

FCC Paragraph Number

FCC Paragraph Text

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Antenna structures shall be painted throughout their height with alternate bands of aviation surface orange and white, terminating with aviation surface orange bands at both top and bottom. The width of the bands shall be equal and approximately one-seventh the height of the structure, provided however, that the bands shall not be more than 30.48 meters (100 feet) nor less than .46 meters (1 1/2 feet) in width. All towers shall be cleaned or repainted as often as necessary to maintain good visibility.

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On levels at approximately four-fifths, three-fifths, two-fifths and one-fifth of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately eight-elevenths, six-elevenths, four-elevenths and two elevenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately five-sixths, two-thirds, one-half, one-third and one-sixth of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately ten-thirteenths, eight-thirteenths, six-thirteenths, four-thirteenths and two-thirteenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately six-sevenths, five-sevenths, four-sevenths, three-sevenths, two-sevenths and one-seventh of the overall height of the

10.4 tower one similar flashing 300 m/m electric code beacon shall be installed
10.4 in such position within the tower proper that the structural members will
10.4 not impair the visibility of this beacon from aircraft at any normal angle
10.4 of approach. In the event these beacons cannot be installed in a manner to
10.4 insure unobstructed visibility of the beacons from aircraft at any normal
10.4 angle of approach, there shall be installed two such beacons at each level.
10.4 Each beacon shall be mounted on the outside of diagonally opposite corners
10.4 or opposite sides of the tower at the prescribed height.

11 At the approximate midpoint of the overall height of the tower, there
11 shall be installed at least two 116- or 125-watt lamps (A21/TS) enclosed in
11 aviation red obstruction light globes. Each light shall be mounted so as
11 to insure unobstructed visibility of at least one light at each level from
11 aircraft at any normal angle of approach.

12 On levels at approximately two-thirds and one-third of the overall height
12 of the tower, there shall be installed at least two 116- or 125-watt lamps
12 (A21/TS) enclosed in aviation red obstruction light globes. Each light
12 shall be mounted so as to insure unobstructed visibility of at least one
12 light at each level from aircraft at any normal angle of approach.

13 On levels at approximately three-fourths and one-fourth of the overall
13 height of the tower, at least one 116- or 125-watt lamp (A21/TS) enclosed
13 in an aviation red obstruction light globe shall be installed on each
13 outside corner of the structure.

14 On levels at approximately four-fifths, three-fifths and one-fifth of the
14 overall height of the tower, at least one 116- or 125-watt lamp (A21/TS)
14 enclosed in an aviation red obstruction light globe shall be installed on
14 each outside corner of the structure.

15 On levels at approximately five-sixths, one-half, and one-sixth of the
15 overall height of the tower, at least one 116- or 125-watt lamp (A21/TS)
15 enclosed in an aviation red obstruction light globe shall be installed on
15 each outside corner of the structure.

16 On levels at approximately six-sevenths, five-sevenths, three-sevenths and
16 one-seventh of the overall height of the tower, at least two 116- or
16 or 125-watt lamps (A21/TS) enclosed in an aviation red obstruction light

16 globes shall be installed on each outside corner of the structure.

17 On levels at approximately seven-eighths, five-eighths, three-eighths and
17 one-eighth of the overall height of the tower, at least two 116- or
17 125-watt lamps (A21/TS) enclosed in an aviation red obstruction light globes
17 shall be installed on each outside corner of the structure.

18 On levels at approximately eight-ninths, seven-ninths, five-ninths,
18 one-third and one-ninth of the overall height of the tower, at least two
18 116- or 125-watt lamps (A21/TS) enclosed in an aviation red obstruction
18 light globes shall be installed on each outside corner of the structure.

19 On levels at approximately nine-tenths, seven-tenths, one-half,
19 three-tenths and one-tenth of the overall height of the tower, at least
19 two 116- or 125-watt lamps (A21/TS) enclosed in an aviation red obstruction
19 light globes shall be installed on each outside corner of the structure.

