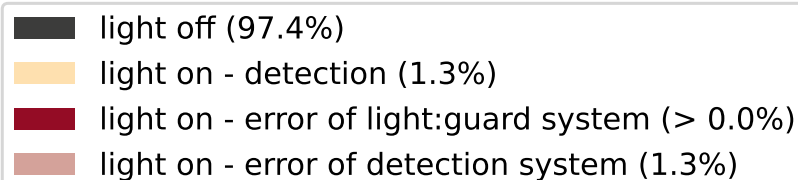
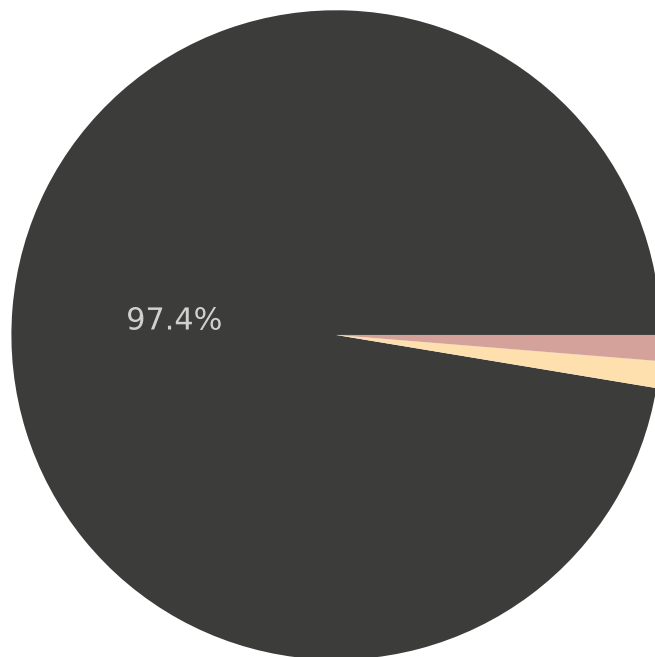


ADLS Status Report

sonderbork-vm-01

for the period from 9th March to 9th September 2026 (184 nights)
created on 14th September 2026



Executive Summary:

- LCU sonderbork-vm-01, period from 09/03 to 09/09/2026
- 97.4 % of night lighting suppressed
- 98.7 % availability of the light:guard system

Created by:

Name: Light:Guard GmbH

E-Mail: support@light-guard.com

Date: 14th September 2026

Last modified by:

Name: Light:Guard GmbH

E-Mail: support@light-guard.com

Date: 14th September 2026

Light:Guard GmbH

Freiberger Str. 112

01159 Dresden

Germany

www.light-guard.com

info@light-guard.com

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1 Overview

The period from 9th March to 9th September 2026 was analyzed. The evaluation refers to the 184 nights contained in the period and is limited to the time when the light:guard Aircraft Detection Lighting System (ADLS) system is active. This corresponds to a total time of 1290 h.

During this time, the light:guard system achieved an **availability of 98.7 %** (this corresponds to 1273 h out of 1290 h). The time without available ADLS system consists of 993.3 min due to errors of the light:guard system and 0.0 min due to errors of the ADLS interface. Further information can be found in section A.

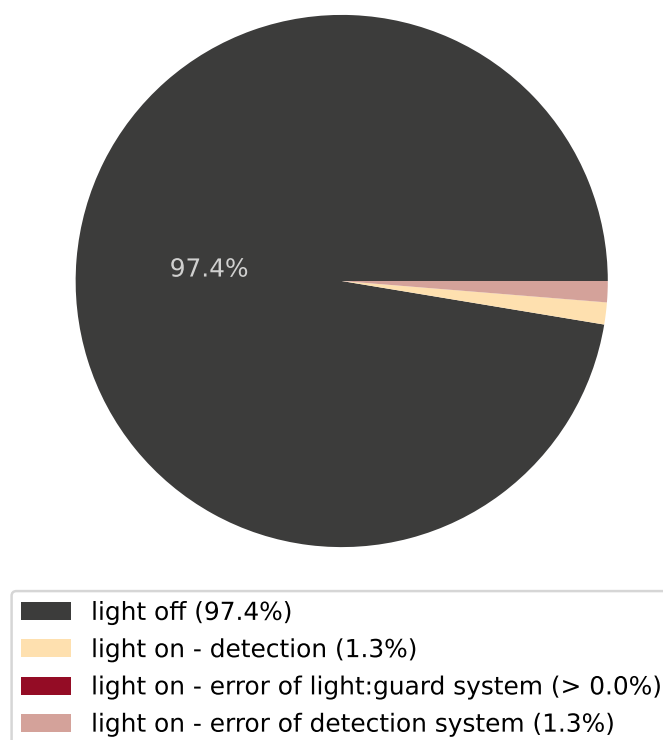


Figure 1: Total time statistics

Through the use of the light:guard system, the **lighting could be suppressed for 97.4 %** of the time. This corresponds to 1256 h of *lights off* out of a total of 1290 h night hours. Within the remaining time, no light suppression took place for 17 h due to detected air traffic and 16.6 h due to errors.

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2 Monthly Results

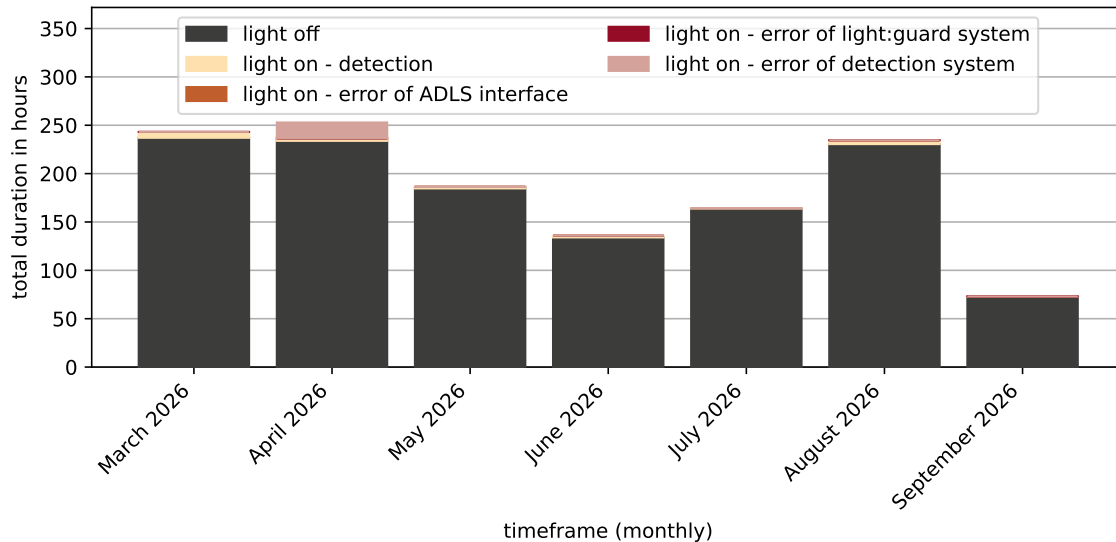


Figure 2: Monthly summary of results

2.1 Results March 2026

For 23 nights from 9th March to 1st April 2026, the lighting was suppressed for 97.5 % of the night (237 h out of 243 h). The light:guard system achieved an availability of 100.0 %. Figure 3 shows the daily cumulative times over the course of the period. Figure 4 shows the detailed progression of all results.

