



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

Aeronautical Study No.  
2020-WTE-13-OE  
Prior Study No.  
2018-WTE-12105-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-20
Location:	Milbank, SD
Latitude:	45-05-22.92N NAD 83
Longitude:	96-58-03.99W
Heights:	1950 feet site elevation (SE) 486 feet above ground level (AGL) 2436 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 2020-WTE-13-OE.

**Signature Control No: 427487354-432767115**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-13-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-13-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-12-OE  
Prior Study No.  
2018-WTE-12106-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-21
Location:	Milbank, SD
Latitude:	45-05-23.63N NAD 83
Longitude:	96-59-35.25W
Heights:	2025 feet site elevation (SE) 486 feet above ground level (AGL) 2511 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 2020-WTE-12-OE.

**Signature Control No: 427487352-432767127**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-12-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-12-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-11-OE  
Prior Study No.  
2018-WTE-12107-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-22
Location:	Milbank, SD
Latitude:	45-05-21.50N NAD 83
Longitude:	97-00-38.54W
Heights:	2025 feet site elevation (SE) 486 feet above ground level (AGL) 2511 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 2020-WTE-11-OE.

**Signature Control No: 427487350-432767119**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-11-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-11-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-10-OE  
Prior Study No.  
2018-WTE-12109-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-24
Location:	Milbank, SD
Latitude:	45-05-17.38N NAD 83
Longitude:	97-01-10.29W
Heights:	1999 feet site elevation (SE) 486 feet above ground level (AGL) 2485 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 2020-WTE-10-OE.

**Signature Control No: 427487348-432767121**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-10-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-10-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-18-OE  
Prior Study No.  
2018-WTE-12110-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-25
Location:	Milbank, SD
Latitude:	45-05-03.61N NAD 83
Longitude:	96-59-21.03W
Heights:	1983 feet site elevation (SE) 486 feet above ground level (AGL) 2469 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 2020-WTE-18-OE.

**Signature Control No: 427487364-432767124**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-18-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-18-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-23-OE  
Prior Study No.  
2018-WTE-12111-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-26
Location:	Milbank, SD
Latitude:	45-04-54.62N NAD 83
Longitude:	96-53-54.10W
Heights:	1895 feet site elevation (SE) 486 feet above ground level (AGL) 2381 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 2020-WTE-23-OE.

**Signature Control No: 427487376-432767118**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-23-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-23-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-17-OE  
Prior Study No.  
2018-WTE-12112-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-27
Location:	Milbank, SD
Latitude:	45-05-01.05N NAD 83
Longitude:	96-59-58.13W
Heights:	2037 feet site elevation (SE) 486 feet above ground level (AGL) 2523 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 2020-WTE-17-OE.

**Signature Control No: 427487362-432767135**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-17-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-17-OE**

Filing is for ADLS on existing wind farm.



Mail Processing Center  
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10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2020-WTE-22-OE  
Prior Study No.  
2018-WTE-12113-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-28
Location:	Milbank, SD
Latitude:	45-04-54.67N NAD 83
Longitude:	96-54-34.73W
Heights:	1894 feet site elevation (SE) 486 feet above ground level (AGL) 2380 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 2020-WTE-22-OE.

**Signature Control No: 427487373-432767131**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-22-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-22-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-15-OE  
Prior Study No.  
2018-WTE-12114-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-29
Location:	Milbank, SD
Latitude:	45-04-58.42N NAD 83
Longitude:	97-01-06.94W
Heights:	1991 feet site elevation (SE) 486 feet above ground level (AGL) 2477 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 2020-WTE-15-OE.

**Signature Control No: 427487358-432767133**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-15-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-15-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-20-OE  
Prior Study No.  
2018-WTE-12115-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-30
Location:	Milbank, SD
Latitude:	45-04-54.70N NAD 83
Longitude:	96-58-07.24W
Heights:	1939 feet site elevation (SE) 486 feet above ground level (AGL) 2425 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 2020-WTE-20-OE.

**Signature Control No: 427487369-432767130**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-20-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-20-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-14-OE  
Prior Study No.  
2018-WTE-12116-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-31
Location:	Milbank, SD
Latitude:	45-04-58.57N NAD 83
Longitude:	97-01-48.54W
Heights:	1983 feet site elevation (SE) 486 feet above ground level (AGL) 2469 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 2020-WTE-14-OE.

