

CHAPTER 2. GENERAL

2.1 Structures to be Marked and Lighted.

Any temporary or permanent structure, including all appurtenances, that exceeds an overall height of 200 feet (61 m) above ground level (AGL) or exceeds any obstruction standard contained in 14 CFR Part 77 should be marked and/or lighted. However, an FAA aeronautical study may reveal that the absence of marking and/or lighting will not impair aviation safety. Conversely, the object may present such an extraordinary hazard potential that higher standards may be recommended for increased conspicuity to ensure aviation safety. In general, commercial outside lighting should not be used in lieu of FAA-recommended marking and/or lighting. Recommendations on marking and/or lighting structures can vary, depending on terrain features, weather patterns, geographic location, and in the case of wind turbines, the number of structures and overall design layout. The FAA may also recommend marking and/or lighting a structure that does not exceed 200 (61 m) feet AGL or 14 CFR Part 77 standards because of its particular location. The marking and lighting configurations are illustrated in Appendix A, Figures A-1 through A-27.

2.2 Guyed Structures.

The guys of a 2,000-foot (610-m) skeletal tower are anchored between 1,600 feet (488 m) and 2,000 feet (610 m) from the base of the structure. This places a portion of the guys 1,500 feet (458 m) from the tower at a height of between 125 feet (38 m) and 500 feet (153 m) AGL. Title 14 CFR Part 91, Section 119, requires pilots, when operating over other than congested areas, to remain at least 500 feet (153 m) from man-made structures. Therefore, the tower must be cleared by 2,000 feet (610 m) horizontally to avoid all guy wires. Properly maintained marking and lighting are important for increased conspicuity because the guys of a structure are difficult to see until the aircraft is dangerously close.

2.3 Marking and Lighting Equipment.

Considerable effort and research was expended to determine the minimum marking and lighting systems or quality of materials that will produce an acceptable level of aviation safety. The FAA will recommend only those marking and lighting systems that meet established technical standards. While additional lights may be desirable to identify an obstruction to air navigation and may, on occasion, be recommended, the FAA will recommend minimum standards in the interest of safety, economy, and related concerns. Therefore, to provide an adequate level of safety, obstruction lighting systems should be installed, operated, and maintained in accordance with the recommended standards herein. Table A-1 in Appendix A contains descriptions of each FAA-approved obstruction lighting fixture that is referred to in this AC.