



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11290-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 1
Location:	Gary, SD
Latitude:	44-56-58.96N NAD 83
Longitude:	96-38-46.33W
Heights:	1639 feet site elevation (SE) 499 feet above ground level (AGL) 2138 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11290-OE.

**Signature Control No: 390514545-442629879**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11290-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Aeronautical Study No.  
2018-WTE-11291-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A2
Location:	Gary, SD
Latitude:	44-56-45.51N NAD 83
Longitude:	96-40-17.92W
Heights:	1664 feet site elevation (SE) 499 feet above ground level (AGL) 2163 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11291-OE.

**Signature Control No: 390514546-442629884**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11291-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Aeronautical Study No.  
2018-WTE-11293-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A4
Location:	Gary, SD
Latitude:	44-56-13.54N NAD 83
Longitude:	96-41-19.42W
Heights:	1713 feet site elevation (SE) 499 feet above ground level (AGL) 2212 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11293-OE.

**Signature Control No: 390514548-442629883**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11293-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11295-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 6
Location:	Gary, SD
Latitude:	44-55-40.19N NAD 83
Longitude:	96-38-35.13W
Heights:	1685 feet site elevation (SE) 499 feet above ground level (AGL) 2184 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11295-OE.

**Signature Control No: 390514550-442629893**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11295-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Aeronautical Study No.  
2018-WTE-11296-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 7
Location:	Gary, SD
Latitude:	44-55-33.67N NAD 83
Longitude:	96-38-10.60W
Heights:	1685 feet site elevation (SE) 499 feet above ground level (AGL) 2184 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11296-OE.

**Signature Control No: 390514551-442629888**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11296-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Aeronautical Study No.  
2018-WTE-11297-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 8
Location:	Gary, SD
Latitude:	44-55-33.68N NAD 83
Longitude:	96-37-53.42W
Heights:	1685 feet site elevation (SE) 499 feet above ground level (AGL) 2184 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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**Signature Control No: 390514552-442629878**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11297-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 9
Location:	Gary, SD
Latitude:	44-55-26.86N NAD 83
Longitude:	96-42-29.38W
Heights:	1765 feet site elevation (SE) 499 feet above ground level (AGL) 2264 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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**Signature Control No: 390514553-442629895**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11298-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



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Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 10
Location:	Gary, SD
Latitude:	44-55-22.94N NAD 83
Longitude:	96-39-04.04W
Heights:	1691 feet site elevation (SE) 499 feet above ground level (AGL) 2190 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11299-OE.

**Signature Control No: 390514554-442629881**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11299-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11300-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 11
Location:	Gary, SD
Latitude:	44-54-59.67N NAD 83
Longitude:	96-36-30.74W
Heights:	1641 feet site elevation (SE) 499 feet above ground level (AGL) 2140 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11300-OE.

**Signature Control No: 390514555-442629886**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11300-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11301-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A12
Location:	Gary, SD
Latitude:	44-55-02.81N NAD 83
Longitude:	96-32-23.02W
Heights:	1397 feet site elevation (SE) 499 feet above ground level (AGL) 1896 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11301-OE.

**Signature Control No: 390514556-442629889**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11301-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11302-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 13
Location:	Gary, SD
Latitude:	44-54-30.49N NAD 83
Longitude:	96-42-26.08W
Heights:	1774 feet site elevation (SE) 499 feet above ground level (AGL) 2273 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11302-OE.

**Signature Control No: 390514557-442629892**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11302-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11303-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 14
Location:	Gary, SD
Latitude:	44-54-48.86N NAD 83
Longitude:	96-42-07.88W
Heights:	1776 feet site elevation (SE) 499 feet above ground level (AGL) 2275 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11303-OE.

**Signature Control No: 390514558-442629880**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11303-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11304-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 15
Location:	Gary, SD
Latitude:	44-54-53.03N NAD 83
Longitude:	96-41-49.02W
Heights:	1766 feet site elevation (SE) 499 feet above ground level (AGL) 2265 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11304-OE.

