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November 8, 2017

Ms. Barcy F. McNeal, Secretary
Ohio Power Siting Board
Docketing Division
180 East Broad Street, 11th Floor
Columbus, OH 43215

**Re: Case No. 13-197-EL-BGN, 16-1687-EL-BGA, and 17-1099-EL-BGA
Trishe Wind Ohio, LLC
Update to Notification of Compliance with Condition 9 of the Supplement—Federal
& State Permits**

Dear Ms. McNeal:

Trishe Wind Ohio, LLC (“Applicant”) is certified to construct a wind-powered electric generation facility in Paulding County, Ohio (“Project”), in accordance with the December 16, 2013 Opinion, Order, and Certificate (“Certificate”) issued by the Ohio Power Siting Board (“OPSB”). The Certificate is subject to the 40 conditions set forth in the December 16, 2013 Order, as well as the 26 conditions set forth in the October 1, 2013 Supplement to the original application (“Supplement”).

Condition 9 of the Supplement requires applicant to obtain and comply with any permits or authorizations required by federal or state laws and regulations. On October 25, 2017, Applicant filed a Notification of Compliance with Condition 9 of the Supplement, which included the necessary permits from the Ohio Department of Transportation related to Radi. At this time, Applicant is updating the October 25, 2017 filing to include remaining required permits from the Ohio Department of Transportation (ODOT), as well as required permits from the Federal Aviation Administration (FAA), including: 1) ODOT construction permits; 2) FAA Marking and Lighting Permits; and 3) an FAA determination of No Hazard to Air Navigation. Each of the applicable permits is attached hereto.

We are available, at your convenience, to answer any questions you may have.

Respectfully submitted,

/s/ William V. Vorys
William V. Vorys (0093479)
Christine M.T. Pirik (0029759)
Terrence O'Donnell (0074213)
Dickinson Wright PLLC
150 East Gay Street, Suite 2400
Columbus, Ohio 43215
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Enclosure

Attorneys for Trishe Wind Ohio, LLC



OHIO DEPARTMENT OF TRANSPORTATION

OFFICE OF AVIATION • 2829 W. DUBLIN-GRANVILLE ROAD

COLUMBUS, OHIO • 43235-2786

JOHN KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

March 6, 2017

Trishe Wind Ohio, LLC
Attn: Matthias Weigel
5 Greenwich Office Park
Greenwich, CT 06831

Proposal: Wind Turbine Farm
Lat: See Attached Table
Lon: See Attached Table
Height: See Attached Table

Subject: CONSTRUCTION PERMIT
Aeronautical Study No: See Attached Table

To Whom It May Concern,

In response to the application received on the above date concerning the proposed construction described above, a study has been conducted under provisions of Ohio State Law Chapter 119, Section 4561.34 of the Revised Code to determine whether proposed construction would be an obstruction to air navigation. The findings of that study are as follows:

The proposed construction exceeds obstruction standards adopted under Section 4561.32 of the Ohio Revised Code, but will not affect the safe and efficient use of the airports nor effect the safety of persons and property on the ground. However, the following applies to the construction proposed:

[X] Notice is required if the project is abandoned or modified; maximum heights listed in attached table

[X] Obstruction Marking and/or Lighting is required.

[X] The structure should be obstruction marked and lighted per current FAA Advisory Circular (AC 70/7460-1L) Change 2 "Obstruction Marking and Lighting".

[X] Required lighting SHALL be maintained in operable condition.

[X] Compliance is mandatory with the FAA conditions of approval.

This authorization to initiate construction of the subject proposal expires on 4/14/2018 unless it is extended, revised or terminated by the Ohio State Department of Transportation. This permit does not exempt you from contacting local zoning authorities regarding compliance with local zoning ordinances.

If you have any questions, please call (614) 793-5040 or (614) 466-6804.

Respectfully,

ODOT Office of Aviation
2829 W. Dublin-Granville Road
Columbus, OH 43235

Trishe Wind Ohio LLC Wind Farm							
ODOT ASN	FAA ASN	Latitude	Longitude	Ground Height AMSL	Structure Elevation AGL	Overall Height AMSL	Maximum Allowable Height AMSL
2016-DOT-4622-OE	2016-WTE-2630-OE	41°4'10.05"	84°30'27.86"	724	499	1223	1223
2016-DOT-4623-OE	2016-WTE-2629-OE	41°2'44.15"	84°31'18.13"	725	499	1224	1224
2016-DOT-4624-OE	2016-WTE-2628-OE	41°2'19.6"	84°35'52.58"	737	499	1236	1236
2016-DOT-4625-OE	2016-WTE-2449-OE	41°2'14.47"	84°29'54.8"	725	499	1224	1224
2016-DOT-4626-OE	2016-WTE-2448-OE	41°2'20.03"	84°30'13.42"	726	499	1225	1225
2016-DOT-4627-OE	2016-WTE-2447-OE	41°2'23.74"	84°30'36.37"	725	499	1224	1224
2016-DOT-4628-OE	2016-WTE-2446-OE	41°2'31.94"	84°30'46.45"	725	499	1224	1224
2016-DOT-4629-OE	2016-WTE-2445-OE	41°4'4.41"	84°30'7.49"	724	499	1223	1223
2016-DOT-4630-OE	2016-WTE-2444-OE	41°4'19.05"	84°30'46.87"	725	499	1224	1224
2016-DOT-4631-OE	2016-WTE-2443-OE	41°1'31.63"	84°31'29.07"	730	499	1229	1229
2016-DOT-4632-OE	2016-WTE-2442-OE	41°1'42.53"	84°31'41.83"	726	499	1225	1225
2016-DOT-4633-OE	2016-WTE-2441-OE	41°2'16.89"	84°31'28.94"	726	499	1225	1225
2016-DOT-4634-OE	2016-WTE-2440-OE	41°3'8.6"	84°31'4.59"	728	499	1227	1227
2016-DOT-4635-OE	2016-WTE-2439-OE	41°3'18.85"	84°31'16.26"	728	499	1227	1227
2016-DOT-4636-OE	2016-WTE-2438-OE	41°3'26.37"	84°31'31.08"	728	499	1227	1227
2016-DOT-4637-OE	2016-WTE-2437-OE	41°1'33.74"	84°32'13.45"	732	499	1231	1231
2016-DOT-4638-OE	2016-WTE-2436-OE	41°1'43.58"	84°32'26.33"	730	499	1229	1229
2016-DOT-4639-OE	2016-WTE-2435-OE	41°2'10.88"	84°32'39.02"	730	499	1229	1229
2016-DOT-4640-OE	2016-WTE-2434-OE	41°2'21.56"	84°32'48.46"	730	499	1229	1229
2016-DOT-4641-OE	2016-WTE-2433-OE	41°2'12.3"	84°33'29.92"	732	499	1231	1231
2016-DOT-4642-OE	2016-WTE-2432-OE	41°2'21.14"	84°33'48.39"	732	499	1231	1231
2016-DOT-4643-OE	2016-WTE-2431-OE	41°2'31.61"	84°33'58.52"	732	499	1231	1231
2016-DOT-4644-OE	2016-WTE-2430-OE	41°3'4.81"	84°33'21.99"	732	499	1231	1231
2016-DOT-4645-OE	2016-WTE-2429-OE	41°3'25.25"	84°33'40.65"	730	499	1229	1229
2016-DOT-4646-OE	2016-WTE-2428-OE	41°1'46.55"	84°35'21.67"	733	499	1232	1232
2016-DOT-4647-OE	2016-WTE-2427-OE	41°2'13.66"	84°35'4.08"	738	499	1237	1237
2016-DOT-4648-OE	2016-WTE-2426-OE	41°2'30.48"	84°35'4.83"	738	499	1237	1237
2016-DOT-4649-OE	2016-WTE-2425-OE	41°2'48.05"	84°35'5.78"	738	499	1237	1237
2016-DOT-4650-OE	2016-WTE-2424-OE	41°1'27.96"	84°36'8.88"	738	499	1237	1237
2016-DOT-4651-OE	2016-WTE-2423-OE	41°1'41.33"	84°36'20.83"	740	499	1239	1239
2016-DOT-4652-OE	2016-WTE-2422-OE	41°2'9.84"	84°35'41.14"	735	499	1234	1234
2016-DOT-4653-OE	2016-WTE-2421-OE	41°2'32.71"	84°35'59.08"	735	499	1234	1234
2016-DOT-4654-OE	2016-WTE-2420-OE	41°3'1.79"	84°35'59.21"	733	499	1232	1232
2016-DOT-4655-OE	2016-WTE-2419-OE	41°1'26.88"	84°37'9.27"	740	499	1239	1239
2016-DOT-4656-OE	2016-WTE-2418-OE	41°1'48.27"	84°37'26.31"	740	499	1239	1239
2016-DOT-4657-OE	2016-WTE-2417-OE	41°1'56.5"	84°36'53.58"	740	499	1239	1239
2016-DOT-4658-OE	2016-WTE-2416-OE	41°2'9.85"	84°37'26.72"	741	499	1240	1240
2016-DOT-4659-OE	2016-WTE-2415-OE	41°2'34.3"	84°37'24.28"	738	499	1237	1237
2016-DOT-4660-OE	2016-WTE-2414-OE	41°3'9.03"	84°37'6.95"	740	499	1239	1239
2016-DOT-4661-OE	2016-WTE-2413-OE	41°3'13.1"	84°37'26"	740	499	1239	1239

Trishe Wind Ohio LLC Wind Farm							
ODOT ASN	FAA ASN	Latitude	Longitude	Ground Height AMSL	Structure Elevation AGL	Overall Height AMSL	Maximum Allowable Height AMSL
2016-DOT-4662-OE	2016-WTE-2412-OE	41°1'39.15"	84°38'5.41"	741	499	1240	1240
2016-DOT-4663-OE	2016-WTE-2411-OE	41°1'47.58"	84°38'31.32"	741	499	1240	1240
2016-DOT-4664-OE	2016-WTE-2410-OE	41°2'16.66"	84°38'50.52"	743	499	1242	1242
2016-DOT-4665-OE	2016-WTE-2409-OE	41°2'25.69"	84°37'58.45"	740	499	1239	1239
2016-DOT-4666-OE	2016-WTE-2408-OE	41°2'37.54"	84°38'7.58"	742	499	1241	1241
2016-DOT-4667-OE	2016-WTE-2407-OE	41°2'38.98"	84°39'9.16"	743	499	1242	1242
2016-DOT-4668-OE	2016-WTE-2406-OE	41°2'58.35"	84°39'13.73"	743	499	1242	1242
2016-DOT-4669-OE	2016-WTE-2405-OE	41°3'14.38"	84°39'23.18"	740	499	1239	1239
2016-DOT-4670-OE	2016-WTE-2404-OE	41°3'32.59"	84°39'27.95"	740	499	1239	1239
2016-DOT-4671-OE	2016-WTE-2392-OE	41°3'53.65"	84°39'33.6"	740	499	1239	1239



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

Aeronautical Study No.
2016-WTE-2421-OE
Prior Study No.
2013-WTE-3024-OE

Issued Date: 10/26/2017

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** MARKING & LIGHTING RECOMMENDATION ****

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine T-21
Location:	Haviland, OH
Latitude:	41-02-32.71N NAD 83
Longitude:	84-35-59.08W
Heights:	735 feet site elevation (SE) 499 feet above ground level (AGL) 1234 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 1 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

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.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

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 evaluation concerns the effect of the marking/lighting changes 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.

If we can be of further assistance, please contact our office at (425) 227-2625, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2421-OE.

Signature Control No: 287489035-347552129

(MAL -WT)

Paul Holmquist
Specialist



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

Aeronautical Study No.
2016-WTE-2422-OE
Prior Study No.
2013-WTE-3026-OE

Issued Date: 10/26/2017

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** MARKING & LIGHTING RECOMMENDATION ****

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine T-23
Location:	Haviland, OH
Latitude:	41-02-09.84N NAD 83
Longitude:	84-35-41.14W
Heights:	735 feet site elevation (SE) 499 feet above ground level (AGL) 1234 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 1 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

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.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

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 evaluation concerns the effect of the marking/lighting changes 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.