19.1 On levels at approximately ten-elevenths, nine-elevenths, seven-elevenths,
19.1 five-elevenths, three-elevenths and one-eleventh of the overall height of

- 19.1 the tower, at least two 116- or 125-watt lamps (A21/TS) enclosed in an
19.1 aviation red obstruction light globes shall be installed on each outside
19.1 corner of the structure.
- 19.2 On levels at approximately eleven-twelfths, three-fourths, seven-twelfths,
19.2 five-twelfths, one-fourth and one-twelfth of the overall height of the
19.2 tower, at least two 116- or 125-watt lamps (A21/TS) enclosed in an aviation
19.2 red obstruction light globes shall be installed on each outside corner of
19.2 structure.
- 19.3 On levels at approximately twelve-thirteenths, eleven-thirteenths,
19.3 nine-thirteenths, seven-thirteenths, five-thirteenths, three-thirteenths
19.3 and one-thirteenth of the overall height of the tower, at least two 116-
19.3 or 125-watt lamps (A21/TS) enclosed in an aviation red obstruction light
19.3 globes shall be installed on each outside corner of the structure.
- 19.4 On levels at approximately thirteen-fourteenths, eleven-fourteenths,
19.4 nine-fourteenths, one-half, five-fourteenths, three-fourteenths and
19.4 one-fourteenth of the overall height of the tower, at least two 116- or
19.4 125-watt lamps (A21/TS) enclosed in an aviation red obstruction light globes
19.4 shall be installed on each outside corner of the structure.
- 2 There shall be installed at the top of the tower at least two 116- or
2 125-watt lamps (A21/TS) enclosed in aviation red obstruction light globes.
2 The two lights shall burn simultaneously from sunset to sunrise and
2 shall be positioned so as to insure unobstructed visibility of at least
2 one of the lights from aircraft at any normal angle of approach. A light sensitive
2 control device or an astronomic dial clock and time switch may be used
2 to control the obstruction lighting in lieu of manual control. When a
2 light sensitive device is used it should be adjusted so that the lights
2 will be turned on at a north sky light intensity level of about thirty-five
2 foot candles and turned off at a north sky light intensity level of about
2 fifty-eight foot candles.
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- 20 All lighting shall be exhibited from sunset to sunrise unless otherwise
20 specified.
- 21 All lights shall burn continuously or shall be controlled by a light
21 sensitive device adjusted so that the lights will be turned on at a north
21 sky light intensity level of about 35 foot candles and turned off at a
21 north sky light intensity level of about 58 foot candles.
- 22 During construction of an antenna structure, for which obstruction lighting
22 is required, at least two 116- or 125-watt lamps (A21/TS) enclosed in
22 aviation red obstruction light globes, shall be installed at the uppermost
22 point of the structure. In addition, as the height of the structure
22 exceeds each level at which permanent obstruction lights will be required,
22 two similar lights shall be displayed nightly from sunset to sunrise
22 until the permanent obstruction lights have been installed and placed in
22 operation, and shall be positioned so as to insure unobstructed visibility
22 of at least one of the lights at any normal angle of approach. In lieu of
22 the above temporary warning lights, the permanent obstruction lighting
22 fixtures may be installed and operated at each required level as
22 each such level is exceeded in height during construction.
- 23 Dual Lighting. Use aviation red obstruction lights for nighttime and high
23 or medium intensity flashing white obstruction lights for daytime and

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twilight as prescribed above.

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There shall be installed at the top of the structure one 300 m/m electric code beacon equipped with two 620- or 700-watt lamps (PS-40, Code Beacon type), both lamps to burn simultaneously, and equipped with aviation red color filters. Where a rod or other construction of not more than 6.10 meters (20 feet) in height and incapable of supporting this beacon is mounted on top of the structure and it is determined that this additional construction does not permit unobstructed visibility of the code beacon from aircraft at any normal angle of approach, there shall be installed two such beacons positioned so as to insure unobstructed visibility of at least one of the beacons from aircraft at any normal angle of approach. The beacons shall be equipped with a flashing mechanism producing not more than 40 flashes per minute nor less than 12 flashes per minute with a period of darkness equal to approximately one-half of the luminous period.

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At approximately one-half of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of the tower at the prescribed height.

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At approximately two-fifths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event this beacon cannot be installed in a manner to insure unobstructed visibility of it from aircraft at any normal angle of approach, there shall be installed two such beacons. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately two-thirds and one-third of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately four-sevenths and two-sevenths of the overall height of the tower one similar flashing 300 m/m electric code beacon shall be installed in such position within the tower proper that the structural members will not impair the visibility of this beacon from aircraft at any normal angle of approach. In the event these beacons cannot be installed in a manner to insure unobstructed visibility of the beacons from aircraft at any normal angle of approach, there shall be installed two such beacons at each level. Each beacon shall be mounted on the outside of diagonally opposite corners or opposite sides of the tower at the prescribed height.