**Signature Control No: 390514559-437476411**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11304-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11306-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 17
Location:	Gary, SD
Latitude:	44-54-49.77N NAD 83
Longitude:	96-41-13.93W
Heights:	1732 feet site elevation (SE) 499 feet above ground level (AGL) 2231 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11306-OE.

**Signature Control No: 390514561-442629894**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11306-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11307-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 18
Location:	Gary, SD
Latitude:	44-54-53.92N NAD 83
Longitude:	96-39-24.35W
Heights:	1692 feet site elevation (SE) 499 feet above ground level (AGL) 2191 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11307-OE.

**Signature Control No: 390514562-442629891**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11307-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11310-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 21
Location:	Gary, SD
Latitude:	44-54-42.28N NAD 83
Longitude:	96-38-29.38W
Heights:	1686 feet site elevation (SE) 499 feet above ground level (AGL) 2185 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11310-OE.

**Signature Control No: 390514565-442629882**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11310-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11311-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A22
Location:	Gary, SD
Latitude:	44-54-29.55N NAD 83
Longitude:	96-35-43.75W
Heights:	1635 feet site elevation (SE) 499 feet above ground level (AGL) 2134 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11311-OE.

**Signature Control No: 390514566-442629897**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11311-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11312-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 23
Location:	Gary, SD
Latitude:	44-54-29.97N NAD 83
Longitude:	96-34-49.22W
Heights:	1603 feet site elevation (SE) 499 feet above ground level (AGL) 2102 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11312-OE.

**Signature Control No: 390514567-442629890**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11312-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11313-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 24
Location:	Gary, SD
Latitude:	44-54-35.89N NAD 83
Longitude:	96-34-31.17W
Heights:	1574 feet site elevation (SE) 499 feet above ground level (AGL) 2073 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11313-OE.

**Signature Control No: 390514568-437476419**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11313-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11314-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 25
Location:	Gary, SD
Latitude:	44-54-34.59N NAD 83
Longitude:	96-34-16.27W
Heights:	1575 feet site elevation (SE) 499 feet above ground level (AGL) 2074 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11314-OE.

**Signature Control No: 390514569-442629887**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11314-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
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Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11315-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 26
Location:	Gary, SD
Latitude:	44-54-26.71N NAD 83
Longitude:	96-32-57.49W
Heights:	1459 feet site elevation (SE) 499 feet above ground level (AGL) 1958 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11315-OE.

**Signature Control No: 390514570-442629928**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11315-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11316-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 27
Location:	Gary, SD
Latitude:	44-54-28.66N NAD 83
Longitude:	96-32-04.48W
Heights:	1406 feet site elevation (SE) 499 feet above ground level (AGL) 1905 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11316-OE.

**Signature Control No: 390514571-442629932**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11316-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11321-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 32
Location:	Gary, SD
Latitude:	44-54-06.70N NAD 83
Longitude:	96-40-27.86W
Heights:	1719 feet site elevation (SE) 499 feet above ground level (AGL) 2218 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11321-OE.

**Signature Control No: 390514578-442629935**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11321-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11322-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 33
Location:	Gary, SD
Latitude:	44-54-29.11N NAD 83
Longitude:	96-39-57.22W
Heights:	1714 feet site elevation (SE) 499 feet above ground level (AGL) 2213 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11322-OE.

**Signature Control No: 390514579-442629939**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11322-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11324-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 35
Location:	Gary, SD
Latitude:	44-54-04.80N NAD 83
Longitude:	96-39-20.91W
Heights:	1708 feet site elevation (SE) 499 feet above ground level (AGL) 2207 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11324-OE.

**Signature Control No: 390514581-442629940**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11324-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
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Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11325-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 36
Location:	Gary, SD
Latitude:	44-54-05.26N NAD 83
Longitude:	96-38-59.03W
Heights:	1704 feet site elevation (SE) 499 feet above ground level (AGL) 2203 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11325-OE.

**Signature Control No: 390514582-437476422**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11325-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11326-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 37
Location:	Gary, SD
Latitude:	44-54-00.89N NAD 83
Longitude:	96-38-42.81W
Heights:	1707 feet site elevation (SE) 499 feet above ground level (AGL) 2206 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11326-OE.