If we can be of further assistance, please contact our office at (425) 227-2625, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2422-OE.

Signature Control No: 287489037-347552130

(MAL -WT)

Paul Holmquist
Specialist



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

Aeronautical Study No.
2017-WTE-6937-OE

Issued Date: 10/26/2017

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** MARKING & LIGHTING RECOMMENDATION ****

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Met Tower 3940
Location:	Haviland, OH
Latitude:	41-01-35.21N NAD 83
Longitude:	84-32-25.32W
Heights:	730 feet site elevation (SE) 295 feet above ground level (AGL) 1025 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 1 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

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.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

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 evaluation concerns the effect of the marking/lighting changes 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.

If we can be of further assistance, please contact our office at (425) 227-2625, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-WTE-6937-OE.

Signature Control No: 343794920-347552131

(MAL -WT)

Paul Holmquist
Specialist



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

Aeronautical Study No.
2016-WTE-2426-OE
Prior Study No.
2013-WTE-3029-OE

Issued Date: 10/26/2017

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** MARKING & LIGHTING RECOMMENDATION ****

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Wind Turbine T-27
Location:	Haviland, OH
Latitude:	41-02-30.48N NAD 83
Longitude:	84-35-04.83W
Heights:	738 feet site elevation (SE) 499 feet above ground level (AGL) 1237 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 1 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

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.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

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.

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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 evaluation concerns the effect of the marking/lighting changes 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.

If we can be of further assistance, please contact our office at (425) 227-2625, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2426-OE.

Signature Control No: 287489041-347552132

(MAL -WT)

Paul Holmquist
Specialist



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

Aeronautical Study No.
2017-WTE-6938-OE

Issued Date: 10/26/2017

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** MARKING & LIGHTING RECOMMENDATION ****

The Federal Aviation Administration has completed an evaluation of your request concerning:

Structure:	Met Tower 0910
Location:	Haviland, OH
Latitude:	41-01-37.65N NAD 83
Longitude:	84-38-21.48W
Heights:	741 feet site elevation (SE) 295 feet above ground level (AGL) 1036 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 1 , Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

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.

So that aeronautical charts and records can be updated, it is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed when the new system is installed and operational.

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 evaluation concerns the effect of the marking/lighting changes 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.

If we can be of further assistance, please contact our office at (425) 227-2625, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-WTE-6938-OE.

Signature Control No: 343794921-347552133

(MAL -WT)

Paul Holmquist
Specialist

Permit Number: U 1709 17
County: Paulding
Route: 49
Section: 2.0
Access Category: _____

**STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PERMIT**

Subject to all terms, conditions, and restrictions printed, written below and on the reverse side hereof, or attached,

Name: Trishe Wind Ohio, LLC
Address: 2981 Road 107
City, St Zip: Haviland, OH 45851
Phone: 419-786-0142

is hereby granted under Section 5515.01 and 5515.02 of the Ohio Revised Code and permission to perform work necessary in the manner described or attached at the location indicated. This permit does not relieve the applicant from obtaining other Federal, State or Local permits, approvals, or authorizations required by law that may be applicable to the proposed work described herein.

To: Construct a temporary radius at the intersection of SR-49 and SR-114 to support wind turbine deliveries. All temporary entrances shall be removed after work is completed and area shall be restored to the original state. TRAFFIC PLAN: According to OMUTD requirements.

Location: In Paulding County along State Route 49, 300 feet South of SR-114 on the East side of the road. Work to commence on 11/2/2017 and will require 160 days to complete.

To the extend applicable, this permit shall be in the possession of employees on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Ohio Department of Transportation.

No work authorized by this permit shall begin until the permittee has contacted and received instructions from

Duane Hackworth, Utilities Relocation Tech

Phone 419-549-6584

Note: EMAIL: CPirik@dickinson-wright.com ross.laukhuf@dot.ohio.gov

This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by:

Saturday, June 30, 2018

All work requiring persons or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Uniform Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions, and be NCHRP 350 compliant. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

The permittee accepts the conditions, terms, and requirements printed, written on, or attached to this permit and understands that failure to comply fully with those conditions, terms, and requirements or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to and including removal of the installation at the permittee's expense.

Performance Bond Required? No Company _____
Effective Date _____ Expiration Date _____ Amount \$ _____

Director: _____

[Signature]

11/2/17

General Provisions Applicable to All Permits

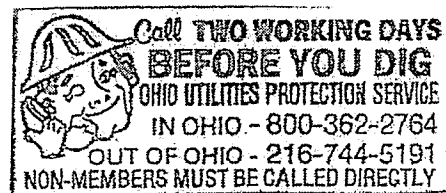
(Sections 5515.01 and 5515.02 of O.R.C.)

- [1] This permit is not a substitute for satisfying the rights or obligations of any other party who may have an interest in the underlying fee interest.
- [2] The granting of this permit does not convey to the permittee or to the property served any rights, title, or interest in state highway rights of way or in the design or operation of the state highway; or in any way abridge the right of the Director of the Department of Transportation in his jurisdiction over state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Transportation to order the removal, reconstruction, relocation, or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation, or repair shall be wholly at the expense of the owners thereof or the permittee and be made as directed by the Director of Transportation. Such changes in the state highway design or operation, necessary for improved safety and operation or for the benefit of the traveling public, shall not require a permit modification since the permit confers no private rights to the permittee over the control of the state highway.
- [3] The District Deputy Director acts for and on behalf of the Director in issuing and carrying out the provisions of all permits. The District Deputy Director has full authority to ensure that all provisions of the permit are met and to reject any materials, design, and workmanship that do not meet applicable Department standards. The District Deputy Director, at his/her discretion, may require a performance bond or certified check as a prerequisite to the issuance of a permit.
- [4] Failure on the part of the permittee to comply fully with the provisions and conditions of the permit will be cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Departmental action. By accepting the permit, the permittee agrees to comply with all conditions, terms, and restrictions printed or written on or attached to the permit. If the permittee performs any work contrary to the conditions of the permit or to the instructions of the District Deputy Director and, after due notice, fails to correct the problem, the Department of Transportation may, with or without notice, correct such work and the permittee shall reimburse the Department for the costs.
- [5] The permittee shall indemnify and hold harmless the State of Ohio, Department of Transportation, its officers, representatives and assigns, from any and all loss, liability, damages, litigation costs, and claims for injury or death to any person, property, or business caused by or resulting from any act, omission, event, consequence, or occurrence, negligent or otherwise of the permittee, his employees, or assigns as a result of the issuance of this permit.
- [6] All work authorized under the permit shall be performed to the Department's satisfaction, and the entire expense shall be borne by the permittee. No work shall be performed until the permittee has contacted the Department's appointed representative named on the permit and received instructions. The Department's representative may inspect all work covered by the permit, or the Department reserves the right, during the time any or all of the work is being performed, to appoint an inspector over the work who shall represent the interest of the State on the work and any compensation arranged for shall be paid wholly by the permit holder. Work not in compliance shall be halted and the District Deputy Director shall be notified of the cause. The permittee shall be notified of the Department's action and its causes, and given an opportunity to correct the problem.
- [7] Failure to complete all work within the time specified on the permit shall void the permit, thereby making the permit illegal and subject to appropriate Departmental action. The permittee may request an extension in writing from the District Office, explaining why the extension is necessary and when the work is expected to be completed.
- [8] All work infringing on the pavement or shoulders shall comply with applicable standards and requirements regarding traffic control devices. Failure to comply will be cause for revocation or suspension of the permit. Any closure of lanes or shoulders shall be described in terms of location, duration, time of day, etc. Such work shall not begin until all traffic control devices are in place.
- [9] If any grading, sidewalk, or other work allowed by a permit interferes with the drainage of the highway in any way, such catch basins and outlets as necessary shall be constructed to take proper care of said drainage.
- [10] Upon completion of the work, the permittee shall leave the highway clean of all rubbish, excess materials, temporary structures and equipment, and all parts of the highway shall be left in a condition acceptable to the Department. Upon satisfactory completion of the work authorized by the permit, the Department's appointed representative shall complete the Permit Inspection Certificate, Form No. MR 678 certifying that the permittee has complied with the terms of the permit.
- [11] Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway so as to interfere with the travel over the road.
- [12] All pole lines are to be built in accordance with Rule 4901:3-1-08 of Ohio Administrative Code promulgated and enforced by the Public Utilities Commission of Ohio.
- [13] The permittee shall comply with the Air Pollution requirements of Rule 3745-17-08 of the Ohio Administrative Code promulgated and enforced by the Ohio Environmental Protection Agency.
- [14] The permittee certifies that he or she is fully authorized to sign this permit. This permit shall apply to and be binding upon the permittee and his/her successors in interest. No change in ownership of the underlying property or of the facility owned by permittee shall in any way alter the permittee's obligations under this permit.

[15] The permittee(s) for herself/himself/themselves/itself, her/his/their/its personal representatives, and her/his/their/its successors in interest and assigns, as a part of the consideration hereof, do/does hereby covenant and agree that:

- (1) No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the above described property.
- (2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.
- (3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT – Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.
- (4) In the event that this instrument grants a lease, license, or permit and any of the above nondiscrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.
- (5) In the event that this instrument grants a fee or easement interest and any of the above nondiscrimination covenants is breached, the State of Ohio, Department of Transportation, shall have the unfettered right to re-enter the above described property, and said property will thereupon revert to and vest in and become the absolute property of the State of Ohio and its successors and assigns for the use and benefit of the Department of Transportation.
- (6) In the event that this instrument grants a lease, fee or easement interest, all of the foregoing nondiscrimination covenants shall be and are covenants running with the land.

Call Before You Dig
Oil and Gas Producers
Underground Protection Services
1-800-925-0988



Permit Number: U 1711 17
 County: Paulding
 Route: 114
 Section: 11.20
 Access Category: _____

**STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION
 PERMIT**

Subject to all terms, conditions, and restrictions printed, written below and on the reverse side hereof, or attached,

Name: Trishe Wind Ohio, LLC
 Address: 2981 Road 107
 City, St Zip: Haviland, OH 45851
 Phone: 203-422-7878

is hereby granted under Section 5515.01 and 5515.02 of the Ohio Revised Code and permission to perform work necessary in the manner described or attached at the location indicated. This permit does not relieve the applicant from obtaining other Federal, State or Local permits, approvals, or authorizations required by law that may be applicable to the proposed work described herein.

To: Construct a temporary east construction entrance for the lay down yard. All temporary entrances shall be removed after work is completed and area shall be restored to the original state. TRAFFIC PLAN: According to OMUTD requirements.

Location: In Paulding County along State Route 114, 1,053 feet East of CR-107 on the West side of the road. Work to commence on 11/6/2017 and will require 160 days to complete.

To the extent applicable, this permit shall be in the possession of employees on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Ohio Department of Transportation.

No work authorized by this permit shall begin until the permittee has contacted and received instructions from

Duane Hackworth, Utilities Relocation Tech

Phone 419-549-6584

Note: EMAIL: CPirik@dickinson-wright.com ross.laukhuf@dot.ohio.gov

This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by:

Saturday, June 30, 2018

All work requiring persons or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Uniform Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions, and be NCHRP 350 compliant. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

The permittee accepts the conditions, terms, and requirements printed, written on, or attached to this permit and understands that failure to comply fully with those conditions, terms, and requirements or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to and including removal of the installation at the permittee's expense.

Performance Bond Required? No Company _____
 Effective Date _____ Expiration Date _____ Amount \$ _____

Director: _____

[Signature]
11-7-17

General Provisions Applicable to All Permits

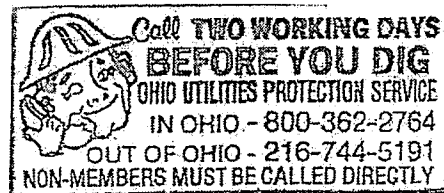
(Sections 5515.01 and 5515.02 of O.R.C.)