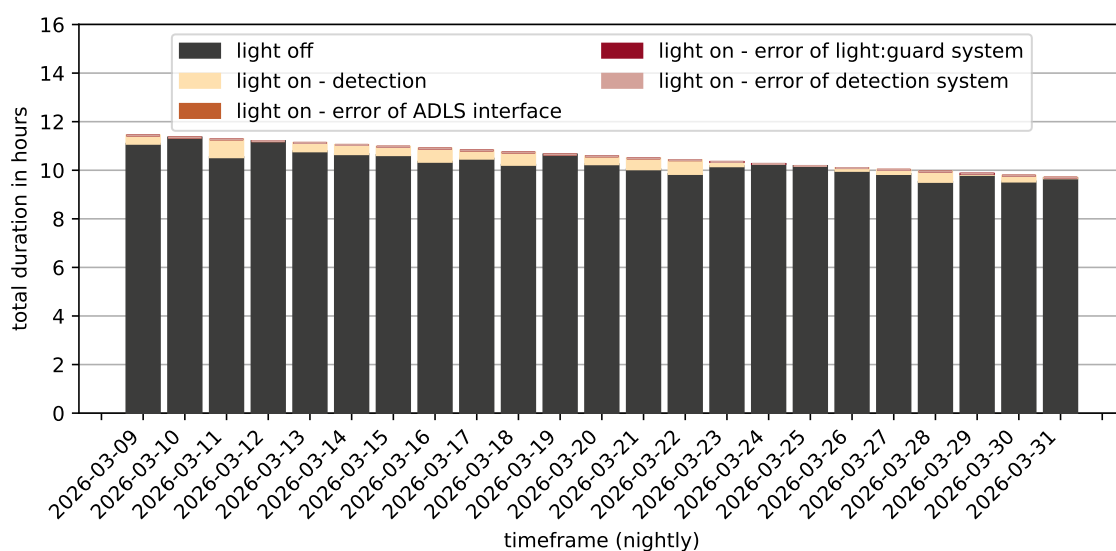
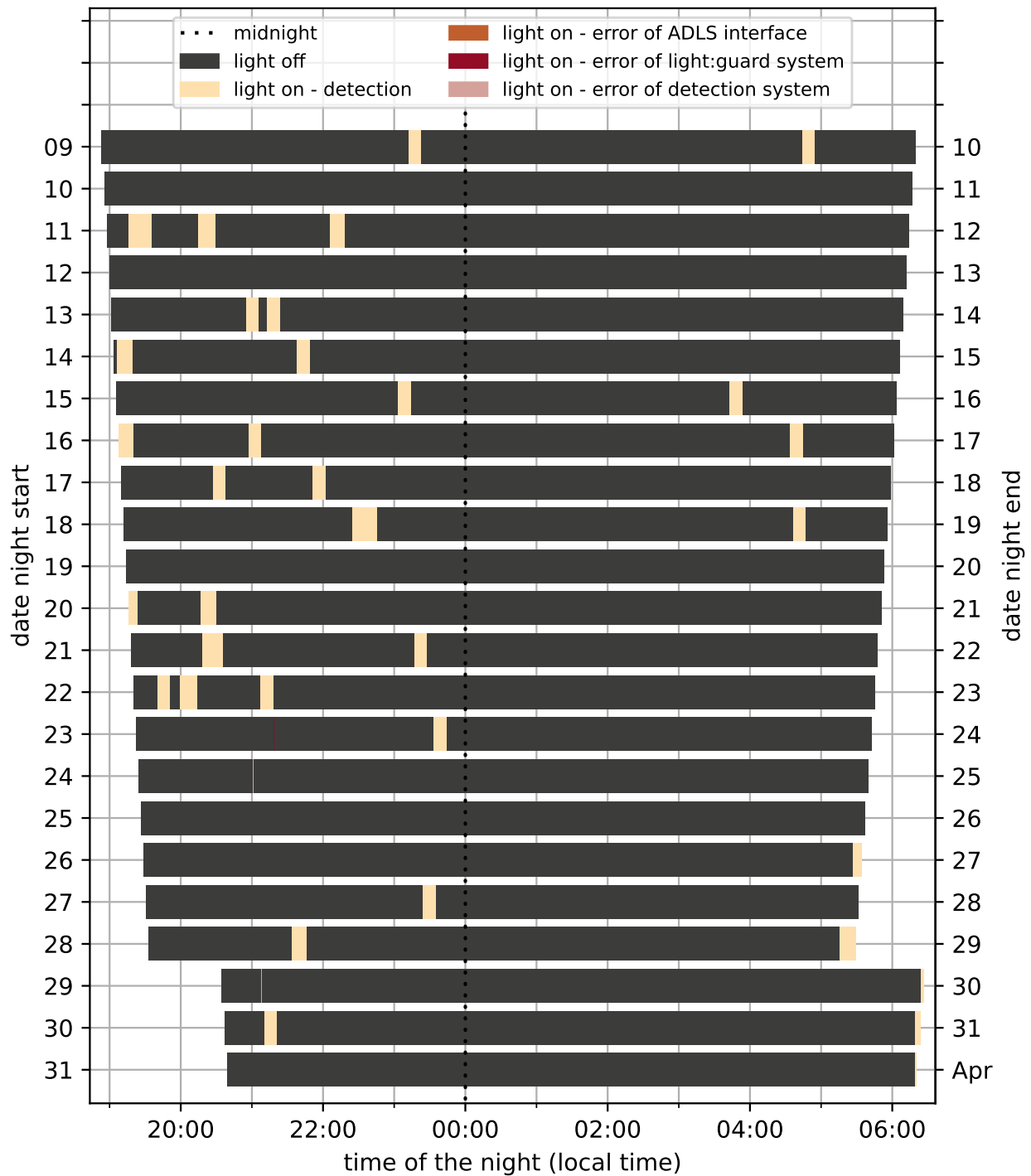


Figure 3: daily summary of events for March 2026



2.2 Results April 2026

For 30 nights from 1st April to 1st May 2026, the lighting was suppressed for 92.5 % of the night (233 h out of 252 h). The light:guard system achieved an availability of 93.5 %. Figure 5 shows the daily cumulative times over the course of the period. Figure 6 shows the detailed progression of all results.