**Signature Control No: 390514585-442629941**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11326-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11327-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 38
Location:	Gary, SD
Latitude:	44-54-01.50N NAD 83
Longitude:	96-38-27.93W
Heights:	1698 feet site elevation (SE) 499 feet above ground level (AGL) 2197 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11327-OE.

**Signature Control No: 390514587-437476423**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11327-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11328-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 39
Location:	Gary, SD
Latitude:	44-54-02.49N NAD 83
Longitude:	96-38-10.85W
Heights:	1690 feet site elevation (SE) 499 feet above ground level (AGL) 2189 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11328-OE.

**Signature Control No: 390514588-442629944**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11328-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11330-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 41
Location:	Gary, SD
Latitude:	44-53-58.07N NAD 83
Longitude:	96-37-35.54W
Heights:	1694 feet site elevation (SE) 499 feet above ground level (AGL) 2193 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11330-OE.

**Signature Control No: 390514590-442629946**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11330-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11331-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 42
Location:	Gary, SD
Latitude:	44-54-01.33N NAD 83
Longitude:	96-36-18.72W
Heights:	1645 feet site elevation (SE) 499 feet above ground level (AGL) 2144 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11331-OE.

**Signature Control No: 390514591-442629947**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11331-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11332-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 43
Location:	Gary, SD
Latitude:	44-54-01.37N NAD 83
Longitude:	96-36-02.38W
Heights:	1633 feet site elevation (SE) 499 feet above ground level (AGL) 2132 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11332-OE.

**Signature Control No: 390514593-442629948**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11332-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11333-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 44
Location:	Gary, SD
Latitude:	44-53-56.05N NAD 83
Longitude:	96-35-33.47W
Heights:	1627 feet site elevation (SE) 499 feet above ground level (AGL) 2126 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11333-OE.

**Signature Control No: 390514594-442629949**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11333-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11334-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 45
Location:	Gary, SD
Latitude:	44-54-06.24N NAD 83
Longitude:	96-33-57.05W
Heights:	1567 feet site elevation (SE) 499 feet above ground level (AGL) 2066 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11334-OE.

**Signature Control No: 390514595-442629950**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11334-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11335-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 46
Location:	Gary, SD
Latitude:	44-54-09.70N NAD 83
Longitude:	96-33-34.91W
Heights:	1555 feet site elevation (SE) 499 feet above ground level (AGL) 2054 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11335-OE.

**Signature Control No: 390514596-442629952**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11335-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11336-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 47
Location:	Gary, SD
Latitude:	44-53-48.96N NAD 83
Longitude:	96-32-36.70W
Heights:	1497 feet site elevation (SE) 499 feet above ground level (AGL) 1996 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11336-OE.

**Signature Control No: 390514597-442629951**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11336-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11337-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 48
Location:	Gary, SD
Latitude:	44-53-49.98N NAD 83
Longitude:	96-32-21.42W
Heights:	1462 feet site elevation (SE) 499 feet above ground level (AGL) 1961 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11337-OE.

**Signature Control No: 390514598-437476428**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11337-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11338-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 49
Location:	Gary, SD
Latitude:	44-53-53.38N NAD 83
Longitude:	96-32-04.68W
Heights:	1433 feet site elevation (SE) 499 feet above ground level (AGL) 1932 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11338-OE.

**Signature Control No: 390514599-442629953**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11338-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11339-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 50
Location:	Gary, SD
Latitude:	44-53-52.63N NAD 83
Longitude:	96-31-48.81W
Heights:	1426 feet site elevation (SE) 499 feet above ground level (AGL) 1925 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11339-OE.

**Signature Control No: 390514600-442629954**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11339-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11340-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 51
Location:	Gary, SD
Latitude:	44-53-30.22N NAD 83
Longitude:	96-34-09.83W
Heights:	1614 feet site elevation (SE) 499 feet above ground level (AGL) 2113 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11340-OE.

