

**House File 2081 - Introduced**

HOUSE FILE 2081  
BY FISHER

**A BILL FOR**

1 An Act establishing standards for obstruction lights on wind  
2 energy conversion facilities and providing penalties.  
3 BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

unofficial

1 Section 1. NEW SECTION. **476.50 Wind energy conversion**  
2 **facilities — obstruction light standards.**

3 1. For purposes of this section:

4 a. "*Aircraft detection lighting system*" means a sensor-based  
5 system designed to detect aircraft as they approach an  
6 obstruction or group of obstructions. An aircraft detection  
7 lighting system turns an obstruction light on when an aircraft  
8 is detected or if there is a system failure, and keeps the  
9 obstruction light on until the aircraft exits the coverage area.

10 b. "*Obstruction light*" means a high-intensity beacon,  
11 typically red or white, installed on a tall structure to warn  
12 aircraft pilots of the structure's presence.

13 c. "*Wind energy conversion facility*" means a wind energy  
14 conversion facility, as defined in section 476C.1, or a wind  
15 turbine that is part of a wind energy conversion system, that  
16 has a nameplate generating capacity greater than one hundred  
17 kilowatts.

18 2. Unless otherwise provided in this section, all obstruction  
19 lights on wind energy conversion facilities constructed on  
20 or after July 1, 2026, shall be controlled by an aircraft  
21 detection lighting system. All wind energy conversion facilities  
22 constructed prior to July 1, 2026, that utilize an obstruction  
23 light not controlled by an aircraft detection lighting system  
24 shall be altered to utilize an obstruction light controlled by  
25 an aircraft detection lighting system by January 1, 2028.

26 3. An aircraft detection lighting system required under this  
27 section must be approved by the federal aviation administration.

28 4. A wind energy conversion facility at a location where an  
29 obstruction light controlled by an aircraft detection lighting  
30 system is not appropriate due to terrain limitations, proximity  
31 to airports, visual flight rules, or military training routes is  
32 not required to utilize an aircraft detection lighting system.

33 5. The owner of a wind energy conversion facility with an  
34 obstruction light controlled by an aircraft detection lighting  
35 system shall be responsible for ensuring the aircraft detection

1 lighting system remains continuously operational.

2 6. a. An owner of a wind energy conversion facility in  
3 violation of this section is subject to a civil penalty, which  
4 may be levied by the commission, of not less than one hundred  
5 dollars nor more than two thousand five hundred dollars per  
6 violation.

7 b. Each day a violation continues is a separate and distinct  
8 offense. Any civil penalty may be compromised by the commission.  
9 In determining the amount of the penalty, or the amount  
10 agreed upon in a compromise, the commission may consider the  
11 appropriateness of the penalty in relation to the total number of  
12 wind energy conversion facilities the owner operates in violation  
13 of this section, the number of days a violation has occurred, and  
14 the good faith of the owner in attempting to achieve compliance  
15 following notification of a violation, and any other relevant  
16 factors.

17 c. Civil penalties collected pursuant to this section shall  
18 be forwarded by the chief operating officer of the commission to  
19 the treasurer of state to be credited to the general fund of the  
20 state.

21 EXPLANATION

22 The inclusion of this explanation does not constitute agreement with  
23 the explanation's substance by the members of the general assembly.

24 This bill establishes standards for obstruction lights on wind  
25 energy conversion facilities.

26 The bill defines "aircraft detection lighting system" (ADLS)  
27 as a sensor-based system designed to detect aircraft as they  
28 approach an obstruction or group of obstructions. The bill  
29 explains that an ADLS turns an obstruction light on when an  
30 aircraft is detected or if there is a system failure, and keeps  
31 an obstruction light on until the aircraft exits the coverage  
32 area. The bill defines "obstruction light" as a high-intensity  
33 beacon, typically red or white, installed on tall structures  
34 to warn aircraft pilots of the structure's presence. The bill  
35 defines "wind energy conversion facility" as a wind energy

1 conversion system that collects and converts wind into energy to  
2 generate electricity, or a wind turbine that is part of a wind  
3 energy conversion system, with a nameplate generating capacity  
4 greater than 100 kilowatts.

5 The bill requires all obstruction lights on wind energy  
6 conversion facilities constructed on or after July 1, 2026, to  
7 be controlled by an ADLS. The bill further requires wind energy  
8 conversion facilities constructed prior to July 1, 2026, that  
9 utilize obstruction lights not controlled by an ADLS to be  
10 altered to utilize obstruction lights controlled by an ADLS by  
11 January 1, 2028.

12 The bill requires any ADLS required under the bill to be  
13 approved by the federal aviation administration.

14 The bill provides that a wind energy conversion system located  
15 at a site where an obstruction light controlled by an ADLS is not  
16 appropriate due to terrain limitations, proximity to airports,  
17 visual flight rules, or military training routes is not required  
18 to utilize an ADLS.

19 The bill provides that an owner of a wind energy conversion  
20 system with an obstruction light controlled by an ADLS  
21 is responsible for ensuring the ADLS remains continuously  
22 operational.

23 The bill provides that an owner of a wind energy conversion  
24 facility in violation of the bill is subject to a civil penalty  
25 by the commission of not less than \$100 nor more than \$2,500 per  
26 violation. The bill provides that each day a violation continues  
27 is a separate and distinct offense, but allows the commission to  
28 compromise any civil penalty based on certain factors.

29 The bill directs any civil penalties collected to be forwarded  
30 by the chief operating officer of the commission to the treasurer  
31 of state to be credited to the general fund of the state.