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On levels at approximately three-fourths, one-half and one-fourth of the overall height of the tower one similar flashing 300 m/m electric code

8 beacon shall be installed in such position within the tower proper that
8 the structural members will not impair the visibility of this beacon from
8 aircraft at any normal angle of approach. In the event these beacons
8 cannot be installed in a manner to insure unobstructed visibility of
8 the beacons from aircraft at any normal angle of approach, there shall be
8 installed two such beacons at each level. Each beacon shall be mounted
8 on the outside of diagonally opposite corners or opposite sides of
8 the tower at the prescribed height.

9 On levels at approximately two-thirds, four-ninths and two-ninths of the
9 overall height of the tower one similar flashing 300 m/m electric code
9 beacon shall be installed in such position within the tower proper that
9 the structural members will not impair the visibility of this beacon from
9 aircraft at any normal angle of approach. In the event these beacons
9 cannot be installed in a manner to insure unobstructed visibility of
9 the beacons from aircraft at any normal angle of approach, there shall be
9 installed two such beacons at each level. Each beacon shall be mounted on
9 the outside of diagonally opposite corners or opposite sides of the
9 tower at the prescribed height.

A1 There shall be installed at the top of the antenna structure a white
A1 capacitor discharge omnidirectional light which conforms to FAA/DOD
A1 Specification L-865, Medium Intensity Obstruction Lighting Systems. This
A1 light shall be mounted on the highest point of the structure. If the
A1 antenna or other appurtenance at its highest point is incapable of
A1 supporting the omnidirectional light, one or more such lights shall be
A1 installed on a suitable adjacent support with the lights mounted not more
A1 than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall be
A1 positioned so as to permit unobstructed viewing of at least one light from
A1 aircraft at any normal angle of approach. The light unit(s) shall emit a
A1 beam with a peak intensity around its periphery of approximately 20,000
A1 candelas during daytime and twilight, and approximately 2,000 candelas at
A1 night.

A2 There shall be installed at the top and mid-levels of the antenna structure
A2 a white capacitor discharge omnidirectional light which conforms to FAA/DOD
A2 Specification L-865, Medium Intensity Obstruction Lighting Systems. This
A2 light shall be mounted on the highest point of the structure. If the
A2 antenna or other appurtenance at its highest point is incapable of
A2 supporting the omnidirectional light, one or more such lights shall be
A2 installed on a suitable adjacent support with the lights mounted not more
A2 than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall be
A2 positioned so as to permit unobstructed viewing of at least one light from
A2 the aircraft at any normal angle of approach. The light unit(s) shall emit
A2 a beam with a peak intensity around its periphery of approximately 20,000
A2 candelas during daytime and twilight, and approximately 2,000 candelas at
A2 night.

A3 There shall be installed at the top, 1/3 and 2/3 levels of the antenna
A3 structure a white capacitor discharge omnidirectional light which conforms
A3 to FAA/DOD Specification L-865, Medium Intensity Obstruction Lighting
A3 Systems. This light shall be mounted on the highest point of the
A3 structure. If the antenna or other appurtenance at its highest point is
A3 incapable of supporting the omnidirectional light, one or more such lights
A3 shall be installed on a suitable adjacent support with the lights mounted
A3 not more than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall
A3 be positioned so as to permit unobstructed viewing of at least one light

A3 from the aircraft at any normal angle of approach. The light unit(s) shall
A3 emit a beam with a peak intensity around its periphery of approximately
A3 20,000 candelas during daytime and twilight, and approximately 2,000
A3 candelas at night.

A4 There shall be installed at the top, 1/4, 1/2, and 3/4 levels of the
A4 antenna structure a white capacitor discharge omnidirectional light which
A4 conforms to FAA/DOD Specification L-865, Medium Intensity Obstruction
A4 Lighting Systems. This light shall be mounted on the highest point of the
A4 structure. If the antenna or other appurtenance at its highest point is
A4 incapable of supporting the omnidirectional light, one or more such lights
A4 shall be installed on a suitable adjacent support with the lights mounted
A4 not more than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall
A4 be positioned so as to permit unobstructed viewing of at least one light
A4 from the aircraft at any normal angle of approach. The light unit(s) shall
A4 emit a beam with a peak intensity around its periphery of approximately
A4 20,000 candelas during daytime and twilight, and approximately 2,000
A4 candelas at night.

