport VHF air-to-ground communications. However, the CAP 670 Zonal Assessment applies only to turbines up to 158m tip height. The Proposed Development will have maximum tip heights of 200m.

11.4 Method 2 is a technical assessment of the Carrier to Interference (C/I) Ratio. To be acceptable, wind farms with multiple turbines must achieve a C/I ratio greater than 14dB in the airspace volume of interest. CAP 670 advises that the technical assessment should produce coverage maps at altitudes of 1,000 ft, 2,000 ft, 5,000 ft, 10,000 ft and 20,000 ft above sea level.

11.5 CAP 670 adds the following notes on the C/I Ratio method:

> 1) Volume of Interest is defined as a volume of airspace in which there is a predicted degradation of signal quality due to turbine related interference and there is an operational requirement for aeronautical communications.
>
> 2) The Volume of Interest will be determined following an operational impact assessment performed by air traffic control personnel as part of the mandated safeguarding process.
>
> 3) Dependent upon the Volume of Interest as determined for any specific case, predicted C/I ratios which fall below the relevant acceptance criteria will not automatically exclude a development.

11.6 With respect to the Proposed Development, the following aspects are relevant to the determination of the Volume of Interest:

- the Proposed Development is located inside the controlled airspace of the Glasgow Control Zone, whose controlling authority is Glasgow Airport air traffic control (ATC). All aircraft flying within this airspace must be in receipt of a clearance from, and must be in communication with, Glasgow ATC;
- the only exception to this is Instrument Flight Rules (IFR) traffic inbound to Prestwick from the north that have been handed over from Glasgow Radar to Prestwick Radar while still inside the Glasgow Control Zone. These aircraft will be following radar vectors provided by Prestwick Radar and will therefore be subject to the levels specified in the Prestwick ATC Surveillance Minimum Altitude Chart (ATCSMAC), which are 4000 ft in the area 3 km north of the Proposed Development to 2500 ft in the immediate area of the Proposed Development. This means that these aircraft are unlikely, in practice, to be flying at less than 4000 ft over or to the north of the Proposed Development.

11.7 A C/I Ratio technical assessment has not been completed for the Proposed Development. However, assessments conducted for other wind farm developments around Prestwick[14] have shown that adverse effects are only predicted for very small areas at altitudes significantly lower than those flown in the area of the Proposed Development by Prestwick inbound IFR traffic and where all other traffic is receiving

[14] See e.g. Sagentia Aviation, Glasgow Prestwick Airport - Communication Navigation Surveillance Safeguarding Assessment Report: Brockwell Energy - Breezy Hill Wind Farm, 21 March 2025.

a service from Glasgow Radar, not Prestwick. It is therefore expected that any potential adverse effects of the Proposed Development on Prestwick Airport VHF air-to-ground radio communications will not be operationally significant.

11.8 As regards potential cumulative effects on Prestwick Airport VHF air-to-ground communications, the adjacent consented Moorshield development has a condition attached to the consent that requires a wind farm mitigation scheme addressing, inter alia, effects on VHF air-to-ground communications. It is therefore assessed that the Proposed Development will have no cumulative effects on those facilities.

12. Aviation lighting requirements

12.1 The wind turbines in the Proposed Development will have tip heights exceeding 150 metres above ground level and will therefore trigger the requirement in the Air Navigation Order (ANO), Article 222, for visible spectrum lighting. ANO Article 222 also provides for the CAA to approve lighting schemes in which not every turbine is fitted with visible spectrum lights. In order to meet the requirements of users of the night low level airspace, while reducing the night time visual impact of such aviation lighting on observers on the ground, the Applicant has submitted a proposal to the CAA for a lighting scheme on the Proposed Development in which Turbines 1, 3, 4 and 5 will be fitted with 2000 candela steady red lights on the nacelles, no lights will be fitted at the mid-tower level, and Turbine 2 will not be fitted with any lighting. The proposed lighting scheme has been approved by the CAA – see Annex 1.

13. Summary and conclusions

13.1 The Proposed Development will be detectable by the Prestwick Airport PSR. The Applicant will provide for the required configuration changes to the radar to mitigate any adverse effects – including cumulative effects - through a commercial agreement with the airport and a planning condition requiring a radar mitigation scheme.

13.2 The Proposed Development has the potential to generate adverse effects on the NERL Lowther Hill, Cumbernauld and Glasgow Terma PSRs. The Applicant will provide mitigation of any adverse effects – including cumulative effects - through a commercial agreement with NERL and a planning condition requiring a radar mitigation scheme.

13.3 The Proposed Development has the potential to be detectable by the Glasgow Airport Terma PSR, but will not be detectable by Glasgow Airport's main NASR-10 radar. It is concluded that no mitigation is required.

13.4 The Applicant has commissioned an IFP assessment from Glasgow Airport's APDO. Pending completion of that assessment, preliminary analysis suggests that impacts on Glasgow Airport's IFPs are unlikely to occur.

13.5 Prestwick Airport has confirmed that the Proposed Development would have no impacts on the airport's IFPs.

13.6 It is expected that any potential adverse effects of the Proposed Development on Prestwick Airport VHF air-to-ground radio communications will not be operationally significant.

13.7 An aviation lighting scheme consisting of lights on the nacelles of four of the five turbines has been approved by the CAA - see Annex 1.

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Annex 1 – CAA Lighting Design Approval Letter

Communications, Strategy and Policy Group
Windfarm Policy



Malcolm Spaven
Director, Aviatica Ltd.
Reservoir House
Gladhouse
Midlothian
EH23 4TA

30 June 2026
Ref Windfarms / Glenouther

Dear Malcolm,

Proposed Obstacle Lighting Scheme for Glenouther Wind Farm

Reference: Glenouther Wind Farm Lighting scheme Report No. 26/1340/LUC June 2026

1. Thank you for the proposed lighting scheme and revision notification at reference. The report discusses the proposed obstacle lighting plan for the Glenouther Wind Farm, located approximately 18 km south of Glasgow Airport, Highland.

2. The proposed Glenouther Wind Farm consists of 5 turbines with tip heights of up to 200m above ground level. This brings the turbines 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 that some mitigation is proposed to be 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, T04 and T05;
- 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 (note that both lights should not be lit at the same time);
- 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, T03, T04 and T05 (note that dimming permission is applicable only to visible lights, not infra-red lighting).

Civil Aviation Authority
2E Aviation House Beehive Ring Road Crawley West Sussex RH6 0YR www.caa.co.uk
Telephone 0330 138 3166 andy.wells@caa.co.uk

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 micrositing etc.) this is likely to require a revision to this aviation obstacle lighting variation

Yours sincerely,

[redacted]

Andy Wells
Manager Aviation and Wind Turbine Policy

Continued (2 of 2 pages)