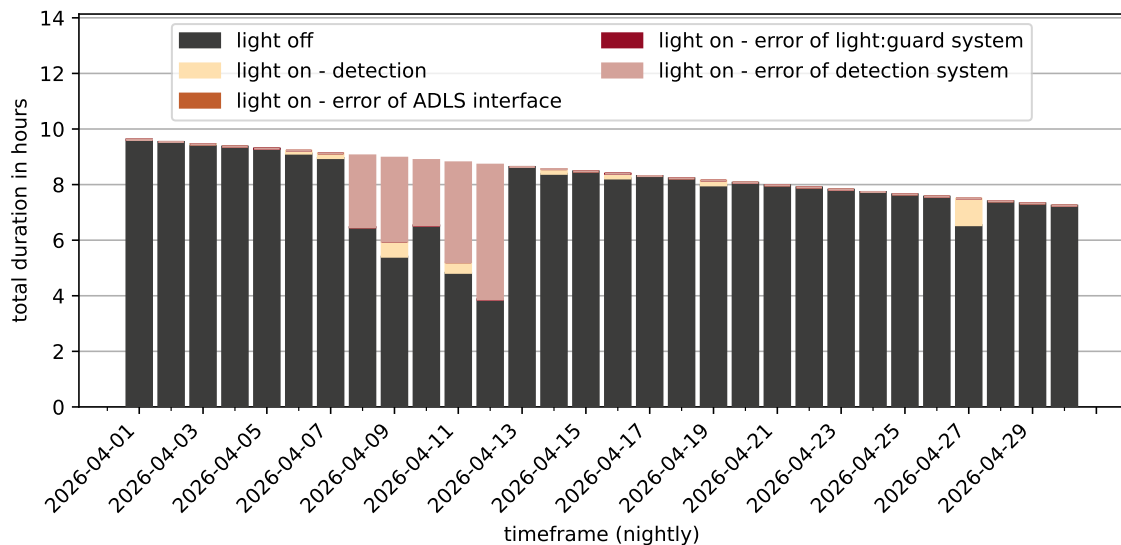


Figure 5: daily summary of events for April 2026

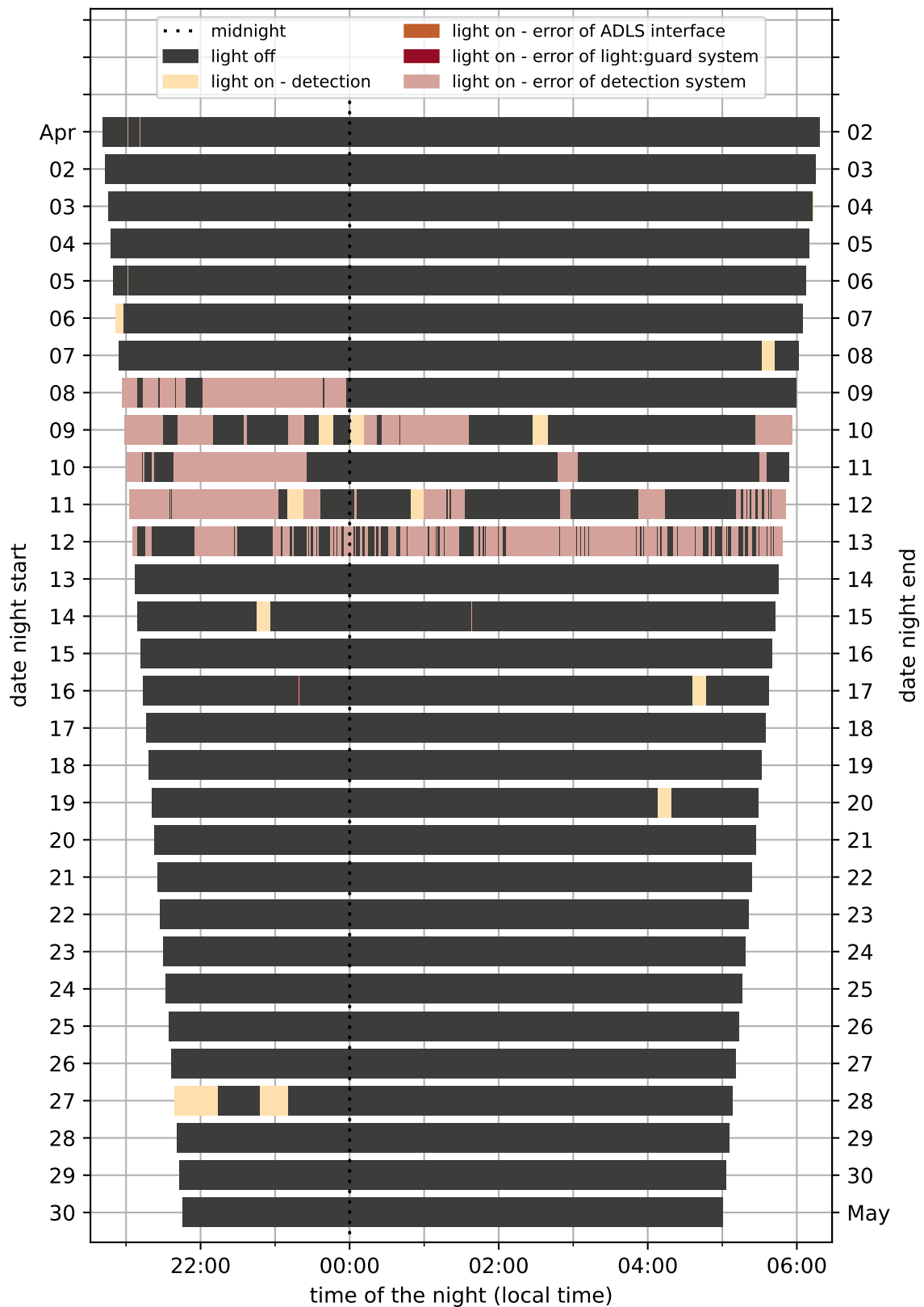


Figure 6: detailed daily progression of events for April 2026

2.3 Results May 2026

For 31 nights from 1st May to 1st June 2026, the lighting was suppressed for 99.0 % of the night (184h out of 186 h). The light:guard system achieved an availability of 99.9 %. Figure 7 shows the daily cumulative times over the course of the period. Figure 8 shows the detailed progression of all results.

