



Attachment 3

**Sufficient proof to the County that it [Applicant]
has requested authority to construct and operate
an Aircraft Detection Lighting System (ADLS)
radar from all required federal authorities**

From: towernotifyinfo@fcc.gov
To: [Jerald Hess](#)
Subject: Section 106 New Filing Submitted- Email ID #11544053
Date: Friday, August 15, 2025 6:46:25 PM

The following new Section 106 filing has been submitted:

File Number: 0011692771
TCNS Number: 300110
Purpose: New Tower Submission Packet

Notification Date: 7AM EST 08/18/2025

Applicant: Coles Wind, LLC
Consultant: Terracon Consultants, Inc.
Positive Train Control Filing Subject to Expedited Treatment Under Program Comment: No
Site Name: Coles Wind, LLC
Site Address: E County Road 1400 N
Detailed Description of Project:
Site Coordinates: 39-34-42.9 N, 88-10-52.3 W
City: Charleston
County: COLES
State: IL
Lead SHPO/THPO: Illinois Historic Preservation Agency

Consultant Contact Information:
Name: Terracon Consultants, Inc.
Title: Principal Investigator
PO Box:
Address: 5111 Commerce Crossings Drive
City: Louisville
State: KY
Zip: 40229
Phone: 502-365-9704
Fax:
Email: Woo.Smith@terracon.com

NOTICE OF FRAUDULENT USE OF SYSTEM, ABUSE OF PASSWORD AND RELATED MISUSE

Use of the Section 106 system is intended to facilitate consultation under Section 106 of the National Historic Preservation Act and may contain information that is confidential, privileged or otherwise protected from disclosure under applicable laws. Any person having access to Section 106 information shall use it only for its intended purpose. Appropriate action will be taken with respect to any misuse of the system.



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

Aeronautical Study No.
2025-WTE-1719-OE

Issued Date: 09/30/2025

COLES WIND, LLC
ALAN MOORE
310 4th St. NE
Suite 300
Charlottesville, VA 22902

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Met Tower (w/WT Farm) ADLS Tower
County, State: Coles, Illinois

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
ADLS Tower	39-34-42.99N	88-10-52.36W	671 Ft	165 Ft	836 Ft

In accordance with the provisions of 49 U.S.C., Section 44718 and as applicable Title 10 of the Code of Federal Regulations, part 183a, this aeronautical study was sent to the Military Aviation and Installation Assurance Clearinghouse established by the Secretary of Defense for review. The results of that review resulted in a finding of no risk to national security.

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted with ADLS (see page 4 for details).

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.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

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.

This determination expires on 03/30/2027 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

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 determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure 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.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at 1-404-305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-WTE-1719-OE.

Signature Control No: 645913728-679514190

(DNE -WT)

lan.norris@faa.gov

Specialist

Attachment(s)

Additional Information

Frequency Data

Map(s)

1. Aircraft Detection Lighting System (ADLS): Installation of an ADLS to operate the obstruction lighting for this structure and/or the associated wind turbines must meet the specifications of the latest technical note for the applicable system and current version of FAA Advisory Circular (AC) 70/7460-1, Obstruction Marking and Lighting. The sponsor is responsible for ensuring the ADLS is continuously monitored and maintains the aircraft detection coverage capabilities for the volume of airspace defined in the current version of AC 70/7460-1 and applicable technical note. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the wind farm. Wind turbine obstruction lighting not controlled by the ADLS is required in those areas where the aircraft detection coverage specified in AC 70/7460-1 is not achievable. If it is necessary to relocate / increase the height of an ADLS antenna, or add additional antennas to achieve the required detection coverage, the sponsor will be required to E-file a new FAA Form 7460-1 "Notice of Proposed Construction or Alteration" at the FAA public website <https://oeaaa.faa.gov>.

ADLS Technical Notes are available at the following link: <https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/PID/3682/mcat/3641/acat/2/evl/0/nsw/a/EDNSearch/adls>.

2. AC 70/7460-1M, Chapter 2, Paragraph 2.7: The FAA recommends voluntary marking of Meteorological Evaluation Towers (MET) less than 200 feet (60.96 m) AGL in accordance with marking guidance contained in AC 70/7460-1. Historically, this guidance has not been applied. However, the FAA recognizes the need to address safety impacts to low-level agricultural flight operations, and it believes that voluntarily marking METs less than 200 feet (61 m) AGL in remote and rural areas enhance the conspicuity of these structures.

a. Painting - If applicable, the MET should be painted in accordance with the criteria contained in Chapter 3 and Chapter 15, with alternate bands of aviation orange and white paint. In addition, paragraph 3.3.1 states that all markings should be replaced when faded or otherwise deteriorated.

b. High-visibility sleeves - If applicable, it is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET.

c. Spherical markers - If applicable, it is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. Spherical markers should be installed and displayed in accordance with Chapter 11. The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Frequency Data for ASN 2025-WTE-1719-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
9.2	9.5	GHz	407	W