**Signature Control No: 390514601-442629955**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11340-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11342-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure: Wind Turbine 53  
Location: Gary, SD  
Latitude: 44-53-18.22N NAD 83  
Longitude: 96-33-22.28W  
Heights: 1556 feet site elevation (SE)  
499 feet above ground level (AGL)  
2055 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11342-OE.

**Signature Control No: 390514603-442629959**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11342-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11343-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 54
Location:	Gary, SD
Latitude:	44-53-18.39N NAD 83
Longitude:	96-31-41.08W
Heights:	1444 feet site elevation (SE) 499 feet above ground level (AGL) 1943 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11343-OE.

**Signature Control No: 390514604-442629960**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11343-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11345-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 56
Location:	Gary, SD
Latitude:	44-53-12.89N NAD 83
Longitude:	96-31-02.21W
Heights:	1408 feet site elevation (SE) 499 feet above ground level (AGL) 1907 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11345-OE.

**Signature Control No: 390514606-442629961**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11345-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11346-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A57
Location:	Gary, SD
Latitude:	44-53-10.70N NAD 83
Longitude:	96-30-45.13W
Heights:	1395 feet site elevation (SE) 499 feet above ground level (AGL) 1894 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11346-OE.

**Signature Control No: 390514607-437476414**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11346-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11347-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A58
Location:	Gary, SD
Latitude:	44-53-11.20N NAD 83
Longitude:	96-30-29.18W
Heights:	1384 feet site elevation (SE) 499 feet above ground level (AGL) 1883 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11347-OE.

**Signature Control No: 390514608-442629962**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11347-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11348-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A59
Location:	Gary, SD
Latitude:	44-53-15.29N NAD 83
Longitude:	96-30-09.05W
Heights:	1354 feet site elevation (SE) 499 feet above ground level (AGL) 1853 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed



and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11348-OE.

**Signature Control No: 390514609-437476410**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11348-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
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Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11350-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A61
Location:	Gary, SD
Latitude:	44-53-34.48N NAD 83
Longitude:	96-29-32.70W
Heights:	1319 feet site elevation (SE) 499 feet above ground level (AGL) 1818 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11350-OE.

**Signature Control No: 390514611-442629963**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11350-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
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Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11351-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 62
Location:	Gary, SD
Latitude:	44-52-56.02N NAD 83
Longitude:	96-32-18.36W
Heights:	1533 feet site elevation (SE) 499 feet above ground level (AGL) 2032 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11351-OE.

**Signature Control No: 390514612-442629964**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11351-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
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Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11352-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 63
Location:	Gary, SD
Latitude:	44-52-48.29N NAD 83
Longitude:	96-34-06.33W
Heights:	1646 feet site elevation (SE) 499 feet above ground level (AGL) 2145 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11352-OE.

**Signature Control No: 390514613-442629965**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11352-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
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Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11353-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 64
Location:	Gary, SD
Latitude:	44-52-47.10N NAD 83
Longitude:	96-33-49.55W
Heights:	1626 feet site elevation (SE) 499 feet above ground level (AGL) 2125 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11353-OE.

**Signature Control No: 390514614-442629966**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11353-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
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10101 Hillwood Parkway  
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Aeronautical Study No.  
2018-WTE-11354-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 65
Location:	Gary, SD
Latitude:	44-52-32.99N NAD 83
Longitude:	96-33-07.19W
Heights:	1584 feet site elevation (SE) 499 feet above ground level (AGL) 2083 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11354-OE.

**Signature Control No: 390514615-442629967**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11354-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11355-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 66
Location:	Gary, SD
Latitude:	44-52-32.52N NAD 83
Longitude:	96-32-51.01W
Heights:	1581 feet site elevation (SE) 499 feet above ground level (AGL) 2080 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11355-OE.

**Signature Control No: 390514616-437476421**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11355-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11356-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 67
Location:	Gary, SD
Latitude:	44-52-30.40N NAD 83
Longitude:	96-32-35.84W
Heights:	1564 feet site elevation (SE) 499 feet above ground level (AGL) 2063 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11356-OE.