- [1] This permit is not a substitute for satisfying the rights or obligations of any other party who may have an interest in the underlying fee interest.
- [2] The granting of this permit does not convey to the permittee or to the property served any rights, title, or interest in state highway rights of way or in the design or operation of the state highway; or in any way abridge the right of the Director of the Department of Transportation in his jurisdiction over state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Transportation to order the removal, reconstruction, relocation, or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation, or repair shall be wholly at the expense of the owners thereof or the permittee and be made as directed by the Director of Transportation. Such changes in the state highway design or operation, necessary for improved safety and operation or for the benefit of the traveling public, shall not require a permit modification since the permit confers no private rights to the permittee over the control of the state highway.
- [3] The District Deputy Director acts for and on behalf of the Director in issuing and carrying out the provisions of all permits. The District Deputy Director has full authority to ensure that all provisions of the permit are met and to reject any materials, design, and workmanship that do not meet applicable Department standards. The District Deputy Director, at his/her discretion, may require a performance bond or certified check as a prerequisite to the issuance of a permit.
- [4] Failure on the part of the permittee to comply fully with the provisions and conditions of the permit will be cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Departmental action. By accepting the permit, the permittee agrees to comply with all conditions, terms, and restrictions printed or written on or attached to the permit. If the permittee performs any work contrary to the conditions of the permit or to the instructions of the District Deputy Director and, after due notice, fails to correct the problem, the Department of Transportation may, with or without notice, correct such work and the permittee shall reimburse the Department for the costs.
- [5] The permittee shall indemnify and hold harmless the State of Ohio, Department of Transportation, its officers, representatives and assigns, from any and all loss, liability, damages, litigation costs, and claims for injury or death to any person, property, or business caused by or resulting from any act, omission, event, consequence, or occurrence, negligent or otherwise of the permittee, his employees, or assigns as a result of the issuance of this permit.
- [6] All work authorized under the permit shall be performed to the Department's satisfaction, and the entire expense shall be borne by the permittee. No work shall be performed until the permittee has contacted the Department's appointed representative named on the permit and received instructions. The Department's representative may inspect all work covered by the permit, or the Department reserves the right, during the time any or all of the work is being performed, to appoint an inspector over the work who shall represent the interest of the State on the work and any compensation arranged for shall be paid wholly by the permit holder. Work not in compliance shall be halted and the District Deputy Director shall be notified of the cause. The permittee shall be notified of the Department's action and its causes, and given an opportunity to correct the problem.
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- [8] All work infringing on the pavement or shoulders shall comply with applicable standards and requirements regarding traffic control devices. Failure to comply will be cause for revocation or suspension of the permit. Any closure of lanes or shoulders shall be described in terms of location, duration, time of day, etc. Such work shall not begin until all traffic control devices are in place.
- [9] If any grading, sidewalk, or other work allowed by a permit interferes with the drainage of the highway in any way, such catch basins and outlets as necessary shall be constructed to take proper care of said drainage.
- [10] Upon completion of the work, the permittee shall leave the highway clean of all rubbish, excess materials, temporary structures and equipment, and all parts of the highway shall be left in a condition acceptable to the Department. Upon satisfactory completion of the work authorized by the permit, the Department's appointed representative shall complete the Permit Inspection Certificate, Form No. MR 678 certifying that the permittee has complied with the terms of the permit.
- [11] Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway so as to interfere with the travel over the road.
- [12] All pole lines are to be built in accordance with Rule 4901:3-1-08 of Ohio Administrative Code promulgated and enforced by the Public Utilities Commission of Ohio.
- [13] The permittee shall comply with the Air Pollution requirements of Rule 3745-17-08 of the Ohio Administrative Code promulgated and enforced by the Ohio Environmental Protection Agency.
- [14] The permittee certifies that he or she is fully authorized to sign this permit. This permit shall apply to and be binding upon the permittee and his/her successors in interest. No change in ownership of the underlying property or of the facility owned by permittee shall in any way alter the permittee's obligations under this permit.

[15] The permittee(s) for herself/himself/themselves/itself, her/his/their/its personal representatives, and her/his/their/its successors in interest and assigns, as a part of the consideration hereof, do/does hereby covenant and agree that:

- (1) No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the above described property.
- (2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.
- (3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT – Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.
- (4) In the event that this instrument grants a lease, license, or permit and any of the above nondiscrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.
- (5) In the event that this instrument grants a fee or easement interest and any of the above nondiscrimination covenants is breached, the State of Ohio, Department of Transportation, shall have the unfettered right to re-enter the above described property, and said property will thereupon revert to and vest in and become the absolute property of the State of Ohio and its successors and assigns for the use and benefit of the Department of Transportation.
- (6) In the event that this instrument grants a lease, fee or easement interest, all of the foregoing nondiscrimination covenants shall be and are covenants running with the land.

Call Before You Dig
Oil and Gas Producers
Underground Protection Services
1-800-925-0988



Permit Number: U 1710 17
County: Paulding
Route: 114
Section: 11.15
Access Category: _____

**STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PERMIT**

Subject to all terms, conditions, and restrictions printed, written below and on the reverse side hereof, or attached,

Name: Trishe Wind Ohio, LLC
Address: 2981 Road 107
City, St Zip: Haviland, OH 45851
Phone: 203-422-7878

is hereby granted under Section 5515.01 and 5515.02 of the Ohio Revised Code and permission to perform work necessary in the manner described or attached at the location indicated. This permit does not relieve the applicant from obtaining other Federal, State or Local permits, approvals, or authorizations required by law that may be applicable to the proposed work described herein.

To: Construct a temporary east construction entrance for the lay down yard. All temporary entrances shall be removed after work is completed and area shall be restored to the original state. TRAFFIC PLAN: According to OMUTD requirements. TRAFFIC PLAN: According to OMUTD requirements.

Location: In Paulding County along State Route 114, 856 feet East of CR-107 on the West side of the road. Work to commence on 10/31/2017 and will require 160 days to complete.

To the extent applicable, this permit shall be in the possession of employees on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Ohio Department of Transportation.

No work authorized by this permit shall begin until the permittee has contacted and received instructions from

Duane Hackworth, Utilities Relocation Tech

Phone 419-549-6584

Note: EMAIL: CPirik@dickinson-wright.com ross.laukhuf@dot.ohio.gov

This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by:

Saturday, June 30, 2018

All work requiring persons or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Uniform Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions, and be NCHRP 350 compliant. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

The permittee accepts the conditions, terms, and requirements printed, written on, or attached to this permit and understands that failure to comply fully with those conditions, terms, and requirements or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to and including removal of the installation at the permittee's expense.

Performance Bond Required? No Company _____
Effective Date _____ Expiration Date _____ Amount \$ _____

Director: _____

Jerry Hayman
11-7-17

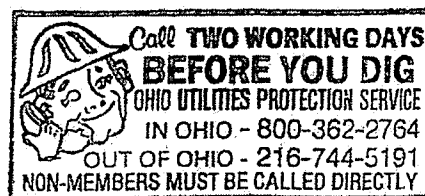
General Provisions Applicable to All Permits
(Sections 5515.01 and 5515.02 of O.R.C.)

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- (1) No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the above described property.
- (2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.
- (3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.
- (4) In the event that this instrument grants a lease, license, or permit and any of the above nondiscrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.
- (5) In the event that this instrument grants a fee or easement interest and any of the above nondiscrimination covenants is breached, the State of Ohio, Department of Transportation, shall have the unfettered right to re-enter the above described property, and said property will thereupon revert to and vest in and become the absolute property of the State of Ohio and its successors and assigns for the use and benefit of the Department of Transportation.
- (6) In the event that this instrument grants a lease, fee or easement interest, all of the foregoing nondiscrimination covenants shall be and are covenants running with the land.

Call Before You Dig
Oil and Gas Producers
Underground Protection Services
1-800-925-0988



Permit Number: U 1712 17
County: Paulding
Route: 127
Section: 3.9
Access Category: _____

**STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
PERMIT**

Subject to all terms, conditions, and restrictions printed, written below and on the reverse side hereof, or attached,

Name: Trishe Wind Ohio, LLC
Address: 2981 Road 107
City, St Zip: Haviland, OH 45851
Phone: 419-238-1225

is hereby granted under Section 5515.01 and 5515.02 of the Ohio Revised Code and permission to perform work necessary in the manner described or attached at the location indicated. This permit does not relieve the applicant from obtaining other Federal, State or Local permits, approvals, or authorizations required by law that may be applicable to the proposed work described herein.

To: Construct a temporary turning radius for wind turbine generator parts hauling trucks. All temporary entrances shall be removed after work is completed and area shall be restored to the original state. See plans as attached TRAFFIC PLAN: According to OMUTD requirements.

Location: In Paulding County along State Route 127, 150 feet North of TR-48 on the North side of the road. Work to commence on 11/2/2017 and will require 160 days to complete.

To the extent applicable, this permit shall be in the possession of employees on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Ohio Department of Transportation.

No work authorized by this permit shall begin until the permittee has contacted and received instructions from

Duane Hackworth, Utilities Relocation Tech

Phone 419-549-6584

Note: EMAIL: CPirik@dickinson-wright.com ross.laukhuf@dot.ohio.gov

This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by:

Saturday, June 30, 2018

All work requiring persons or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Uniform Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions, and be NCHRP 350 compliant. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

The permittee accepts the conditions, terms, and requirements printed, written on, or attached to this permit and understands that failure to comply fully with those conditions, terms, and requirements or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to and including removal of the installation at the permittee's expense.

Performance Bond Required? No Company _____
Effective Date _____ Expiration Date _____ Amount \$ _____

Director: _____

[Signature]
11-7-17

General Provisions Applicable to All Permits

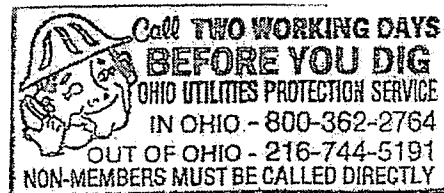
(Sections 5515.01 and 5515.02 of O.R.C.)

- [1] This permit is not a substitute for satisfying the rights or obligations of any other party who may have an interest in the underlying fee interest.
- [2] The granting of this permit does not convey to the permittee or to the property served any rights, title, or interest in state highway rights of way or in the design or operation of the state highway; or in any way abridge the right of the Director of the Department of Transportation in his jurisdiction over state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Transportation to order the removal, reconstruction, relocation, or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation, or repair shall be wholly at the expense of the owners thereof or the permittee and be made as directed by the Director of Transportation. Such changes in the state highway design or operation, necessary for improved safety and operation or for the benefit of the traveling public, shall not require a permit modification since the permit confers no private rights to the permittee over the control of the state highway.
- [3] The District Deputy Director acts for and on behalf of the Director in issuing and carrying out the provisions of all permits. The District Deputy Director has full authority to ensure that all provisions of the permit are met and to reject any materials, design, and workmanship that do not meet applicable Department standards. The District Deputy Director, at his/her discretion, may require a performance bond or certified check as a prerequisite to the issuance of a permit.
- [4] Failure on the part of the permittee to comply fully with the provisions and conditions of the permit will be cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Departmental action. By accepting the permit, the permittee agrees to comply with all conditions, terms, and restrictions printed or written on or attached to the permit. If the permittee performs any work contrary to the conditions of the permit or to the instructions of the District Deputy Director and, after due notice, fails to correct the problem, the Department of Transportation may, with or without notice, correct such work and the permittee shall reimburse the Department for the costs.
- [5] The permittee shall indemnify and hold harmless the State of Ohio, Department of Transportation, its officers, representatives and assigns, from any and all loss, liability, damages, litigation costs, and claims for injury or death to any person, property, or business caused by or resulting from any act, omission, event, consequence, or occurrence, negligent or otherwise of the permittee, his employees, or assigns as a result of the issuance of this permit.
- [6] All work authorized under the permit shall be performed to the Department's satisfaction, and the entire expense shall be borne by the permittee. No work shall be performed until the permittee has contacted the Department's appointed representative named on the permit and received instructions. The Department's representative may inspect all work covered by the permit, or the Department reserves the right, during the time any or all of the work is being performed, to appoint an inspector over the work who shall represent the interest of the State on the work and any compensation arranged for shall be paid wholly by the permit holder. Work not in compliance shall be halted and the District Deputy Director shall be notified of the cause. The permittee shall be notified of the Department's action and its causes, and given an opportunity to correct the problem.
- [7] Failure to complete all work within the time specified on the permit shall void the permit, thereby making the permit illegal and subject to appropriate Departmental action. The permittee may request an extension in writing from the District Office, explaining why the extension is necessary and when the work is expected to be completed.
- [8] All work infringing on the pavement or shoulders shall comply with applicable standards and requirements regarding traffic control devices. Failure to comply will be cause for revocation or suspension of the permit. Any closure of lanes or shoulders shall be described in terms of location, duration, time of day, etc. Such work shall not begin until all traffic control devices are in place.
- [9] If any grading, sidewalk, or other work allowed by a permit interferes with the drainage of the highway in any way, such catch basins and outlets as necessary shall be constructed to take proper care of said drainage.
- [10] Upon completion of the work, the permittee shall leave the highway clean of all rubbish, excess materials, temporary structures and equipment, and all parts of the highway shall be left in a condition acceptable to the Department. Upon satisfactory completion of the work authorized by the permit, the Department's appointed representative shall complete the Permit Inspection Certificate, Form No. MR 678 certifying that the permittee has complied with the terms of the permit.
- [11] Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway so as to interfere with the travel over the road.
- [12] All pole lines are to be built in accordance with Rule 4901:3-1-08 of Ohio Administrative Code promulgated and enforced by the Public Utilities Commission of Ohio.
- [13] The permittee shall comply with the Air Pollution requirements of Rule 3745-17-08 of the Ohio Administrative Code promulgated and enforced by the Ohio Environmental Protection Agency.
- [14] The permittee certifies that he or she is fully authorized to sign this permit. This permit shall apply to and be binding upon the permittee and his/her successors in interest. No change in ownership of the underlying property or of the facility owned by permittee shall in any way alter the permittee's obligations under this permit.