**Signature Control No: 427487356-432767126**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-14-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-14-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-21-OE  
Prior Study No.  
2018-WTE-12117-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-32
Location:	Milbank, SD
Latitude:	45-04-52.29N NAD 83
Longitude:	96-57-29.24W
Heights:	1976 feet site elevation (SE) 486 feet above ground level (AGL) 2462 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 2020-WTE-21-OE.

**Signature Control No: 427487371-432767129**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-21-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-21-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-16-OE  
Prior Study No.  
2018-WTE-12118-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-33
Location:	Milbank, SD
Latitude:	45-04-53.78N NAD 83
Longitude:	97-00-38.45W
Heights:	2034 feet site elevation (SE) 486 feet above ground level (AGL) 2520 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 2020-WTE-16-OE.

**Signature Control No: 427487360-432767120**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-16-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-16-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-19-OE  
Prior Study No.  
2018-WTE-12119-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-34
Location:	Milbank, SD
Latitude:	45-04-49.10N NAD 83
Longitude:	96-58-48.84W
Heights:	1964 feet site elevation (SE) 486 feet above ground level (AGL) 2450 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 2020-WTE-19-OE.

**Signature Control No: 427487367-432767132**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-19-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-19-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-26-OE  
Prior Study No.  
2018-WTE-12120-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-35
Location:	Milbank, SD
Latitude:	45-04-33.72N NAD 83
Longitude:	96-59-51.78W
Heights:	1994 feet site elevation (SE) 486 feet above ground level (AGL) 2480 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 2020-WTE-26-OE.

**Signature Control No: 427487382-432767117**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-26-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-26-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-28-OE  
Prior Study No.  
2018-WTE-12121-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-36
Location:	Milbank, SD
Latitude:	45-04-30.90N NAD 83
Longitude:	96-58-03.75W
Heights:	1947 feet site elevation (SE) 486 feet above ground level (AGL) 2433 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 2020-WTE-28-OE.

**Signature Control No: 427487392-432767122**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-28-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-28-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-30-OE  
Prior Study No.  
2019-WTE-5071-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-37
Location:	Milbank, SD
Latitude:	45-04-20.48N NAD 83
Longitude:	96-54-40.47W
Heights:	1922 feet site elevation (SE) 486 feet above ground level (AGL) 2408 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 2020-WTE-30-OE.

**Signature Control No: 427487402-432767140**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-30-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-30-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-27-OE  
Prior Study No.  
2018-WTE-12123-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-38
Location:	Milbank, SD
Latitude:	45-04-21.27N NAD 83
Longitude:	96-59-18.52W
Heights:	1963 feet site elevation (SE) 486 feet above ground level (AGL) 2449 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 2020-WTE-27-OE.

**Signature Control No: 427487387-432767134**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-27-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-27-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-24-OE  
Prior Study No.  
2018-WTE-12124-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-39
Location:	Milbank, SD
Latitude:	45-04-21.99N NAD 83
Longitude:	97-00-42.25W
Heights:	2004 feet site elevation (SE) 486 feet above ground level (AGL) 2490 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 2020-WTE-24-OE.

**Signature Control No: 427487378-432767123**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-24-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-24-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-29-OE  
Prior Study No.  
2018-WTE-12126-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-41
Location:	Milbank, SD
Latitude:	45-04-13.64N NAD 83
Longitude:	96-55-09.85W
Heights:	1953 feet site elevation (SE) 486 feet above ground level (AGL) 2439 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 2020-WTE-29-OE.

**Signature Control No: 427487398-432767128**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-29-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-29-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-100-OE  
Prior Study No.  
2018-WTE-12127-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-42
Location:	Milbank, SD
Latitude:	45-04-15.42N NAD 83
Longitude:	96-58-18.93W
Heights:	1926 feet site elevation (SE) 486 feet above ground level (AGL) 2412 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 2020-WTE-100-OE.

**Signature Control No: 427487557-432767239**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-100-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-100-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-33-OE  
Prior Study No.  
2018-WTE-12128-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-43
Location:	Milbank, SD
Latitude:	45-04-09.39N NAD 83
Longitude:	96-53-20.21W
Heights:	1893 feet site elevation (SE) 486 feet above ground level (AGL) 2379 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 2020-WTE-33-OE.

**Signature Control No: 427487408-432767141**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-33-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-33-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-32-OE  
Prior Study No.  
2019-WTE-5072-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-44
Location:	Milbank, SD
Latitude:	45-03-58.40N NAD 83
Longitude:	96-53-44.23W
Heights:	1888 feet site elevation (SE) 486 feet above ground level (AGL) 2374 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](mailto:Lan.norris@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-32-OE.