**Signature Control No: 390514617-442629968**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11356-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11357-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 68
Location:	Gary, SD
Latitude:	44-52-25.84N NAD 83
Longitude:	96-32-18.86W
Heights:	1557 feet site elevation (SE) 499 feet above ground level (AGL) 2056 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11357-OE.

**Signature Control No: 390514618-442629969**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11357-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11358-OE

Issued Date: 05/20/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 69
Location:	Gary, SD
Latitude:	44-52-31.92N NAD 83
Longitude:	96-31-53.79W
Heights:	1528 feet site elevation (SE) 499 feet above ground level (AGL) 2027 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11358-OE.

**Signature Control No: 390514619-440693618**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11358-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11359-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 70
Location:	Gary, SD
Latitude:	44-52-30.13N NAD 83
Longitude:	96-31-39.25W
Heights:	1514 feet site elevation (SE) 499 feet above ground level (AGL) 2013 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11359-OE.

**Signature Control No: 390514620-442629970**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11359-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11360-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 71
Location:	Gary, SD
Latitude:	44-51-57.74N NAD 83
Longitude:	96-33-29.26W
Heights:	1612 feet site elevation (SE) 499 feet above ground level (AGL) 2111 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11360-OE.

**Signature Control No: 390514622-442629971**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11360-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11361-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 72
Location:	Gary, SD
Latitude:	44-51-52.22N NAD 83
Longitude:	96-31-46.46W
Heights:	1538 feet site elevation (SE) 499 feet above ground level (AGL) 2037 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11361-OE.

**Signature Control No: 390514623-442629972**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11361-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11362-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A73
Location:	Gary, SD
Latitude:	44-51-52.77N NAD 83
Longitude:	96-30-14.50W
Heights:	1423 feet site elevation (SE) 499 feet above ground level (AGL) 1922 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11362-OE.

**Signature Control No: 390514624-442629973**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11362-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11366-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure: Wind Turbine 77  
Location: Gary, SD  
Latitude: 44-51-33.25N NAD 83  
Longitude: 96-32-53.47W  
Heights: 1603 feet site elevation (SE)  
499 feet above ground level (AGL)  
2102 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11366-OE.

**Signature Control No: 390514628-442629974**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11366-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11367-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A79
Location:	Gary, SD
Latitude:	44-51-11.31N NAD 83
Longitude:	96-30-08.59W
Heights:	1472 feet site elevation (SE) 499 feet above ground level (AGL) 1971 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11367-OE.

**Signature Control No: 390514629-442629975**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11367-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11368-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 78
Location:	Gary, SD
Latitude:	44-51-33.52N NAD 83
Longitude:	96-32-37.24W
Heights:	1594 feet site elevation (SE) 499 feet above ground level (AGL) 2093 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11368-OE.

**Signature Control No: 390514630-442629976**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11368-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11369-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 80
Location:	Gary, SD
Latitude:	44-51-00.03N NAD 83
Longitude:	96-34-42.65W
Heights:	1655 feet site elevation (SE) 499 feet above ground level (AGL) 2154 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11369-OE.

**Signature Control No: 390514631-442629977**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11369-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11370-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 81
Location:	Gary, SD
Latitude:	44-51-00.15N NAD 83
Longitude:	96-34-29.16W
Heights:	1635 feet site elevation (SE) 499 feet above ground level (AGL) 2134 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11370-OE.

**Signature Control No: 390514632-442629979**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11370-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11371-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 82
Location:	Gary, SD
Latitude:	44-50-48.17N NAD 83
Longitude:	96-33-32.57W
Heights:	1650 feet site elevation (SE) 499 feet above ground level (AGL) 2149 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11371-OE.

**Signature Control No: 390514633-442629980**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11371-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11372-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 83
Location:	Gary, SD
Latitude:	44-50-43.57N NAD 83
Longitude:	96-33-11.35W
Heights:	1654 feet site elevation (SE) 499 feet above ground level (AGL) 2153 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11372-OE.