[15] The permittee(s) for herself/himself/themselves/itself, her/his/their/its personal representatives, and her/his/their/its successors in interest and assigns, as a part of the consideration hereof, do/does hereby covenant and agree that:

- (1) No person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the above described property.
- (2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.
- (3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT – Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.
- (4) In the event that this instrument grants a lease, license, or permit and any of the above nondiscrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.
- (5) In the event that this instrument grants a fee or easement interest and any of the above nondiscrimination covenants is breached, the State of Ohio, Department of Transportation, shall have the unfettered right to re-enter the above described property, and said property will thereupon revert to and vest in and become the absolute property of the State of Ohio and its successors and assigns for the use and benefit of the Department of Transportation.
- (6) In the event that this instrument grants a lease, fee or easement interest, all of the foregoing nondiscrimination covenants shall be and are covenants running with the land.

Call Before You Dig
Oil and Gas Producers
Underground Protection Services
1-800-925-0988





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

Aeronautical Study No.
2016-WTE-2392-OE
Prior Study No.
2013-WTE-2143-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-01
Location:	Haviland, OH
Latitude:	41-03-53.65N NAD 83
Longitude:	84-39-33.60W
Heights:	740 feet site elevation (SE) 499 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2392-OE.

Signature Control No: 286286848-307407732

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

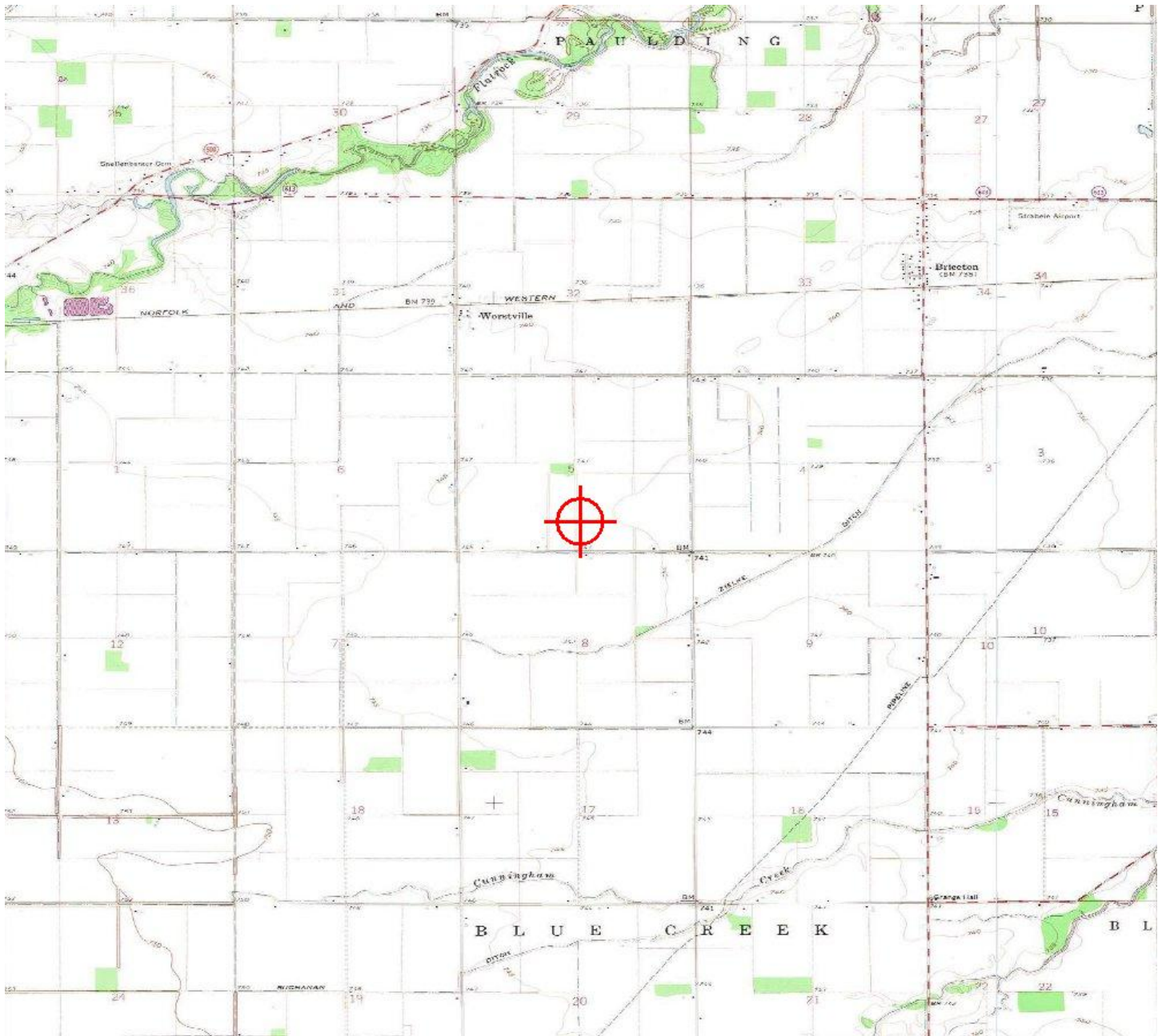
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2392-OE





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

Aeronautical Study No.
2016-WTE-2404-OE
Prior Study No.
2013-WTE-3012-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-02
Location:	Haviland, OH
Latitude:	41-03-32.59N NAD 83
Longitude:	84-39-27.95W
Heights:	740 feet site elevation (SE) 499 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2404-OE.