A5 There shall be installed at the top, 1/5, 2/5, 3/5, 4/5 levels of the
A5 antenna structure a white capacitor discharge omnidirectional light which
A5 conforms to FAA/DOD Specification L-865, Medium Intensity Obstruction
A5 Lighting Systems. This light shall be mounted on the highest point of the
A5 structure. If the antenna or other appurtenance at its highest point is
A5 incapable of supporting the omnidirectional light, one or more such lights
A5 shall be installed on a suitable adjacent support with the lights mounted
A5 not more than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall
A5 be positioned so as to permit unobstructed viewing of at least one light
A5 from the aircraft at any normal angle of approach. The light unit(s) shall
A5 emit a beam with a peak intensity around its periphery of approximately
A5 20,000 candelas during daytime and twilight, and approximately 2,000
A5 candelas at night.

A6 There shall be installed at the top, 1/6, 1/3, 1/2, 2/3 and 5/6 levels of
A6 the antenna structure a white capacitor discharge omnidirectional light
A6 which conforms to FAA/DOD Specification L-865, Medium Intensity Obstruction
A6 Lighting Systems. This light shall be mounted on the highest point of the
A6 structure. If the antenna or other appurtenance at its highest point is
A6 incapable of supporting the omnidirectional light, one or more such lights
A6 shall be installed on a suitable adjacent support with the lights mounted
A6 not more than 6.10 meters (20 feet) below the tip of the appurtenance. The lights shall
A6 be positioned so as to permit unobstructed viewing of at least one light
A6 from the aircraft at any normal angle of approach. The light unit(s) shall
A6 emit a beam with a peak intensity around its periphery of approximately
A6 20,000 candelas during daytime and twilight, and approximately 2,000
A6 candelas at night.

B There shall be installed at the top of the skeletal or other main support
B structure three or more high intensity light units which conform to FAA/DOD
B Specification L-856, High Intensity Obstruction Lighting Systems. The
B complement of units shall emit a white high intensity light and produce an
B effective intensity of not less than 200,000 candelas (daytime) uniformly
B about the antenna structure in the horizontal plane. The effective
B intensity shall be reduced to approximately 20,000 candelas at twilight,
B and to approximately 2,000 candelas at night. The light units shall
B be mounted in a manner to insure unobstructed viewing from aircraft at
B any normal angle of approach, so that the effective intensity of the full

B beam is not impaired by any structural member of the skeletal framework.
B The units will normally be adjusted so that the center of the
B beam is in the horizontal plane.

C At the approximate one-half level of the skeletal tower there shall be
C installed three or more high intensity light units which conform to FAA/DOD
C Specification L-856, High Intensity Obstruction Lighting Systems. The
C complement of units shall emit a white high intensity light and produce an
C effective intensity of not less than 200,000 candelas (daytime) uniformly
C about the antenna structure in the horizontal plane. The effective
C intensity shall be reduced to approximately 20,000 candelas at
C twilight, and to approximately 2,000 candelas at night. The light units
C shall be mounted in a manner to insure unobstructed viewing from aircraft
C at any normal angle of approach, so that the effective intensity of the
C full beam is not impaired by any structural member of the skeletal
C framework. The normal angular adjustment of the beam centers above
C the horizontal shall be two degrees (2°).

D At the approximate one-third and two-thirds levels of the skeletal tower
D there shall be installed three or more high intensity light units which
D conform to FAA/DOD Specification L-856, High Intensity Obstruction
D Lighting Systems. The complement of units shall emit a white high intensity
D light and produce an effective intensity of not less than 200,000
D candelas (daytime) uniformly about the antenna structure in the horizontal
D plane. The effective intensity shall be reduced to approximately 20,000
D candelas at twilight, and to approximately 2,000 candelas at night. The
D light units shall be mounted in a manner to insure unobstructed viewing
D from aircraft at any normal angle of approach, so that the effective
D intensity of the full beam is not impaired by any structural member of
D the skeletal framework. The normal angular adjustment of the beam
D centers above the horizontal shall be two degrees (2°) at the
D one-third level and one degree (1°) at the two-thirds level.