**Signature Control No: 427487406-432767139**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-32-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-32-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-25-OE  
Prior Study No.  
2018-WTE-12130-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-45
Location:	Milbank, SD
Latitude:	45-04-08.79N NAD 83
Longitude:	96-59-54.86W
Heights:	1967 feet site elevation (SE) 486 feet above ground level (AGL) 2453 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 2020-WTE-25-OE.

**Signature Control No: 427487380-432767116**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-25-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-25-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-31-OE  
Prior Study No.  
2019-WTE-5073-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-46
Location:	Milbank, SD
Latitude:	45-04-00.90N NAD 83
Longitude:	96-54-42.57W
Heights:	1932 feet site elevation (SE) 486 feet above ground level (AGL) 2418 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 2020-WTE-31-OE.

**Signature Control No: 427487404-432767138**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-31-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-31-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-35-OE  
Prior Study No.  
2018-WTE-12133-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-48
Location:	Milbank, SD
Latitude:	45-03-37.98N NAD 83
Longitude:	96-55-10.58W
Heights:	1930 feet site elevation (SE) 486 feet above ground level (AGL) 2416 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 2020-WTE-35-OE.

**Signature Control No: 427487412-432767143**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-35-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-35-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-34-OE  
Prior Study No.  
2019-WTE-7673-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-50
Location:	Milbank, SD
Latitude:	45-03-34.56N NAD 83
Longitude:	96-55-50.22W
Heights:	2013 feet site elevation (SE) 486 feet above ground level (AGL) 2499 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 2020-WTE-34-OE.

**Signature Control No: 427487410-432767142**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-34-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-34-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-38-OE  
Prior Study No.  
2018-WTE-12136-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-51
Location:	Milbank, SD
Latitude:	45-03-33.98N NAD 83
Longitude:	96-53-16.14W
Heights:	1888 feet site elevation (SE) 486 feet above ground level (AGL) 2374 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 2020-WTE-38-OE.

**Signature Control No: 427487418-432767146**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-38-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-38-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-36-OE  
Prior Study No.  
2019-WTE-5075-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-52
Location:	Milbank, SD
Latitude:	45-03-24.18N NAD 83
Longitude:	96-53-55.76W
Heights:	1889 feet site elevation (SE) 486 feet above ground level (AGL) 2375 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 2020-WTE-36-OE.

**Signature Control No: 427487414-432767145**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-36-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-36-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-40-OE  
Prior Study No.  
2018-WTE-12138-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-53
Location:	Milbank, SD
Latitude:	45-03-15.36N NAD 83
Longitude:	96-58-16.30W
Heights:	1969 feet site elevation (SE) 486 feet above ground level (AGL) 2455 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 2020-WTE-40-OE.

**Signature Control No: 427487422-432767147**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-40-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-40-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-37-OE  
Prior Study No.  
2018-WTE-12139-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-54
Location:	Milbank, SD
Latitude:	45-03-09.03N NAD 83
Longitude:	96-53-31.70W
Heights:	1885 feet site elevation (SE) 486 feet above ground level (AGL) 2371 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 2020-WTE-37-OE.

**Signature Control No: 427487416-432767144**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-37-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-37-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-39-OE  
Prior Study No.  
2018-WTE-12140-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-55
Location:	Milbank, SD
Latitude:	45-03-13.27N NAD 83
Longitude:	96-58-48.60W
Heights:	1959 feet site elevation (SE) 486 feet above ground level (AGL) 2445 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 2020-WTE-39-OE.

**Signature Control No: 427487420-432767149**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-39-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-39-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-46-OE  
Prior Study No.  
2018-WTE-12143-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-58
Location:	Milbank, SD
Latitude:	45-02-48.52N NAD 83
Longitude:	96-53-46.94W
Heights:	1921 feet site elevation (SE) 486 feet above ground level (AGL) 2407 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 2020-WTE-46-OE.

**Signature Control No: 427487435-432767155**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-46-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-46-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-47-OE  
Prior Study No.  
2018-WTE-12144-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-59
Location:	Milbank, SD
Latitude:	45-02-47.39N NAD 83
Longitude:	96-53-07.72W
Heights:	1882 feet site elevation (SE) 486 feet above ground level (AGL) 2368 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 2020-WTE-47-OE.