Signature Control No: 287489018-307407742

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

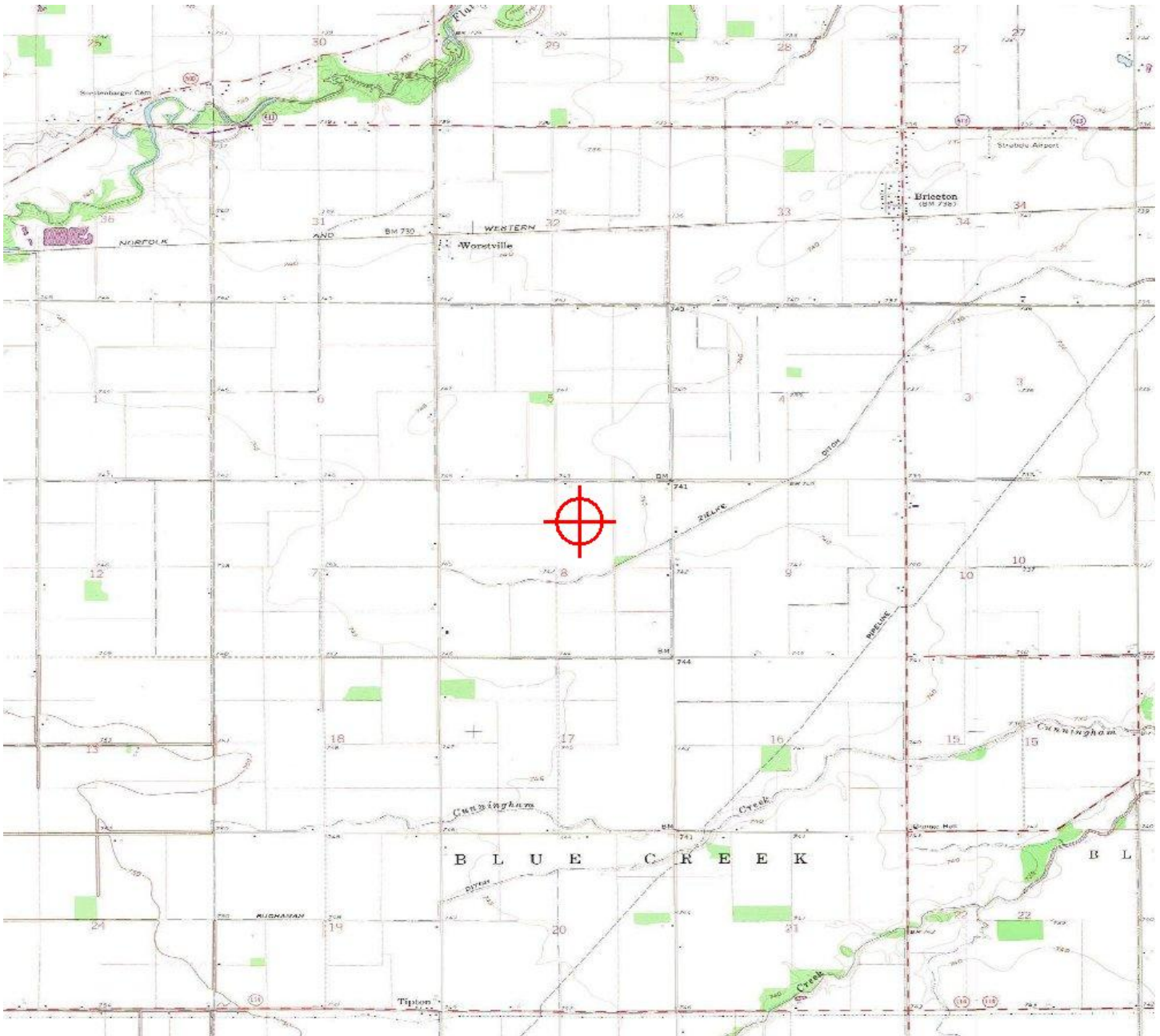
ADDITIONAL INFORMATION

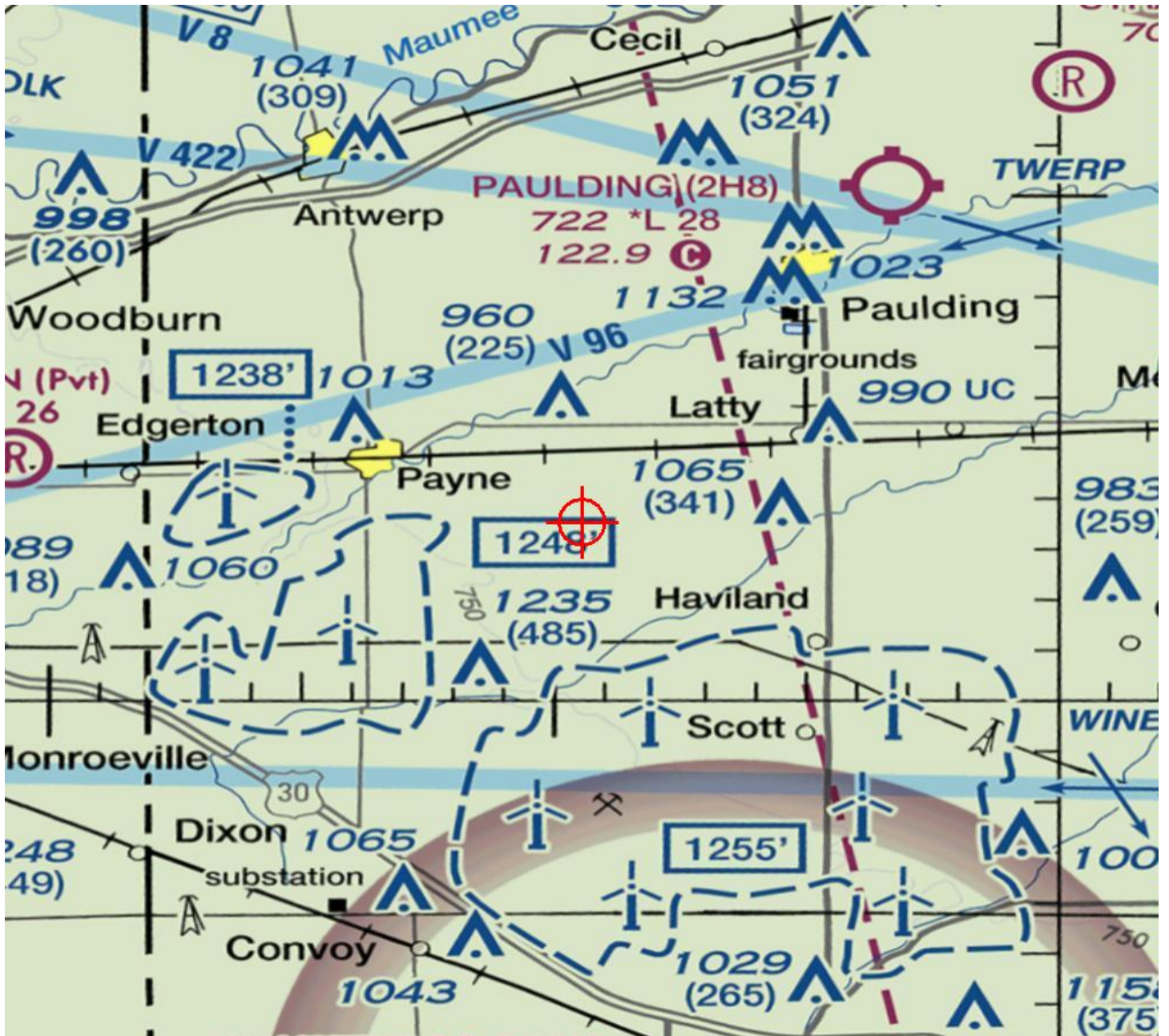
Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2404-OE







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

Aeronautical Study No.
2016-WTE-2405-OE
Prior Study No.
2013-WTE-2145-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-03
Location:	Haviland, OH
Latitude:	41-03-14.38N NAD 83
Longitude:	84-39-23.18W
Heights:	740 feet site elevation (SE)
	499 feet above ground level (AGL)
	1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2405-OE.

Signature Control No: 287489019-307407731

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

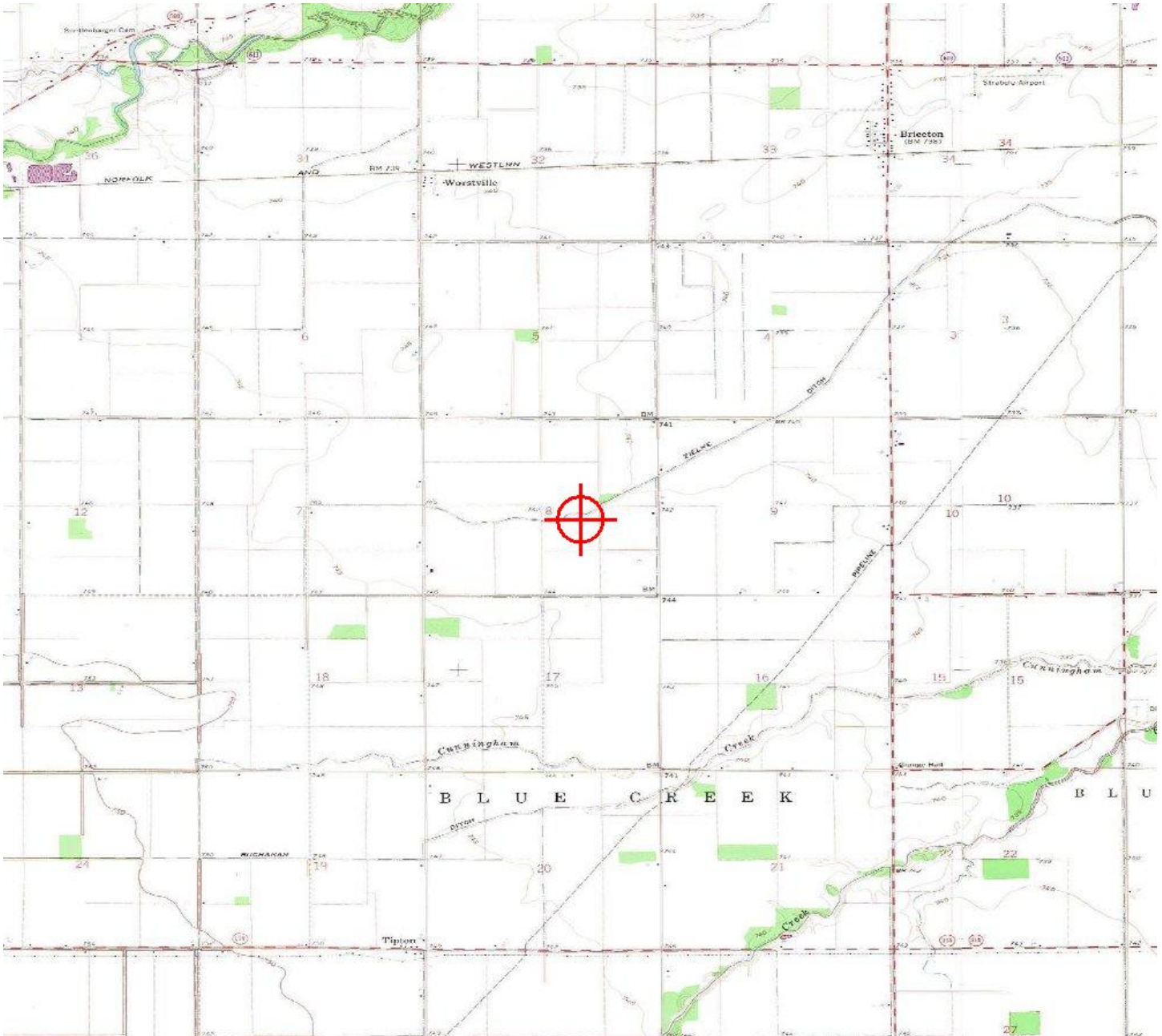
ADDITIONAL INFORMATION

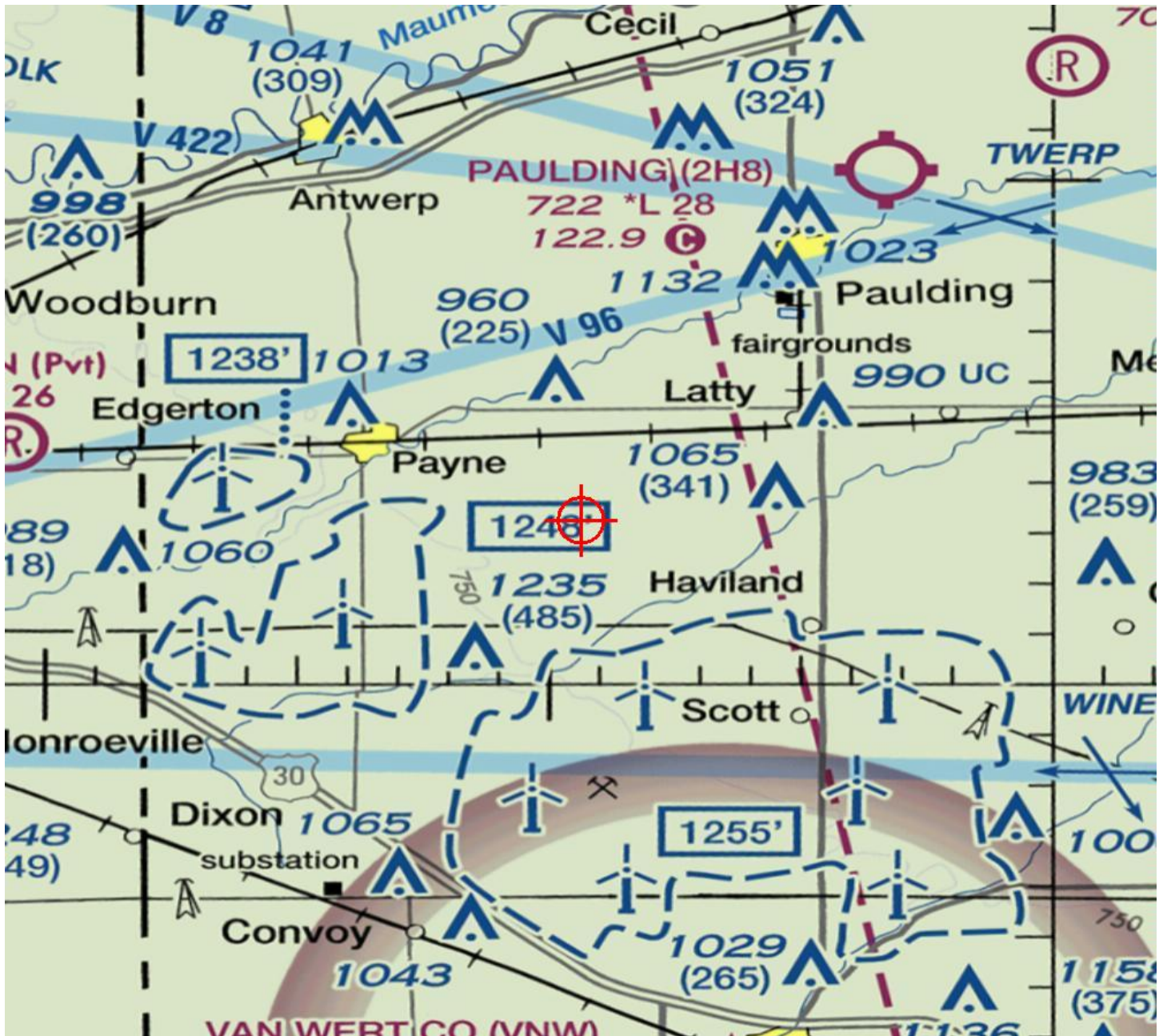
Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2405-OE







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

Aeronautical Study No.
2016-WTE-2406-OE
Prior Study No.
2013-WTE-2146-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-04
Location:	Haviland, OH
Latitude:	41-02-58.35N NAD 83
Longitude:	84-39-13.73W
Heights:	743 feet site elevation (SE)
	499 feet above ground level (AGL)
	1242 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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.

Any height exceeding 499 feet above ground level (1242 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2406-OE.