**Signature Control No: 390514634-437476416**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11372-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11373-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 84
Location:	Gary, SD
Latitude:	44-50-48.39N NAD 83
Longitude:	96-32-54.16W
Heights:	1633 feet site elevation (SE) 499 feet above ground level (AGL) 2132 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11373-OE.

**Signature Control No: 390514635-442629981**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11373-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11375-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 86
Location:	Gary, SD
Latitude:	44-50-24.81N NAD 83
Longitude:	96-35-39.72W
Heights:	1714 feet site elevation (SE) 499 feet above ground level (AGL) 2213 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11375-OE.

**Signature Control No: 390514637-442629983**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11375-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11376-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 87
Location:	Gary, SD
Latitude:	44-50-20.51N NAD 83
Longitude:	96-32-38.65W
Heights:	1665 feet site elevation (SE) 499 feet above ground level (AGL) 2164 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11376-OE.

**Signature Control No: 390514638-442629984**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11376-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11377-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 88
Location:	Gary, SD
Latitude:	44-50-19.89N NAD 83
Longitude:	96-32-19.56W
Heights:	1654 feet site elevation (SE) 499 feet above ground level (AGL) 2153 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed



and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11377-OE.

**Signature Control No: 390514639-437476415**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11377-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11378-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 89
Location:	Gary, SD
Latitude:	44-50-22.00N NAD 83
Longitude:	96-32-00.46W
Heights:	1641 feet site elevation (SE) 499 feet above ground level (AGL) 2140 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11378-OE.

**Signature Control No: 390514640-442629985**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11378-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11379-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 90
Location:	Gary, SD
Latitude:	44-50-06.14N NAD 83
Longitude:	96-39-09.86W
Heights:	1801 feet site elevation (SE) 499 feet above ground level (AGL) 2300 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11379-OE.

**Signature Control No: 390514641-442629986**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11379-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11380-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 91
Location:	Gary, SD
Latitude:	44-50-05.98N NAD 83
Longitude:	96-38-50.55W
Heights:	1785 feet site elevation (SE) 499 feet above ground level (AGL) 2284 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11380-OE.

**Signature Control No: 390514642-442629987**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11380-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11381-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 92
Location:	Gary, SD
Latitude:	44-50-08.64N NAD 83
Longitude:	96-38-21.70W
Heights:	1745 feet site elevation (SE) 499 feet above ground level (AGL) 2244 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11381-OE.

**Signature Control No: 390514643-442629989**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11381-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11382-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 93
Location:	Gary, SD
Latitude:	44-50-06.10N NAD 83
Longitude:	96-38-05.10W
Heights:	1749 feet site elevation (SE) 499 feet above ground level (AGL) 2248 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11382-OE.

**Signature Control No: 390514644-437476420**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11382-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11383-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 94
Location:	Gary, SD
Latitude:	44-50-06.46N NAD 83
Longitude:	96-37-43.44W
Heights:	1736 feet site elevation (SE) 499 feet above ground level (AGL) 2235 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11383-OE.

**Signature Control No: 390514645-442629990**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11383-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11384-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 95
Location:	Gary, SD
Latitude:	44-49-43.92N NAD 83
Longitude:	96-35-51.82W
Heights:	1718 feet site elevation (SE) 499 feet above ground level (AGL) 2217 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11384-OE.

**Signature Control No: 390514646-442629991**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11384-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11385-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 96
Location:	Gary, SD
Latitude:	44-49-49.32N NAD 83
Longitude:	96-35-35.45W
Heights:	1715 feet site elevation (SE) 499 feet above ground level (AGL) 2214 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11385-OE.

**Signature Control No: 390514647-442629992**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11385-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11386-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 97
Location:	Gary, SD
Latitude:	44-49-50.79N NAD 83
Longitude:	96-35-18.93W
Heights:	1725 feet site elevation (SE) 499 feet above ground level (AGL) 2224 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11386-OE.

**Signature Control No: 390514648-437476424**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11386-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11387-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 98
Location:	Gary, SD
Latitude:	44-49-51.48N NAD 83
Longitude:	96-35-03.48W
Heights:	1734 feet site elevation (SE) 499 feet above ground level (AGL) 2233 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11387-OE.