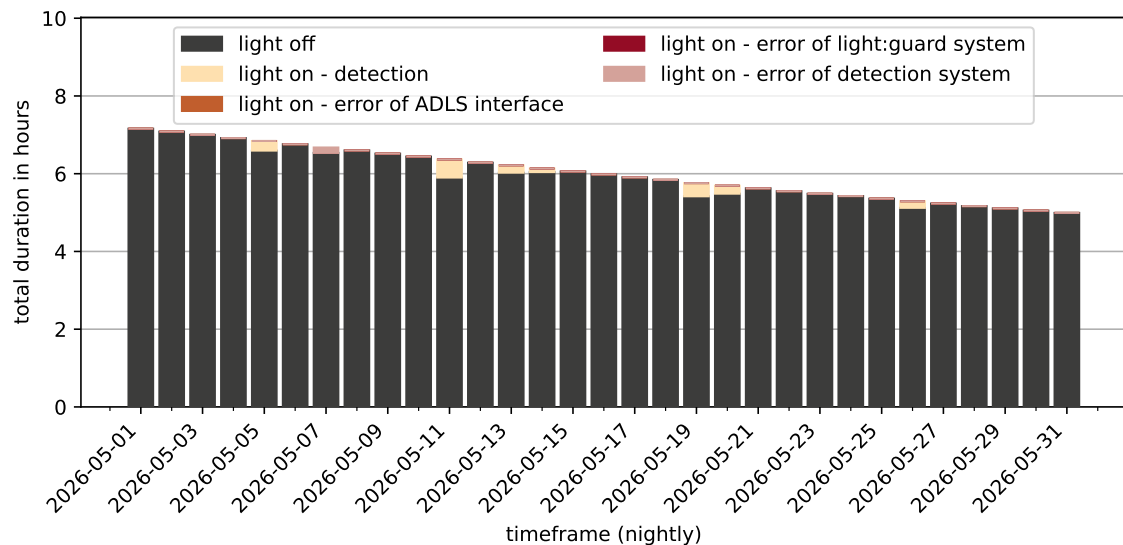


Figure 7: daily summary of events for May 2026

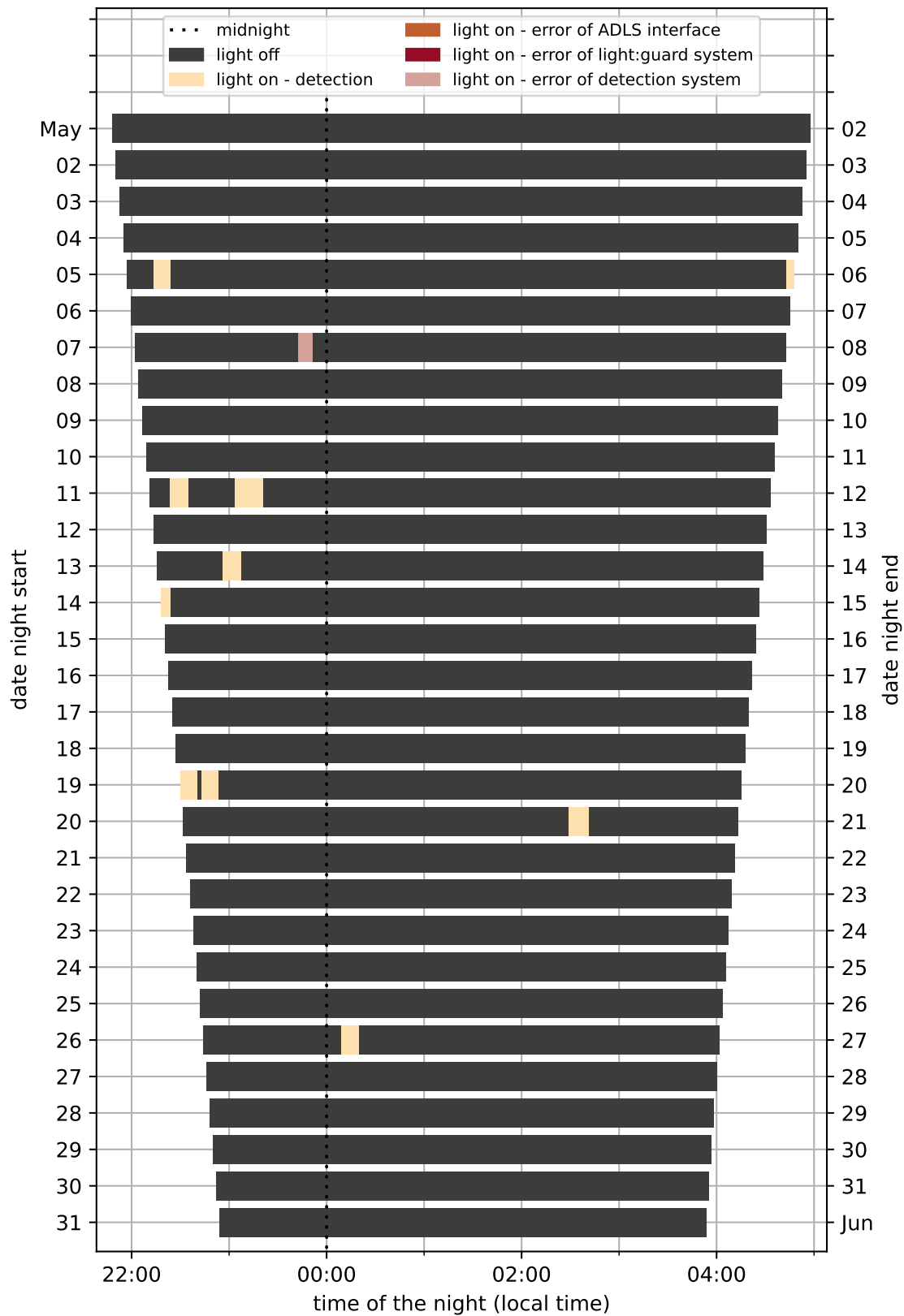


Figure 8: detailed daily progression of events for May 2026

2.4 Results June 2026

For 30 nights from 1st June to 1st July 2026, the lighting was suppressed for 98.7 % of the night (134 h out of 135 h). The light:guard system achieved an availability of 100.0 %. Figure 9 shows the daily cumulative times over the course of the period. Figure 10 shows the detailed progression of all results.