Signature Control No: 287489020-307407724

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

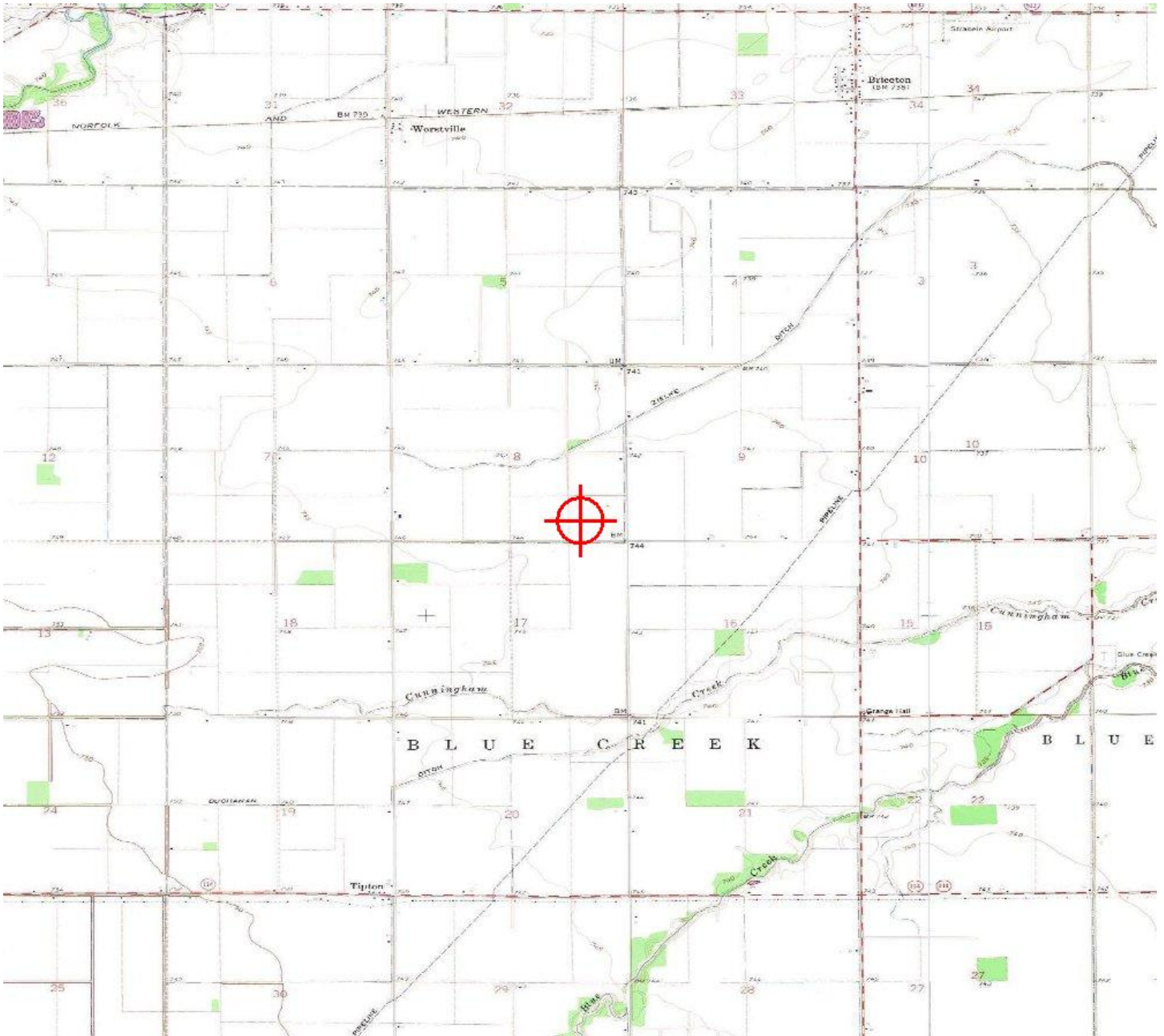
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2406-OE







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

Aeronautical Study No.
2016-WTE-2407-OE
Prior Study No.
2015-WTE-739-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-05
Location:	Haviland, OH
Latitude:	41-02-38.98N NAD 83
Longitude:	84-39-09.16W
Heights:	743 feet site elevation (SE)
	499 feet above ground level (AGL)
	1242 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1242 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2407-OE.

Signature Control No: 287489021-307407735

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

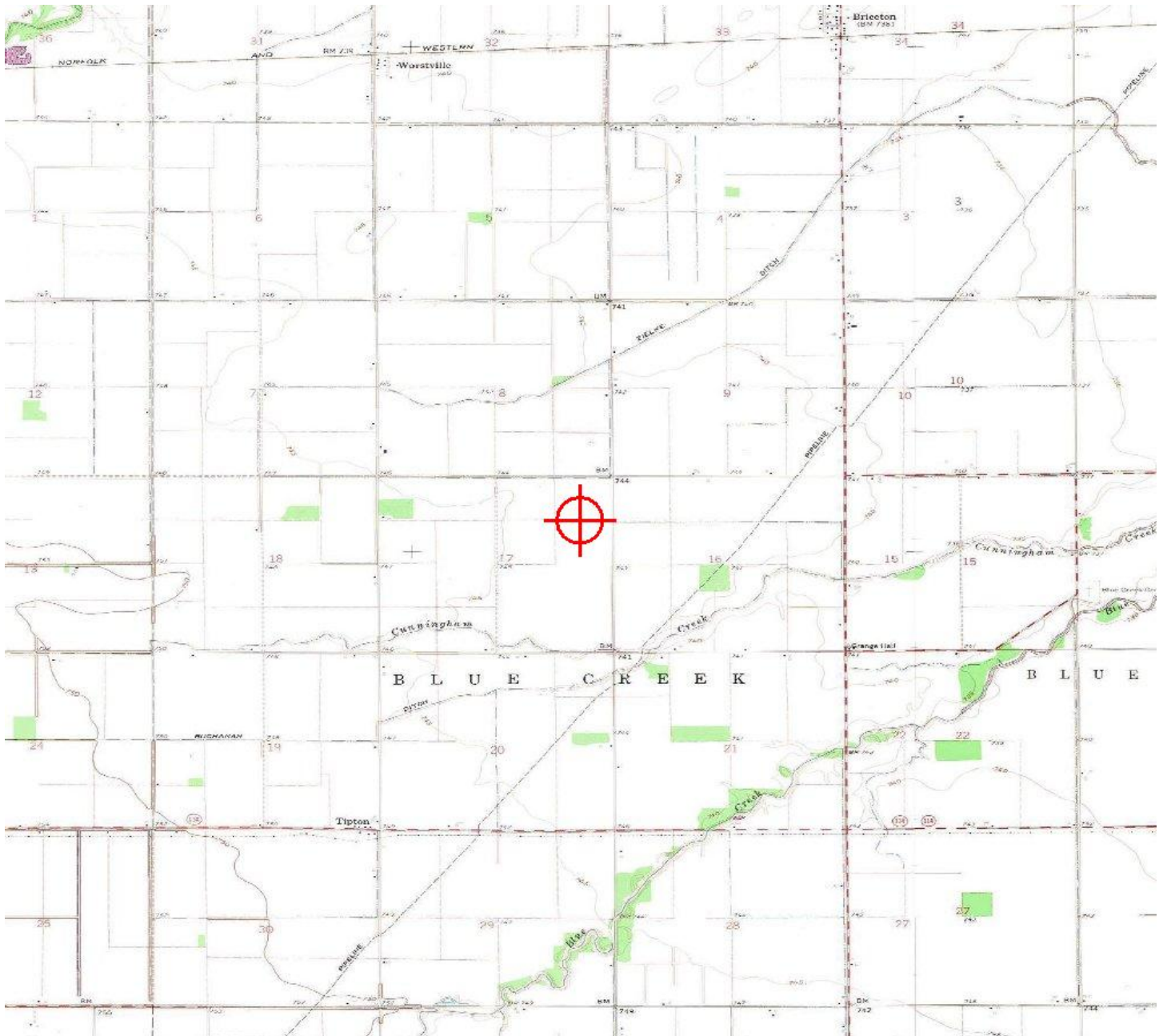
ADDITIONAL INFORMATION

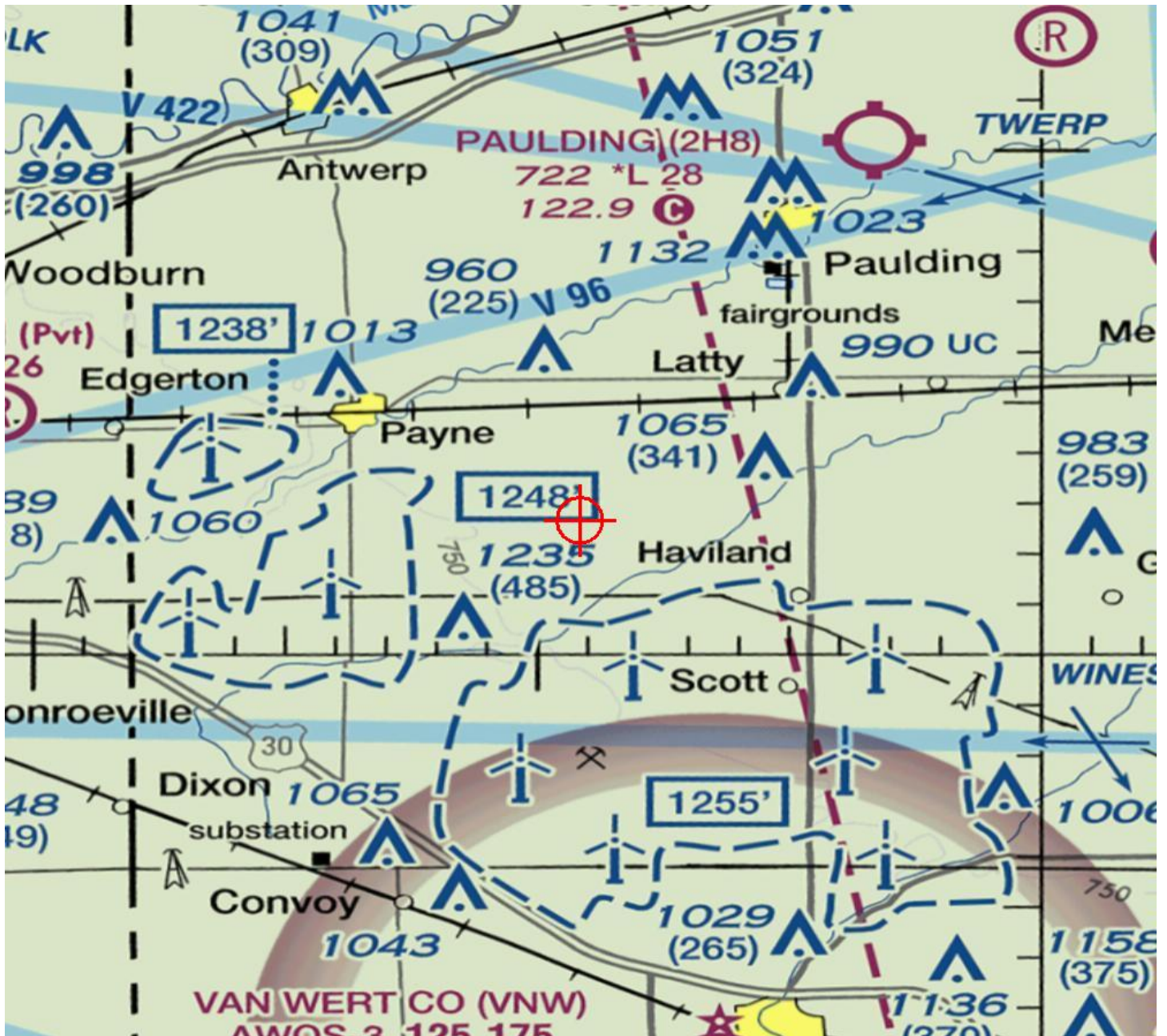
Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2407-OE







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

Aeronautical Study No.
2016-WTE-2408-OE
Prior Study No.
2013-WTE-3013-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-06
Location:	Haviland, OH
Latitude:	41-02-37.54N NAD 83
Longitude:	84-38-07.58W
Heights:	742 feet site elevation (SE)
	499 feet above ground level (AGL)
	1241 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1241 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2408-OE.