**Signature Control No: 427487437-432767156**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-47-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-47-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-43-OE  
Prior Study No.  
2018-WTE-12146-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-61
Location:	Milbank, SD
Latitude:	45-02-46.70N NAD 83
Longitude:	96-55-49.56W
Heights:	2010 feet site elevation (SE) 486 feet above ground level (AGL) 2496 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 2020-WTE-43-OE.

**Signature Control No: 427487428-432767152**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-43-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-43-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-41-OE  
Prior Study No.  
2018-WTE-12147-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-62
Location:	Milbank, SD
Latitude:	45-02-48.11N NAD 83
Longitude:	96-57-22.22W
Heights:	1973 feet site elevation (SE) 486 feet above ground level (AGL) 2459 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 2020-WTE-41-OE.

**Signature Control No: 427487424-432767150**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-41-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-41-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-45-OE  
Prior Study No.  
2018-WTE-12148-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-63
Location:	Milbank, SD
Latitude:	45-02-38.84N NAD 83
Longitude:	96-54-34.64W
Heights:	1933 feet site elevation (SE) 486 feet above ground level (AGL) 2419 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 2020-WTE-45-OE.

**Signature Control No: 427487432-432767154**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-45-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-45-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-44-OE  
Prior Study No.  
2018-WTE-12149-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-64
Location:	Milbank, SD
Latitude:	45-02-46.32N NAD 83
Longitude:	96-55-09.54W
Heights:	1984 feet site elevation (SE) 486 feet above ground level (AGL) 2470 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 2020-WTE-44-OE.

**Signature Control No: 427487430-432767153**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-44-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-44-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-42-OE  
Prior Study No.  
2018-WTE-12150-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-65
Location:	Milbank, SD
Latitude:	45-02-38.66N NAD 83
Longitude:	96-56-46.99W
Heights:	1997 feet site elevation (SE) 486 feet above ground level (AGL) 2483 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 2020-WTE-42-OE.

**Signature Control No: 427487426-432767151**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-42-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-42-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-53-OE  
Prior Study No.  
2018-WTE-12151-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-66
Location:	Milbank, SD
Latitude:	45-02-28.26N NAD 83
Longitude:	96-55-41.88W
Heights:	2015 feet site elevation (SE) 486 feet above ground level (AGL) 2501 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 2020-WTE-53-OE.

**Signature Control No: 427487449-432767166**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-53-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-53-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-99-OE  
Prior Study No.  
2018-WTE-12152-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-67
Location:	Milbank, SD
Latitude:	45-02-23.04N NAD 83
Longitude:	96-53-22.14W
Heights:	1888 feet site elevation (SE) 486 feet above ground level (AGL) 2374 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 2020-WTE-99-OE.

**Signature Control No: 427487554-432767238**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-99-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-99-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-98-OE  
Prior Study No.  
2018-WTE-12153-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-68
Location:	Milbank, SD
Latitude:	45-02-21.45N NAD 83
Longitude:	96-53-59.04W
Heights:	1926 feet site elevation (SE) 486 feet above ground level (AGL) 2412 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 2020-WTE-98-OE.

**Signature Control No: 427487552-432767237**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-98-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-98-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-50-OE  
Prior Study No.  
2018-WTE-12154-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-69
Location:	Milbank, SD
Latitude:	45-02-25.19N NAD 83
Longitude:	96-57-38.26W
Heights:	1988 feet site elevation (SE) 453 feet above ground level (AGL) 2441 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 2020-WTE-50-OE.

**Signature Control No: 427487443-432767163**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-50-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-50-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-52-OE  
Prior Study No.  
2018-WTE-12155-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-70
Location:	Milbank, SD
Latitude:	45-02-19.55N NAD 83
Longitude:	96-56-27.62W
Heights:	2007 feet site elevation (SE) 486 feet above ground level (AGL) 2493 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 2020-WTE-52-OE.

**Signature Control No: 427487447-432767165**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-52-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-52-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-48-OE  
Prior Study No.  
2018-WTE-12156-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-71
Location:	Milbank, SD
Latitude:	45-02-21.84N NAD 83
Longitude:	96-58-33.96W
Heights:	1994 feet site elevation (SE) 453 feet above ground level (AGL) 2447 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 2020-WTE-48-OE.

**Signature Control No: 427487439-432767157**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-48-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-48-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-49-OE  
Prior Study No.  
2018-WTE-12157-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-72
Location:	Milbank, SD
Latitude:	45-02-20.94N NAD 83
Longitude:	96-58-02.82W
Heights:	1991 feet site elevation (SE) 453 feet above ground level (AGL) 2444 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 2020-WTE-49-OE.