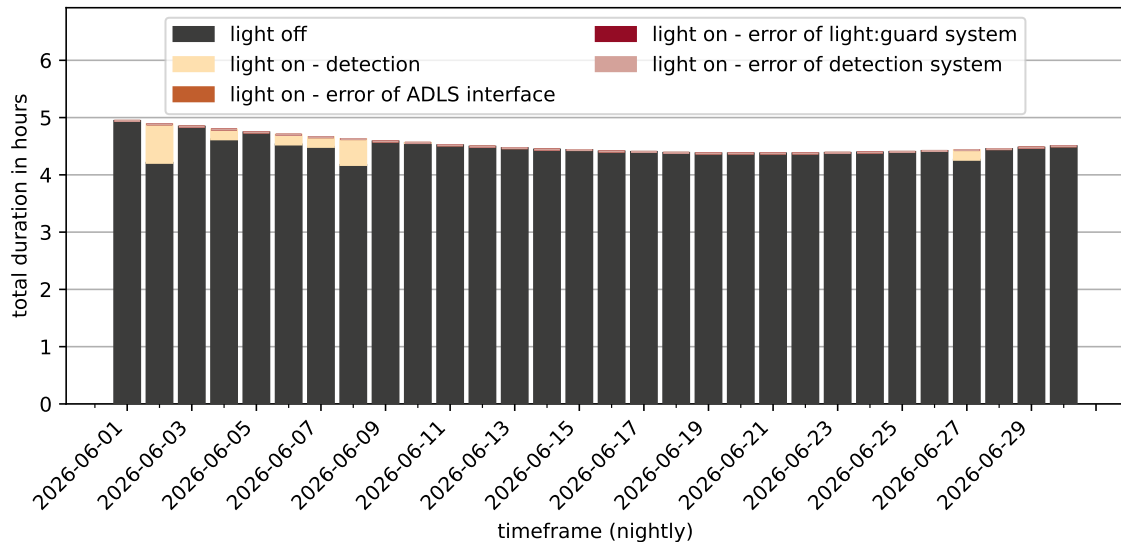


Figure 9: daily summary of events for June 2026

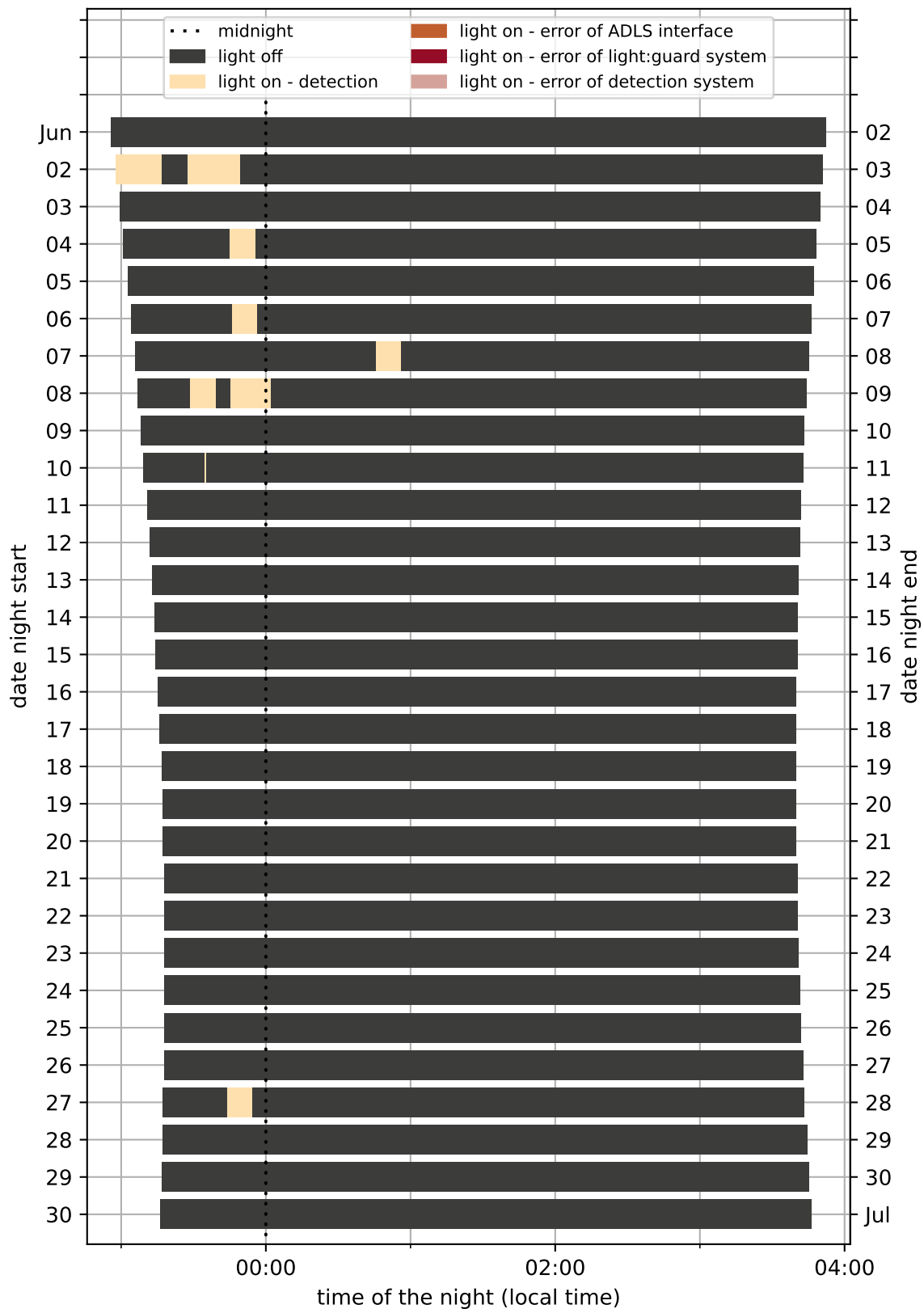


Figure 10: detailed daily progression of events for June 2026

2.5 Results July 2026

For 31 nights from 1st July to 1st August 2026, the lighting was suppressed for 99.7 % of the night (163 h out of 164 h). The light:guard system achieved an availability of 100.0 %. Figure 11 shows the daily cumulative times over the course of the period. Figure 12 shows the detailed progression of all results.