**Signature Control No: 390514649-442629993**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11387-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11388-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine A99
Location:	Gary, SD
Latitude:	44-49-37.74N NAD 83
Longitude:	96-33-25.51W
Heights:	1694 feet site elevation (SE) 499 feet above ground level (AGL) 2193 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11388-OE.

**Signature Control No: 390514650-442629994**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11388-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11389-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 100
Location:	Gary, SD
Latitude:	44-49-45.65N NAD 83
Longitude:	96-32-42.36W
Heights:	1696 feet site elevation (SE) 499 feet above ground level (AGL) 2195 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11389-OE.

**Signature Control No: 390514651-442629995**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11389-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11390-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 101
Location:	Gary, SD
Latitude:	44-49-50.15N NAD 83
Longitude:	96-32-01.97W
Heights:	1677 feet site elevation (SE) 499 feet above ground level (AGL) 2176 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11390-OE.

**Signature Control No: 390514652-442629996**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11390-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11391-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 102
Location:	Gary, SD
Latitude:	44-49-19.04N NAD 83
Longitude:	96-36-29.37W
Heights:	1717 feet site elevation (SE) 499 feet above ground level (AGL) 2216 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11391-OE.

**Signature Control No: 390514653-442629997**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11391-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11393-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 104
Location:	Gary, SD
Latitude:	44-49-24.19N NAD 83
Longitude:	96-33-08.94W
Heights:	1707 feet site elevation (SE) 499 feet above ground level (AGL) 2206 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11393-OE.

**Signature Control No: 390514655-442629998**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11393-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11394-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 105
Location:	Gary, SD
Latitude:	44-49-26.04N NAD 83
Longitude:	96-31-06.54W
Heights:	1660 feet site elevation (SE) 499 feet above ground level (AGL) 2159 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting



configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11394-OE.

**Signature Control No: 390514656-442629999**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11394-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11395-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 106
Location:	Gary, SD
Latitude:	44-49-15.83N NAD 83
Longitude:	96-30-49.47W
Heights:	1624 feet site elevation (SE) 499 feet above ground level (AGL) 2123 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11395-OE.

**Signature Control No: 390514657-442630000**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11395-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11400-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 111
Location:	Gary, SD
Latitude:	44-48-51.62N NAD 83
Longitude:	96-32-37.39W
Heights:	1694 feet site elevation (SE) 499 feet above ground level (AGL) 2193 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11400-OE.

**Signature Control No: 390514662-442630001**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11400-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11401-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 112
Location:	Gary, SD
Latitude:	44-48-52.78N NAD 83
Longitude:	96-32-19.97W
Heights:	1693 feet site elevation (SE) 499 feet above ground level (AGL) 2192 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11401-OE.

**Signature Control No: 390514664-437476425**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11401-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11402-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 113
Location:	Gary, SD
Latitude:	44-48-37.70N NAD 83
Longitude:	96-32-04.07W
Heights:	1674 feet site elevation (SE) 499 feet above ground level (AGL) 2173 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11402-OE.

**Signature Control No: 390514665-442630002**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11402-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11403-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 114
Location:	Gary, SD
Latitude:	44-48-37.06N NAD 83
Longitude:	96-31-47.96W
Heights:	1651 feet site elevation (SE) 499 feet above ground level (AGL) 2150 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11403-OE.

**Signature Control No: 390514666-437476412**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information



## **Additional information for ASN 2018-WTE-11403-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11404-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 115
Location:	Gary, SD
Latitude:	44-48-35.68N NAD 83
Longitude:	96-31-30.25W
Heights:	1646 feet site elevation (SE) 499 feet above ground level (AGL) 2145 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11404-OE.

**Signature Control No: 390514667-442630003**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11404-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11407-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 118
Location:	Gary, SD
Latitude:	44-47-54.18N NAD 83
Longitude:	96-32-20.92W
Heights:	1682 feet site elevation (SE) 499 feet above ground level (AGL) 2181 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11407-OE.