**Signature Control No: 427487441-432767158**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-49-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-49-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-51-OE  
Prior Study No.  
2018-WTE-12158-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-73
Location:	Milbank, SD
Latitude:	45-02-19.55N NAD 83
Longitude:	96-57-05.44W
Heights:	2003 feet site elevation (SE) 486 feet above ground level (AGL) 2489 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 2020-WTE-51-OE.

**Signature Control No: 427487445-432767164**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-51-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-51-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-59-OE  
Prior Study No.  
2018-WTE-12159-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-74
Location:	Milbank, SD
Latitude:	45-02-00.23N NAD 83
Longitude:	96-55-48.54W
Heights:	2020 feet site elevation (SE) 486 feet above ground level (AGL) 2506 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 2020-WTE-59-OE.

**Signature Control No: 427487462-432767172**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-59-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-59-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-60-OE  
Prior Study No.  
2018-WTE-12160-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-75
Location:	Milbank, SD
Latitude:	45-01-57.96N NAD 83
Longitude:	96-54-58.55W
Heights:	1999 feet site elevation (SE) 486 feet above ground level (AGL) 2485 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 2020-WTE-60-OE.

**Signature Control No: 427487464-432767173**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-60-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-60-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-58-OE  
Prior Study No.  
2018-WTE-12161-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-76
Location:	Milbank, SD
Latitude:	45-01-58.25N NAD 83
Longitude:	96-56-17.96W
Heights:	2022 feet site elevation (SE) 486 feet above ground level (AGL) 2508 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 2020-WTE-58-OE.

**Signature Control No: 427487460-432767171**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-58-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-58-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-54-OE  
Prior Study No.  
2018-WTE-12162-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-77
Location:	Milbank, SD
Latitude:	45-02-00.08N NAD 83
Longitude:	96-58-46.01W
Heights:	2011 feet site elevation (SE) 453 feet above ground level (AGL) 2464 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 2020-WTE-54-OE.

**Signature Control No: 427487452-432767167**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-54-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-54-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-56-OE  
Prior Study No.  
2018-WTE-12163-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-78
Location:	Milbank, SD
Latitude:	45-01-56.02N NAD 83
Longitude:	96-57-30.62W
Heights:	1982 feet site elevation (SE) 453 feet above ground level (AGL) 2435 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 2020-WTE-56-OE.

**Signature Control No: 427487456-432767169**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-56-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-56-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-57-OE  
Prior Study No.  
2018-WTE-12165-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-80
Location:	Milbank, SD
Latitude:	45-01-52.93N NAD 83
Longitude:	96-56-56.85W
Heights:	1998 feet site elevation (SE) 486 feet above ground level (AGL) 2484 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 2020-WTE-57-OE.

**Signature Control No: 427487458-432767170**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-57-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-57-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-55-OE  
Prior Study No.  
2018-WTE-12166-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-81
Location:	Milbank, SD
Latitude:	45-01-50.57N NAD 83
Longitude:	96-58-15.86W
Heights:	1993 feet site elevation (SE) 486 feet above ground level (AGL) 2479 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 2020-WTE-55-OE.

**Signature Control No: 427487454-432767168**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-55-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-55-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-67-OE  
Prior Study No.  
2018-WTE-12167-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-82
Location:	Milbank, SD
Latitude:	45-01-40.26N NAD 83
Longitude:	96-55-38.76W
Heights:	2013 feet site elevation (SE) 486 feet above ground level (AGL) 2499 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 2020-WTE-67-OE.

**Signature Control No: 427487481-432767180**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-67-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-67-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-66-OE  
Prior Study No.  
2018-WTE-12168-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-83
Location:	Milbank, SD
Latitude:	45-01-40.13N NAD 83
Longitude:	96-56-26.46W
Heights:	1993 feet site elevation (SE) 486 feet above ground level (AGL) 2479 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 2020-WTE-66-OE.

**Signature Control No: 427487479-432767179**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-66-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-66-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-64-OE  
Prior Study No.  
2018-WTE-12169-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-84
Location:	Milbank, SD
Latitude:	45-01-34.18N NAD 83
Longitude:	96-57-37.51W
Heights:	1971 feet site elevation (SE) 453 feet above ground level (AGL) 2424 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 2020-WTE-64-OE.

**Signature Control No: 427487474-432767177**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-64-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-64-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-62-OE  
Prior Study No.  
2018-WTE-12170-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-85
Location:	Milbank, SD
Latitude:	45-01-32.65N NAD 83
Longitude:	96-58-40.72W
Heights:	2009 feet site elevation (SE) 486 feet above ground level (AGL) 2495 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 2020-WTE-62-OE.