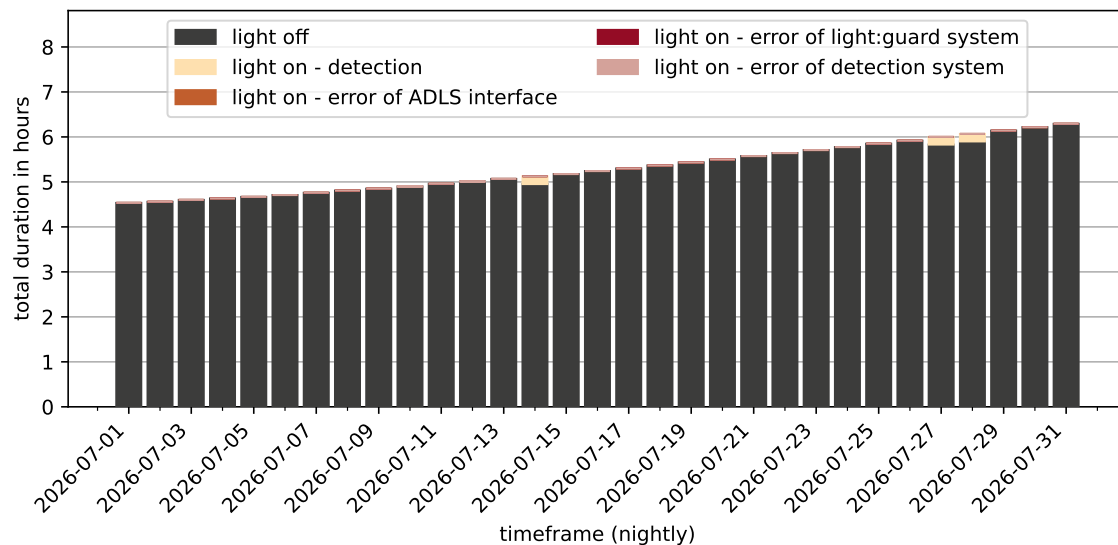


Figure 11: daily summary of events for July 2026

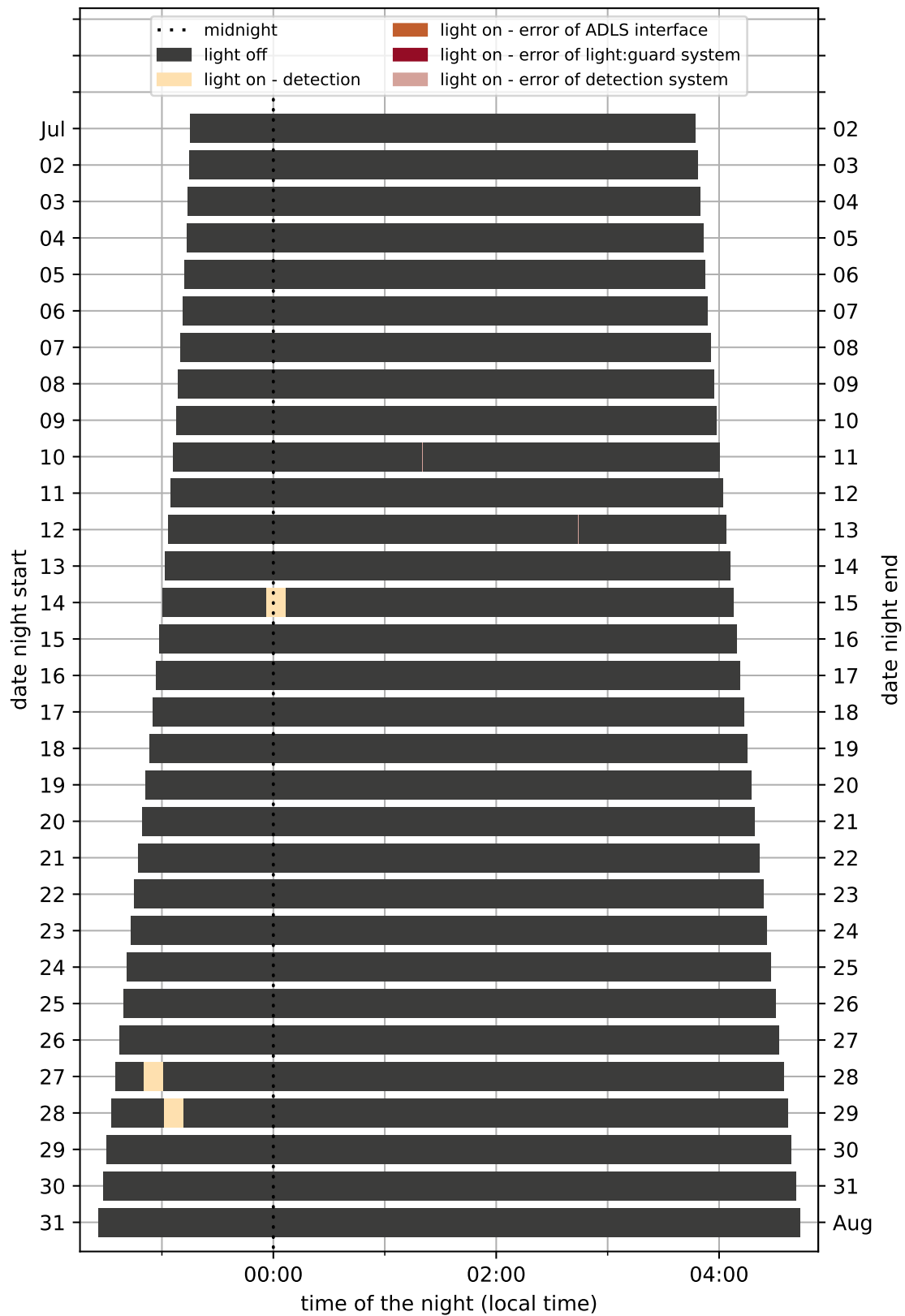


Figure 12: detailed daily progression of events for July 2026

2.6 Results August 2026

For 31 nights from 1st August to 1st September 2026, the lighting was suppressed for 98.3 % of the night (230 h out of 234 h). The light:guard system achieved an availability of 100.0 %. Figure 13 shows the daily cumulative times over the course of the period. Figure 14 shows the detailed progression of all results.