**Signature Control No: 390514670-442630004**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11407-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11408-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 119
Location:	Gary, SD
Latitude:	44-47-53.89N NAD 83
Longitude:	96-32-04.83W
Heights:	1675 feet site elevation (SE) 499 feet above ground level (AGL) 2174 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed



and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11408-OE.

**Signature Control No: 390514671-437476426**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11408-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11409-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 120
Location:	Gary, SD
Latitude:	44-47-53.94N NAD 83
Longitude:	96-31-48.68W
Heights:	1666 feet site elevation (SE) 499 feet above ground level (AGL) 2165 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11409-OE.

**Signature Control No: 390514672-442630005**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11409-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11410-OE

Issued Date: 04/23/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 121
Location:	Gary, SD
Latitude:	44-47-54.68N NAD 83
Longitude:	96-31-28.44W
Heights:	1656 feet site elevation (SE) 499 feet above ground level (AGL) 2155 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7644, or [tracy.rosgen@faa.gov](mailto:tracy.rosgen@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11410-OE.

**Signature Control No: 390514673-437476418**

( MAL -WT )

Tracy Rosgen  
Technician

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11410-OE**

In accordance with FAA Advisory Circular 70/7460-1L, Change 1, Chapter 13.5, red obstruction lighting for this structure is not required providing, and as a condition of this determination, the adjacent structures continue to be obstruction marked and lighted as specified in their FAA determinations. If at any point in the future, the adjacent structures are unlighted, reduced in height, relocated, dismantled or abandoned, lighting of this structure will be immediately required in accordance with the original FAA determination. The proponent for this study is responsible for monitoring the situation and will promptly initiate a marking and lighting study by E-filing FAA form 7460-1, "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>. The proponent will also ensure an interim Notice to Airmen (NOTAM) is issued for this unlighted structure, should that occur.





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2018-WTE-11411-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 122
Location:	Gary, SD
Latitude:	44-48-01.21N NAD 83
Longitude:	96-31-05.04W
Heights:	1635 feet site elevation (SE) 499 feet above ground level (AGL) 2134 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTE-11411-OE.

**Signature Control No: 390514674-442630006**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2018-WTE-11411-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2019-WTE-6780-OE  
Prior Study No.  
2018-WTE-11309-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 20
Location:	Gary, SD
Latitude:	44-54-42.30N NAD 83
Longitude:	96-38-45.50W
Heights:	1685 feet site elevation (SE) 499 feet above ground level (AGL) 2184 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-6780-OE.

**Signature Control No: 411739672-442630007**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2019-WTE-6780-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2019-WTE-9191-OE  
Prior Study No.  
2018-WTE-11292-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 3
Location:	Gary, SD
Latitude:	44-56-35.83N NAD 83
Longitude:	96-39-05.05W
Heights:	1666 feet site elevation (SE) 499 feet above ground level (AGL) 2165 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-9191-OE.

**Signature Control No: 424589234-442630009**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information



**Additional information for ASN 2019-WTE-9191-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2019-WTE-9192-OE  
Prior Study No.  
2018-WTE-11349-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure: Wind Turbine 60  
Location: Gary, SD  
Latitude: 44-53-11.16N NAD 83  
Longitude: 96-29-51.35W  
Heights: 1350 feet site elevation (SE)  
499 feet above ground level (AGL)  
1849 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-9192-OE.

**Signature Control No: 424589588-442630010**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2019-WTE-9192-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2019-WTE-9502-OE  
Prior Study No.  
2018-WTE-11374-OE

Issued Date: 06/11/2020

Steven Gordon  
Deuel Harvest Wind Energy LLC  
One South Wacker Drive  
Suite 1800  
Chicago, IL 60606

**\*\* MARKING & LIGHTING RECOMMENDATION \*\***

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine 85
Location:	Gary, SD
Latitude:	44-50-22.31N NAD 83
Longitude:	96-35-56.54W
Heights:	1696 feet site elevation (SE) 499 feet above ground level (AGL) 2195 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-9502-OE.

**Signature Control No: 425386464-442630011**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information

## **Additional information for ASN 2019-WTE-9502-OE**

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.