Signature Control No: 287489022-307407733

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

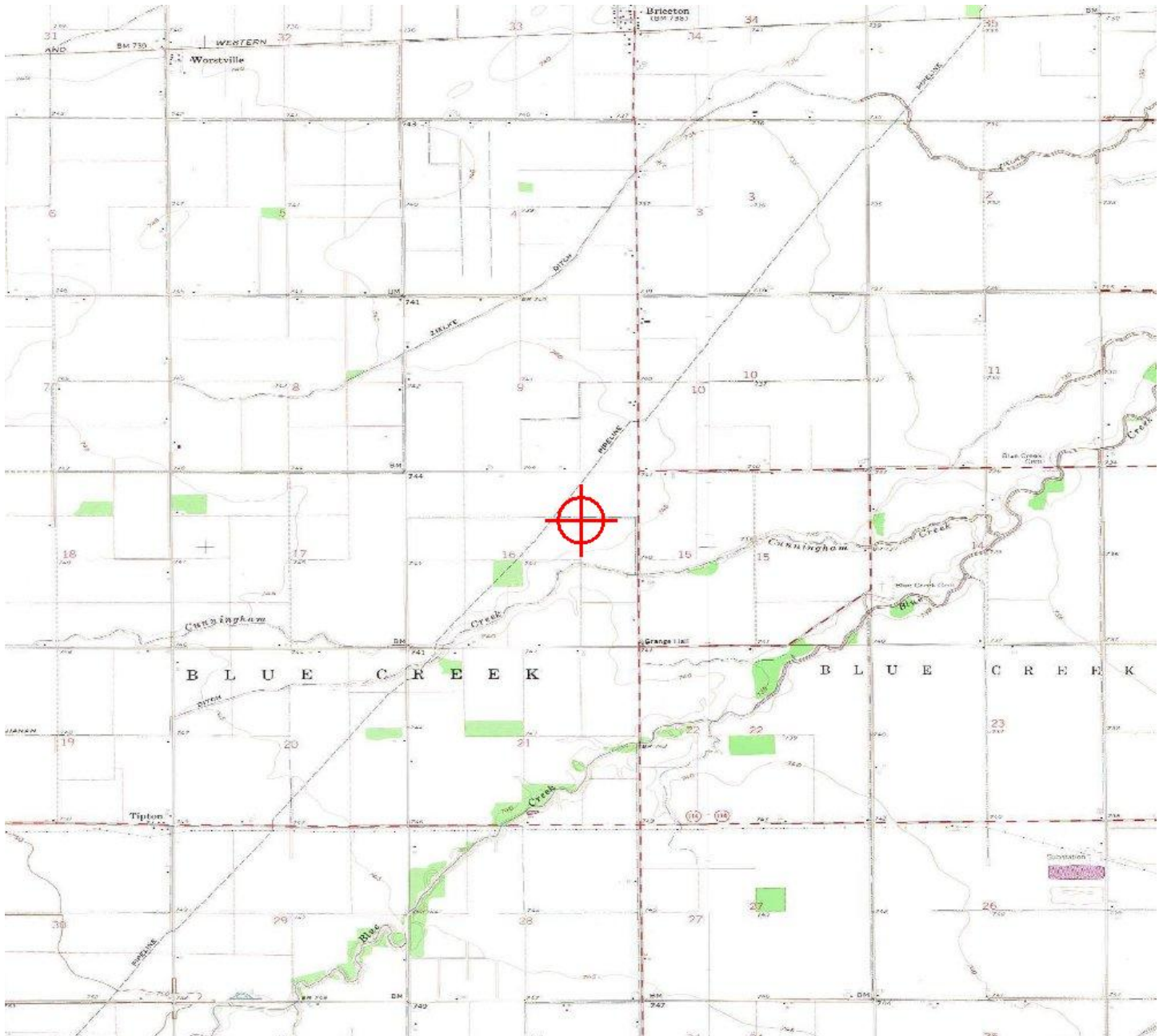
ADDITIONAL INFORMATION

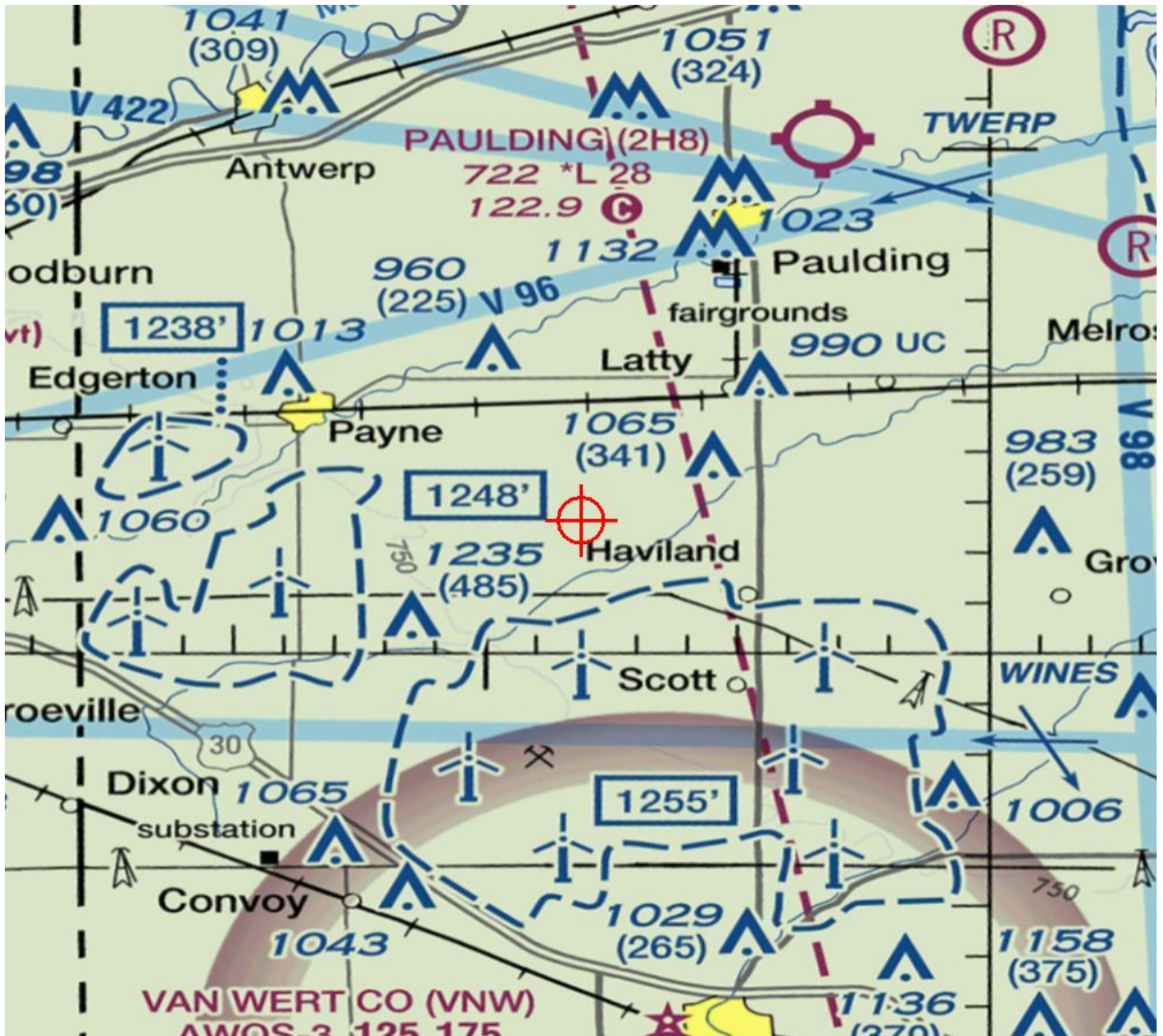
Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2408-OE







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

Aeronautical Study No.
2016-WTE-2409-OE
Prior Study No.
2013-WTE-3014-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-07
Location:	Haviland, OH
Latitude:	41-02-25.69N NAD 83
Longitude:	84-37-58.45W
Heights:	740 feet site elevation (SE) 499 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2409-OE.

Signature Control No: 287489023-307407730

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

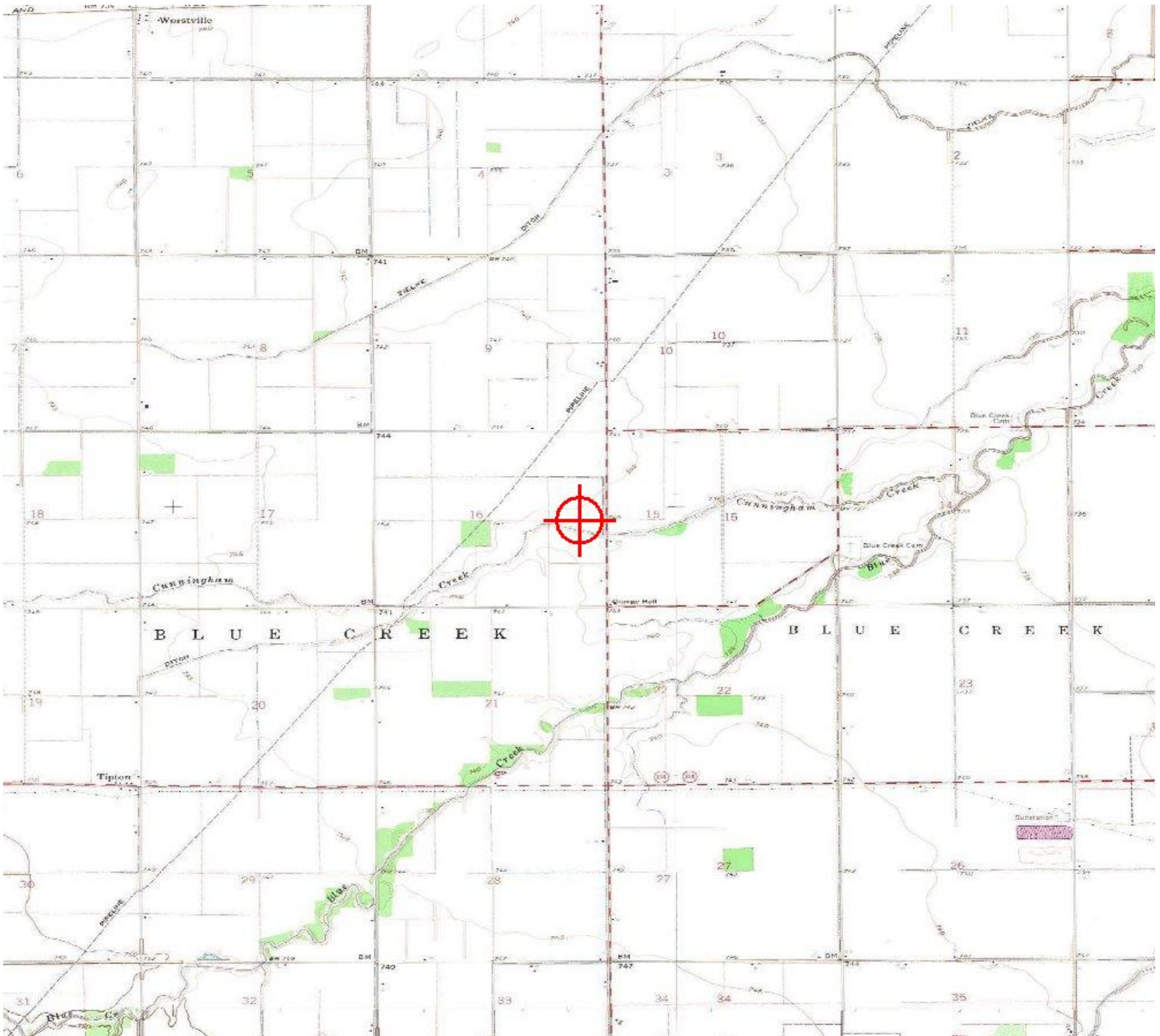
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

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TOPO Map for ASN 2016-WTE-2409-OE







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

Aeronautical Study No.
2016-WTE-2410-OE
Prior Study No.
2013-WTE-3015-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-08
Location:	Haviland, OH
Latitude:	41-02-16.66N NAD 83
Longitude:	84-38-50.52W
Heights:	743 feet site elevation (SE)
	499 feet above ground level (AGL)
	1242 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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This determination expires on 04/14/2018 unless:

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- (b) extended, revised, or terminated by the issuing office.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2410-OE.