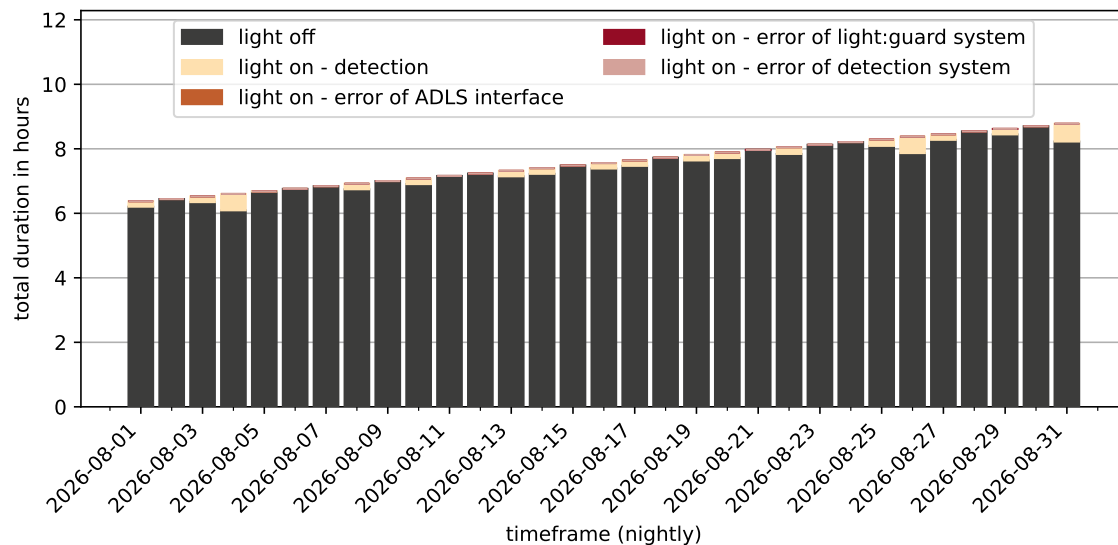
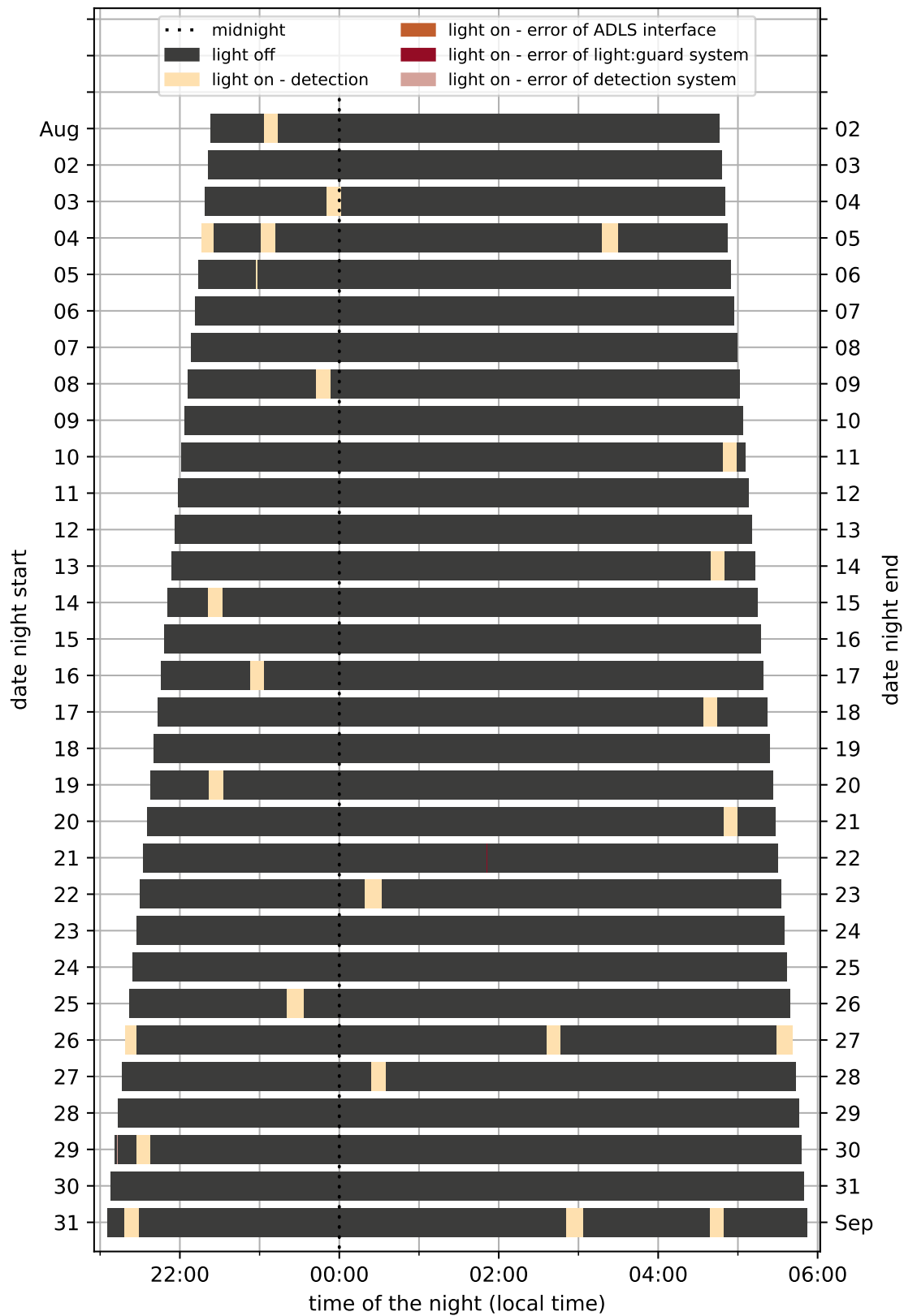


Figure 13: daily summary of events for August 2026



2.7 Results September 2026

For 8 nights from 1st to 9th September 2026, the lighting was suppressed for 99.5 % of the night (72 h out of 73 h). The light:guard system achieved an availability of 100.0 %. Figure 15 shows the daily cumulative times over the course of the period. Figure 16 shows the detailed progression of all results.