**Signature Control No: 427487470-432767175**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-62-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-62-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-61-OE  
Prior Study No.  
2018-WTE-12171-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-86
Location:	Milbank, SD
Latitude:	45-01-31.99N NAD 83
Longitude:	96-59-15.53W
Heights:	2015 feet site elevation (SE) 486 feet above ground level (AGL) 2501 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 2020-WTE-61-OE.

**Signature Control No: 427487466-432767174**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-61-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-61-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-63-OE  
Prior Study No.  
2018-WTE-12173-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-88
Location:	Milbank, SD
Latitude:	45-01-22.03N NAD 83
Longitude:	96-58-01.71W
Heights:	1978 feet site elevation (SE) 486 feet above ground level (AGL) 2464 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 2020-WTE-63-OE.

**Signature Control No: 427487472-432767176**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-63-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-63-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-69-OE  
Prior Study No.  
2018-WTE-12174-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-89
Location:	Milbank, SD
Latitude:	45-01-05.67N NAD 83
Longitude:	96-59-51.91W
Heights:	2018 feet site elevation (SE) 486 feet above ground level (AGL) 2504 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 2020-WTE-69-OE.

**Signature Control No: 427487485-432767182**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-69-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-69-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-70-OE  
Prior Study No.  
2018-WTE-12175-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-90
Location:	Milbank, SD
Latitude:	45-01-03.55N NAD 83
Longitude:	96-59-16.01W
Heights:	2010 feet site elevation (SE) 486 feet above ground level (AGL) 2496 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 2020-WTE-70-OE.

**Signature Control No: 427487487-432767186**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-70-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-70-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-68-OE  
Prior Study No.  
2018-WTE-12176-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-91
Location:	Milbank, SD
Latitude:	45-01-04.35N NAD 83
Longitude:	97-00-25.51W
Heights:	2009 feet site elevation (SE) 486 feet above ground level (AGL) 2495 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 2020-WTE-68-OE.

**Signature Control No: 427487483-432767181**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-68-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-68-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-72-OE  
Prior Study No.  
2018-WTE-12177-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-92
Location:	Milbank, SD
Latitude:	45-00-59.85N NAD 83
Longitude:	96-58-07.89W
Heights:	1992 feet site elevation (SE) 453 feet above ground level (AGL) 2445 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 2020-WTE-72-OE.

**Signature Control No: 427487491-432767189**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-72-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-72-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-71-OE  
Prior Study No.  
2018-WTE-12178-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-93
Location:	Milbank, SD
Latitude:	45-00-57.21N NAD 83
Longitude:	96-58-49.37W
Heights:	1994 feet site elevation (SE) 453 feet above ground level (AGL) 2447 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 2020-WTE-71-OE.

**Signature Control No: 427487489-432767187**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-71-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-71-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-73-OE  
Prior Study No.  
2018-WTE-12179-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-94
Location:	Milbank, SD
Latitude:	45-00-54.63N NAD 83
Longitude:	96-57-37.12W
Heights:	1972 feet site elevation (SE) 453 feet above ground level (AGL) 2425 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 2020-WTE-73-OE.

**Signature Control No: 427487493-432767188**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-73-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-73-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-77-OE  
Prior Study No.  
2018-WTE-12180-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-95
Location:	Milbank, SD
Latitude:	45-00-41.82N NAD 83
Longitude:	97-00-05.07W
Heights:	2009 feet site elevation (SE) 486 feet above ground level (AGL) 2495 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 2020-WTE-77-OE.

**Signature Control No: 427487502-432767197**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-77-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-77-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-76-OE  
Prior Study No.  
2018-WTE-12181-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-96
Location:	Milbank, SD
Latitude:	45-00-37.65N NAD 83
Longitude:	97-00-39.21W
Heights:	1997 feet site elevation (SE) 486 feet above ground level (AGL) 2483 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 2020-WTE-76-OE.

**Signature Control No: 427487500-432767193**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-76-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-76-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-75-OE  
Prior Study No.  
2018-WTE-12182-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-97
Location:	Milbank, SD
Latitude:	45-00-27.89N NAD 83
Longitude:	97-01-18.13W
Heights:	1946 feet site elevation (SE) 486 feet above ground level (AGL) 2432 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 2020-WTE-75-OE.

