

**Strategy and Policy Group
Windfarm Policy**



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Ref Windfarms / MillMoor Rig Wind Farm

Dear Ian,

Proposed Obstacle Lighting Scheme for MillMoor Rig Wind Farm

Reference: MillMoor Wind Farm study report, version 2, dated 30 April 2024

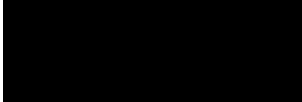
1. Thank you for the report at reference, which discusses the proposed obstacle lighting plan for MillMoor Wind Farm in The Scottish Borders.
2. The proposed MillMoor Wind Farm consists of 13 turbines, with blade tip heights of between 180m and 230m above ground level, which brings them within scope 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. 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 T01, T03, T08, T09, and T12;
 - 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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- infra-red lights to MoD specification installed on the nacelles of turbines T01, T02, T03, T06, T07, T08, T09, T10, T11 and T12 (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. 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.

Yours sincerely,



Andy Wells
Manager Aviation and Wind Farm Policy