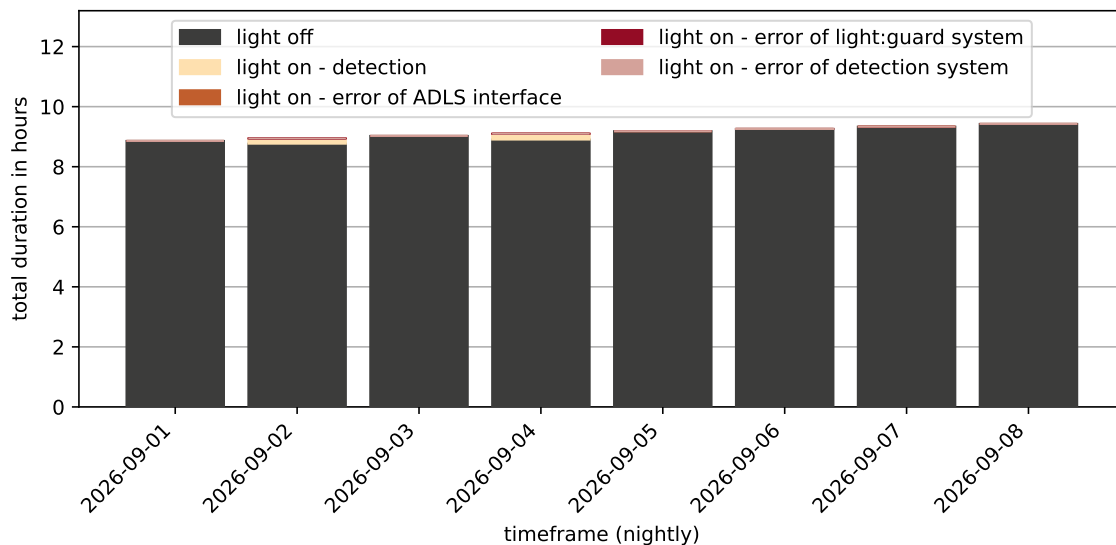


Figure 15: daily summary of events for September 2026

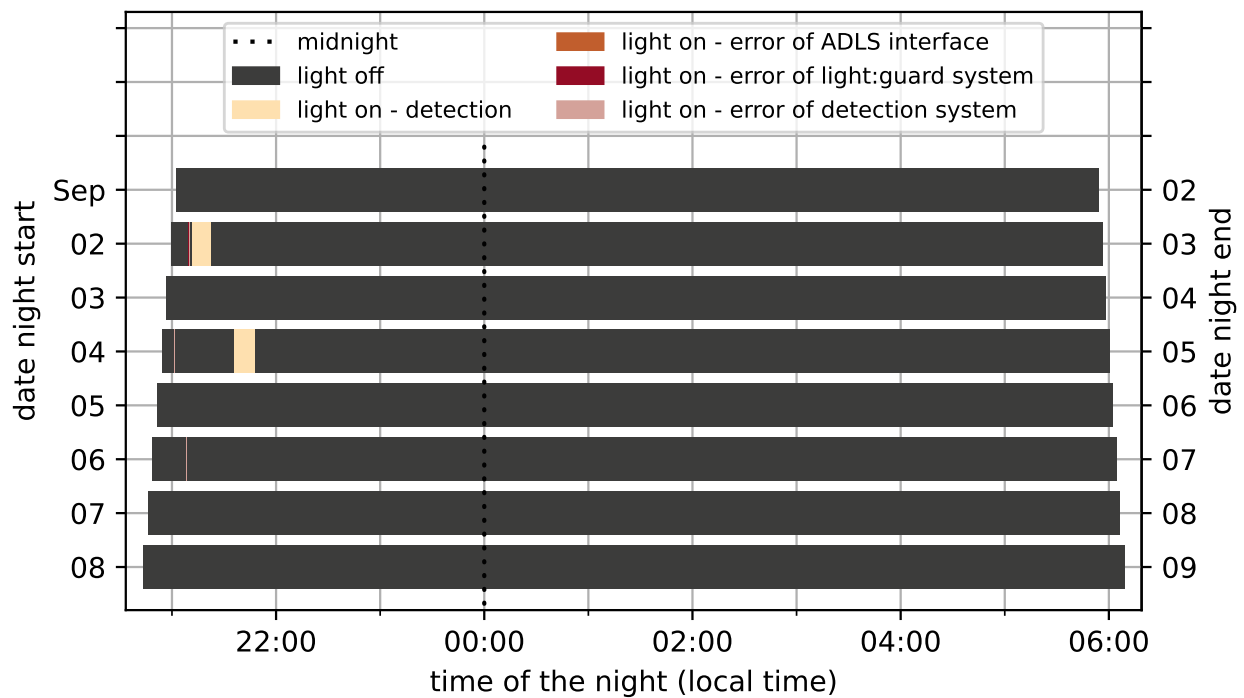


Figure 16: detailed daily progression of events for September 2026

A Explanations of the Status Report

This status report summarizes the operational state of the light:guard system based on available log entries for the selected period. Since most systems currently do not provide feedback from the lighting to confirm receipt of the ADLS switching signal, the status report reflects the assumed status of the lighting. All displayed values are based on this assumed status. Additionally, it should be noted that the twilight switch/brightness sensor of the wind turbine is decisive for activating the lighting, which means that during the operating period, the lighting may be turned off despite flight activity, as the lighting is generally not yet switched on due to sufficient brightness.

A.1 Operating Period of the ADLS System

The standard setting of the light:guard system provides that the system is activated two hours before the beginning of civil twilight at the location and deactivated two hours after the end of civil dawn.

A.2 Availability

The light:guard system is designed in so-called *fail-safe mode*. This means that it is ensured that in any error case, the lighting is active and thus the safety of the airspace is guaranteed. The stated availability is therefore the period of error-free operation of the light:guard system.

A.3 Status Indicators

All displayed graphics contain four different statuses, whose content and meaning are explained in more detail here:

Lights off (gray) The light:guard system has successfully suppressed the lighting. No flight activities were detected in the vicinity of the wind farm, so the lighting may remain switched off.

Lights on – Detection (yellow) This refers to the absence of lighting suppression due to flight activities. This includes both the detection of *Mode S* and *Mode A/C* messages, which were located in relevant proximity to the wind farm due to signal strength, as well as detections

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whose position determined by multilateration lie within the activation area. *Mode S* messages allow a specific conclusion about the identity of the flying object due to the unique identification code, whereas *Mode A/C* type messages do not allow clear assignment, as this code consists of status messages from the flying object.

Lights on – error of light:guard system (dark red) In this category, no suppression of lighting occurred due to a connection error in the light:guard system and system availability was not given. Possible causes for this can be:

- internet disruption or shutdown of the wind farm (this needs to be checked and corrected by the customer)
- disruption of the Light:Guard data center
- disruption of the Light:Guard components (Light Control Unit (LCU))

Lights on – error of detection system (light red) In this category, no suppression of lighting occurred due to an error in the connection to the detection system, e.g. Light:Guard-Receiver (LGR), and system availability was not given. Possible causes for this can be:

- internet disruption or shutdown of the wind farm (for LGR)
- technical issue

Lights on – error of ADLS interface (orange) No suppression of lighting occurred due to a communication error to the ADLS interface. Possible causes can be:

- unavailability or disruption of the ADLS interface(s)
- shutdown of the wind farm

Further information as well as answers to frequently asked questions can be found on Light:Guard's website (<https://light-guard.com/en/adls/#faq>).

List of Abbreviations

ADLS Aircraft Detection Lighting System

LCU Light Control Unit

LGR Light:Guard-Receiver

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