**Signature Control No: 427487498-432767192**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-75-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-75-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-78-OE  
Prior Study No.  
2018-WTE-12183-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-98
Location:	Milbank, SD
Latitude:	45-00-10.07N NAD 83
Longitude:	97-00-27.77W
Heights:	1997 feet site elevation (SE) 486 feet above ground level (AGL) 2483 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 2020-WTE-78-OE.

**Signature Control No: 427487504-432767198**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-78-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-78-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-80-OE  
Prior Study No.  
2018-WTE-12184-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-99
Location:	Milbank, SD
Latitude:	45-02-38.88N NAD 83
Longitude:	96-48-33.82W
Heights:	1825 feet site elevation (SE) 486 feet above ground level (AGL) 2311 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 2020-WTE-80-OE.

**Signature Control No: 427487509-432767200**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-80-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-80-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-79-OE  
Prior Study No.  
2018-WTE-12185-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-100
Location:	Milbank, SD
Latitude:	45-02-45.23N NAD 83
Longitude:	96-51-19.77W
Heights:	1915 feet site elevation (SE) 486 feet above ground level (AGL) 2401 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 2020-WTE-79-OE.

**Signature Control No: 427487507-432767199**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-79-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-79-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-81-OE  
Prior Study No.  
2018-WTE-12186-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-101
Location:	Milbank, SD
Latitude:	45-02-49.07N NAD 83
Longitude:	96-48-15.13W
Heights:	1788 feet site elevation (SE) 486 feet above ground level (AGL) 2274 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 2020-WTE-81-OE.

**Signature Control No: 427487511-432767202**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-81-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-81-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-82-OE  
Prior Study No.  
2018-WTE-12187-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-102
Location:	Milbank, SD
Latitude:	45-03-09.79N NAD 83
Longitude:	96-51-56.66W
Heights:	1902 feet site elevation (SE) 486 feet above ground level (AGL) 2388 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 2020-WTE-82-OE.

**Signature Control No: 427487513-432767203**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-82-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-82-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-83-OE  
Prior Study No.  
2018-WTE-12188-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-103
Location:	Milbank, SD
Latitude:	45-03-11.73N NAD 83
Longitude:	96-51-00.77W
Heights:	1898 feet site elevation (SE) 486 feet above ground level (AGL) 2384 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 2020-WTE-83-OE.

**Signature Control No: 427487515-432767205**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-83-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-83-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-86-OE  
Prior Study No.  
2018-WTE-12189-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-104
Location:	Milbank, SD
Latitude:	45-03-10.53N NAD 83
Longitude:	96-48-55.98W
Heights:	1818 feet site elevation (SE) 486 feet above ground level (AGL) 2304 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 2020-WTE-86-OE.

**Signature Control No: 427487522-432767208**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-86-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-86-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-84-OE  
Prior Study No.  
2018-WTE-12190-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-105
Location:	Milbank, SD
Latitude:	45-03-09.91N NAD 83
Longitude:	96-50-05.56W
Heights:	1870 feet site elevation (SE) 486 feet above ground level (AGL) 2356 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 2020-WTE-84-OE.

**Signature Control No: 427487517-432767206**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-84-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-84-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-85-OE  
Prior Study No.  
2018-WTE-12191-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-106
Location:	Milbank, SD
Latitude:	45-03-17.13N NAD 83
Longitude:	96-49-29.17W
Heights:	1852 feet site elevation (SE) 486 feet above ground level (AGL) 2338 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 2020-WTE-85-OE.

**Signature Control No: 427487519-432767207**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-85-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-85-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-88-OE  
Prior Study No.  
2018-WTE-12192-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-107
Location:	Milbank, SD
Latitude:	45-03-35.24N NAD 83
Longitude:	96-52-11.04W
Heights:	1903 feet site elevation (SE) 486 feet above ground level (AGL) 2389 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 2020-WTE-88-OE.

**Signature Control No: 427487529-432767211**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-88-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-88-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-87-OE  
Prior Study No.  
2018-WTE-12193-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-108
Location:	Milbank, SD
Latitude:	45-03-29.94N NAD 83
Longitude:	96-48-13.74W
Heights:	1777 feet site elevation (SE) 486 feet above ground level (AGL) 2263 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 2020-WTE-87-OE.

**Signature Control No: 427487524-432767209**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-87-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-87-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-90-OE  
Prior Study No.  
2018-WTE-12194-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-109
Location:	Milbank, SD
Latitude:	45-03-58.93N NAD 83
Longitude:	96-49-44.96W
Heights:	1829 feet site elevation (SE) 486 feet above ground level (AGL) 2315 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 2020-WTE-90-OE.