E At the approximate one-fourth, one-half and three-fourths levels of the
E skeletal tower there shall be installed three or more high intensity light
E units which conform to FAA/DOD Specification L-856, High Intensity
E Obstruction Lighting Systems. The complement of units shall emit a white
E high intensity light and produce an effective intensity of not less than
E 200,000 candelas (daytime) uniformly about the antenna structure in the
E horizontal plane. The effective intensity shall be reduced to
E approximately 20,000 candelas at twilight, and to approximately 2,000
E candelas at night. The light units shall be mounted in a manner to insure
E unobstructed viewing from aircraft at any normal angle of approach,
E so that the effective intensity of the full beam is not impaired by any
E structural member of the skeletal framework. The normal angular adjustment
E of the beam centers above the horizontal shall be three degrees (3°)
E at the one-fourth level, two degrees (2°) at the one-half level and one
E degree (1°) at the three-fourths level.

F At the approximate one-fifth, two-fifths, three-fifths and four-fifths
F levels of the skeletal tower there shall be installed three or more high
F intensity light units which conform to FAA/DOD Specification L-856, High
F Intensity Obstruction Lighting Systems. The complement of units shall
F emit a white high intensity light and produce an effective intensity of not
F less than 200,000 candelas (daytime) uniformly about the antenna structure
F in the horizontal plane. The effective intensity shall be reduced to
F approximately 20,000 candelas at twilight, and to approximately 2,000

F candelas at night. The light units shall be mounted in a manner to insure
F unobstructed viewing from aircraft at any normal angle of approach, so that
F the effective intensity of the full beam is not impaired by any structural
F member of the skeletal framework. The normal angular adjustment of
F the beam centers above the horizontal shall be three degrees (3°) at the
F one-fifth level, two degrees (2°) at the two-fifths level, one degree (1°)
F at the three-fifths level and zero degrees (0°) at the four-fifths level.

G At the approximate one-sixth, one-third, one-half, two-thirds and
G five-sixths levels of the skeletal tower there shall be installed three
G or more high intensity light units which conform to FAA/DOD Specification
G L-856, High Intensity Obstruction Lighting Systems. The complement
G of units shall emit a white high intensity light and produce an effective
G intensity of not less than 200,000 candelas (daytime) uniformly about
G the antenna structure in the horizontal plane. The effective intensity
G shall be reduced to approximately 20,000 candelas at twilight, and to
G approximately 2,000 candelas at night. The light units shall be mounted
G in a manner to insure unobstructed viewing from aircraft at any normal
G angle of approach, so that the effective intensity of the full beam is not
G impaired by any structural member of the skeletal framework. The normal
G angular adjustment of the beam centers above the horizontal shall be three
G degrees (3°) at the one-sixth level, two degrees (2°) at the one-third
G level, two degrees (2°) at the one-half level, one degree (1°) at
G the two-thirds level and zero degrees (0°) at the five-sixths level.

H All high and medium intensity lights shall be synchronized to flash
H simultaneously at 40 pulses per minute. The light system shall be equipped
H with a light sensitive control device which shall face the north sky and
H cause the intensity steps to change automatically when the north sky
H illumination on a vertical surface is as follows: 1. Day to Twilight:
H Shall not occur before the illumination drops to 60 footcandles, but shall
H occur before it drops below 30 footcandles. 2. Twilight to Night: Shall
H not occur before the illumination drops to 5 footcandles, but shall occur
H before it drops to 2 footcandles. 3. Night to Day: The intensity changes
H listed in 1. and 2. above shall be reversed in transitioning from the night
H to day modes.

I During construction of an antenna structure for which high or medium
I intensity lighting is required, at least two lights shall be installed at
I the uppermost part of the structure. In addition, at each level
I where permanent obstruction lighting will be required, two similar
I lights shall be installed. Each temporary light shall consist of
I at least 1,500 candelas (peak effective intensity), synchronized to flash
I simultaneously at 40 pulses per minute. Temporary lights shall be operated
I continuously, except for periods of actual construction, until the
I permanent obstruction lights have been installed and placed in operation.
I Lights shall be positioned to insure unobstructed viewing from aircraft
I at any normal angle of approach. If practical, the permanent obstruction
I lights may be installed at each level as the structure progresses. NOTE:
I If battery operated, the batteries should be replaced or recharged
I at regular intervals to preclude failure during operation.

J Antenna structures shall be equipped with: 1. High intensity lighting for
J daytime use and red lighting for nighttime use as specified in FCC Form
J 715; or 2. High intensity lighting, 24 hours a day, which conforms to
J FAA/DOD Specification L-856, High Intensity Obstruction Lighting Systems.