**Signature Control No: 427487533-432767225**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-90-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-90-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-92-OE  
Prior Study No.  
2018-WTE-12195-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-111
Location:	Milbank, SD
Latitude:	45-04-28.14N NAD 83
Longitude:	96-49-29.14W
Heights:	1803 feet site elevation (SE) 486 feet above ground level (AGL) 2289 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 2020-WTE-92-OE.

**Signature Control No: 427487540-432767229**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-92-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-92-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-91-OE  
Prior Study No.  
2018-WTE-12196-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-112
Location:	Milbank, SD
Latitude:	45-04-33.33N NAD 83
Longitude:	96-50-05.58W
Heights:	1844 feet site elevation (SE) 486 feet above ground level (AGL) 2330 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 2020-WTE-91-OE.

**Signature Control No: 427487538-432767227**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-91-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-91-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-93-OE  
Prior Study No.  
2018-WTE-12198-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-114
Location:	Milbank, SD
Latitude:	45-04-53.41N NAD 83
Longitude:	96-50-55.17W
Heights:	1843 feet site elevation (SE) 486 feet above ground level (AGL) 2329 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 2020-WTE-93-OE.

**Signature Control No: 427487542-432767230**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-93-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-93-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-97-OE  
Prior Study No.  
2018-WTE-12200-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-116
Location:	Milbank, SD
Latitude:	45-05-00.17N NAD 83
Longitude:	96-49-08.61W
Heights:	1744 feet site elevation (SE) 486 feet above ground level (AGL) 2230 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 2020-WTE-97-OE.

**Signature Control No: 427487550-432767236**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-97-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-97-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-94-OE  
Prior Study No.  
2018-WTE-12201-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-117
Location:	Milbank, SD
Latitude:	45-05-15.09N NAD 83
Longitude:	96-50-46.58W
Heights:	1786 feet site elevation (SE) 486 feet above ground level (AGL) 2272 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 2020-WTE-94-OE.

**Signature Control No: 427487544-432767231**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-94-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-94-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-95-OE  
Prior Study No.  
2018-WTE-12202-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-118
Location:	Milbank, SD
Latitude:	45-05-21.29N NAD 83
Longitude:	96-50-24.71W
Heights:	1774 feet site elevation (SE) 486 feet above ground level (AGL) 2260 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 2020-WTE-95-OE.

**Signature Control No: 427487546-432767232**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-95-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-95-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-96-OE  
Prior Study No.  
2018-WTE-12204-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-120
Location:	Milbank, SD
Latitude:	45-05-21.82N NAD 83
Longitude:	96-49-35.55W
Heights:	1752 feet site elevation (SE) 486 feet above ground level (AGL) 2238 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 2020-WTE-96-OE.

**Signature Control No: 427487548-432767235**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-96-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-96-OE**

Filing is for ADLS on existing wind farm.





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

Aeronautical Study No.  
2020-WTE-89-OE  
Prior Study No.  
2018-WTE-12220-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-Alt2
Location:	Milbank, SD
Latitude:	45-04-09.56N NAD 83
Longitude:	96-50-59.94W
Heights:	1844 feet site elevation (SE) 486 feet above ground level (AGL) 2330 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 2020-WTE-89-OE.

**Signature Control No: 427487531-432767212**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-89-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-89-OE**

Filing is for ADLS on existing wind farm.



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

Aeronautical Study No.  
2020-WTE-74-OE  
Prior Study No.  
2019-WTE-6862-OE

Issued Date: 03/06/2020

Tyler Wilhelm  
Crowned Ridge Wind, LLC  
700 Universe Blvd.  
Juno Beach, FL 33408

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

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

Structure:	Lighting Study for Wind Turbine CRI-Alt22
Location:	Milbank, SD
Latitude:	45-01-01.02N NAD 83
Longitude:	96-56-16.12W
Heights:	2012 feet site elevation (SE) 486 feet above ground level (AGL) 2498 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 2020-WTE-74-OE.

**Signature Control No: 427487496-432767190**

( MAL -WT )

Lan Norris  
Specialist

Attachment(s)  
Additional Information  
Case Description

cc: FCC

**Additional information for ASN 2020-WTE-74-OE**

Our review of your request to utilize an Aircraft Detection Lighting System to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this turbine. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this turbine whether it requires a light now or at some point in the future.

**Case Description for ASN 2020-WTE-74-OE**

Filing is for ADLS on existing wind farm.