Signature Control No: 287489024-307407725

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

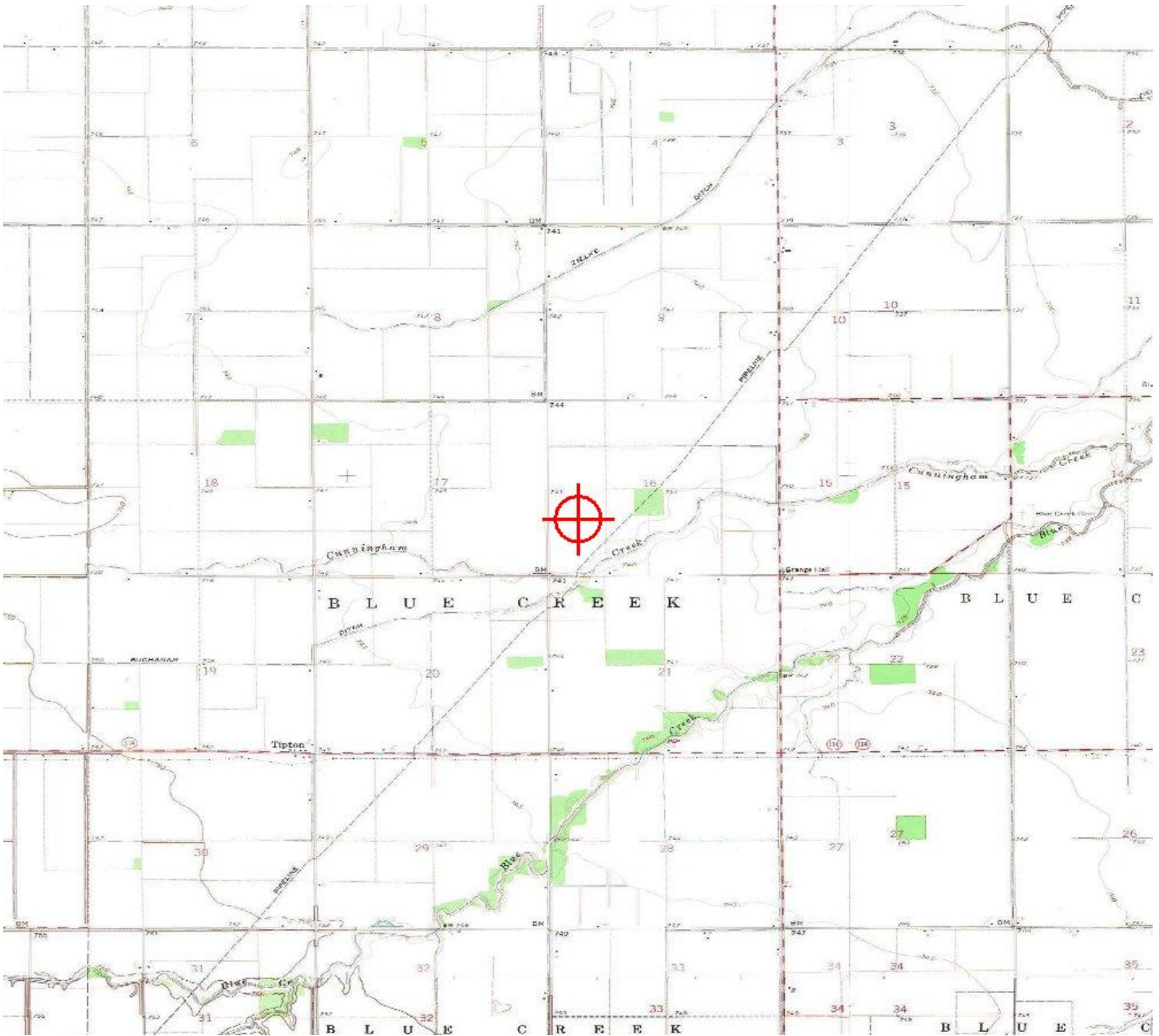
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2410-OE







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

Aeronautical Study No.
2016-WTE-2411-OE
Prior Study No.
2013-WTE-3016-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-09
Location:	Haviland, OH
Latitude:	41-01-47.58N NAD 83
Longitude:	84-38-31.32W
Heights:	741 feet site elevation (SE) 499 feet above ground level (AGL) 1240 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1240 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2411-OE.

Signature Control No: 287489025-307407743

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

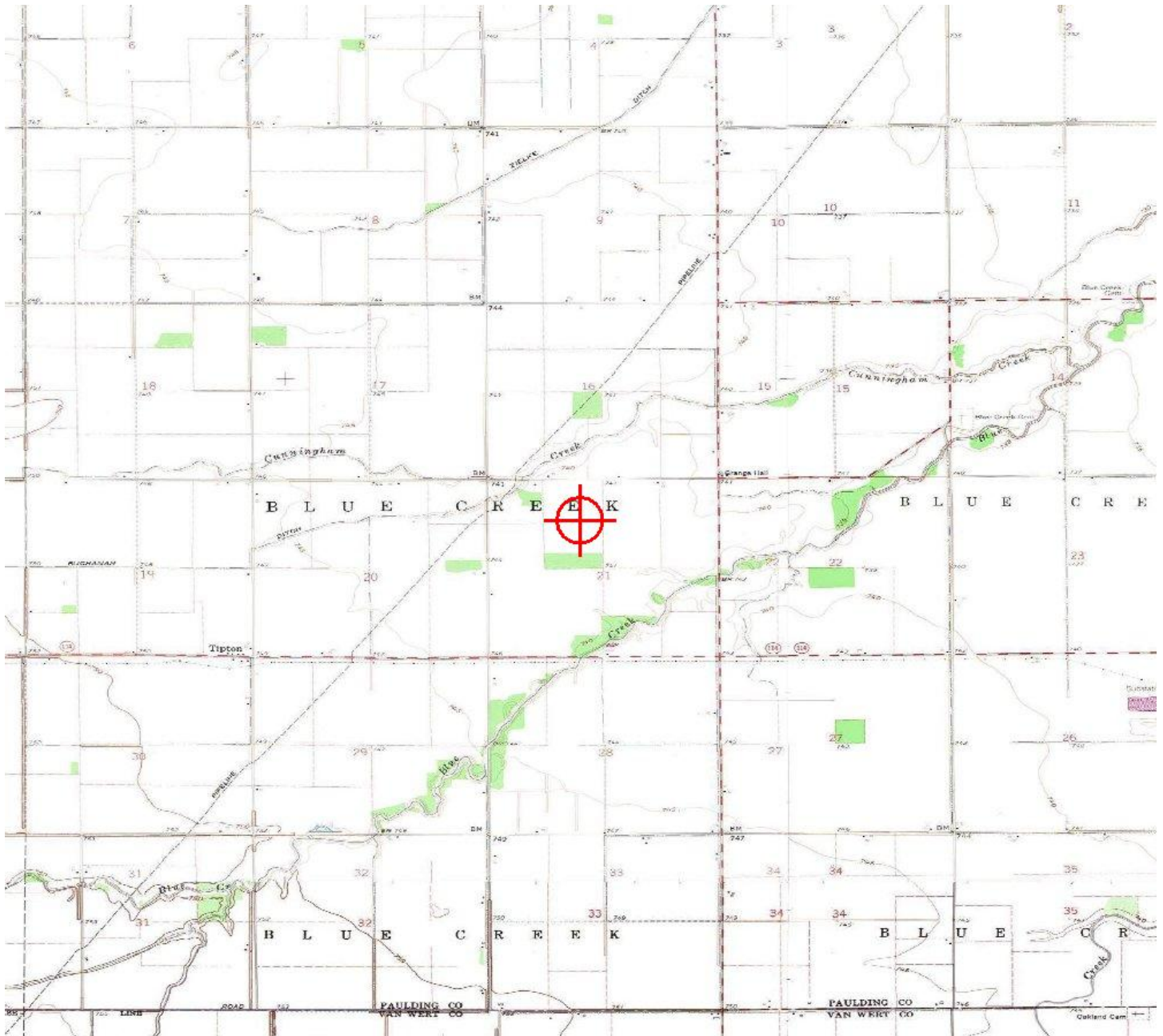
ADDITIONAL INFORMATION

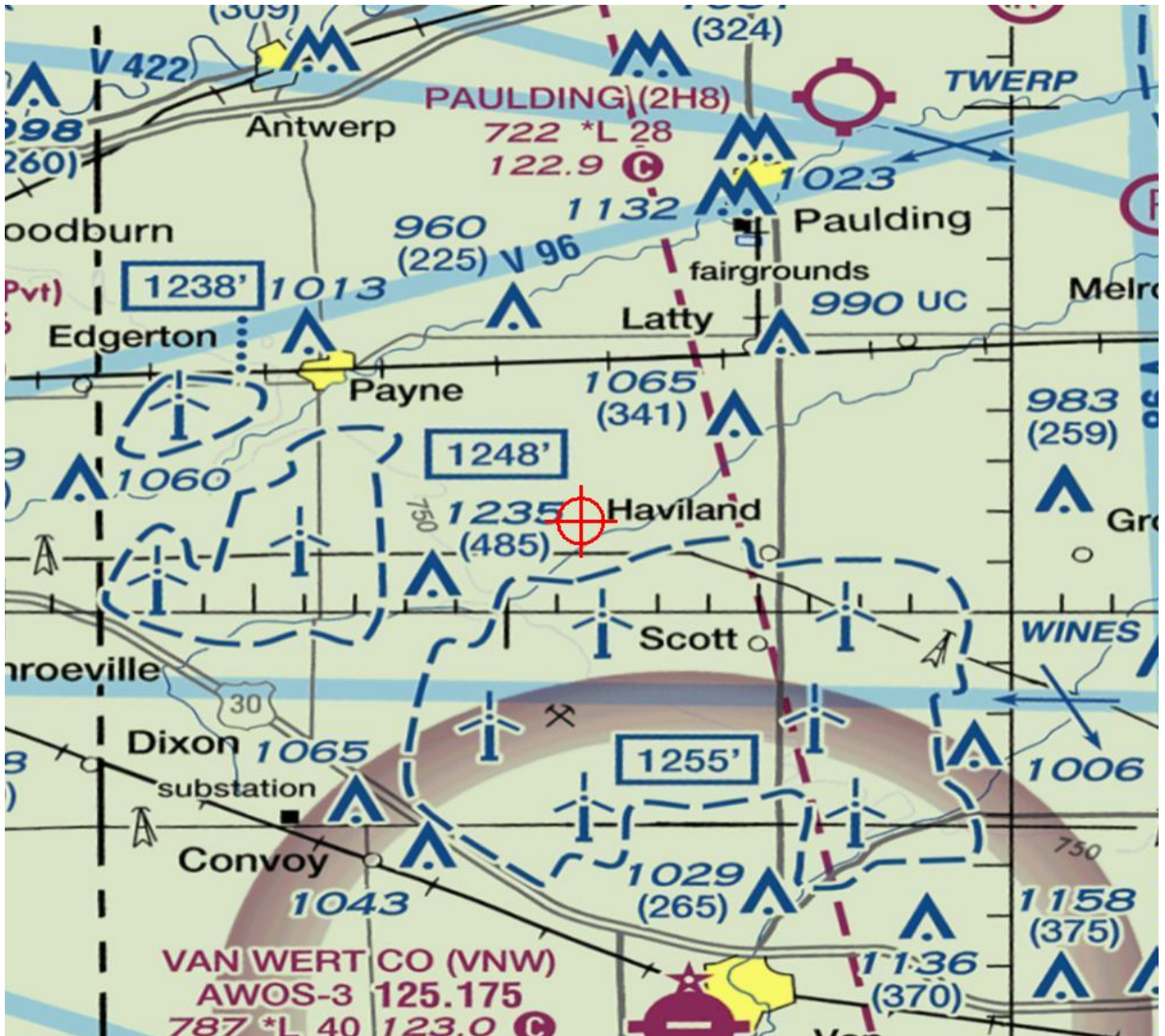
Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2411-OE







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

Aeronautical Study No.
2016-WTE-2412-OE
Prior Study No.
2013-WTE-3017-OE

Issued Date: 10/14/2016

Matthias Weigel
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**** 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:	Wind Turbine T-10
Location:	Haviland, OH
Latitude:	41-01-39.15N NAD 83
Longitude:	84-38-05.41W
Heights:	741 feet site elevation (SE)
	499 feet above ground level (AGL)
	1240 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1240 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2412-OE.

Signature Control No: 287489026-307407738

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

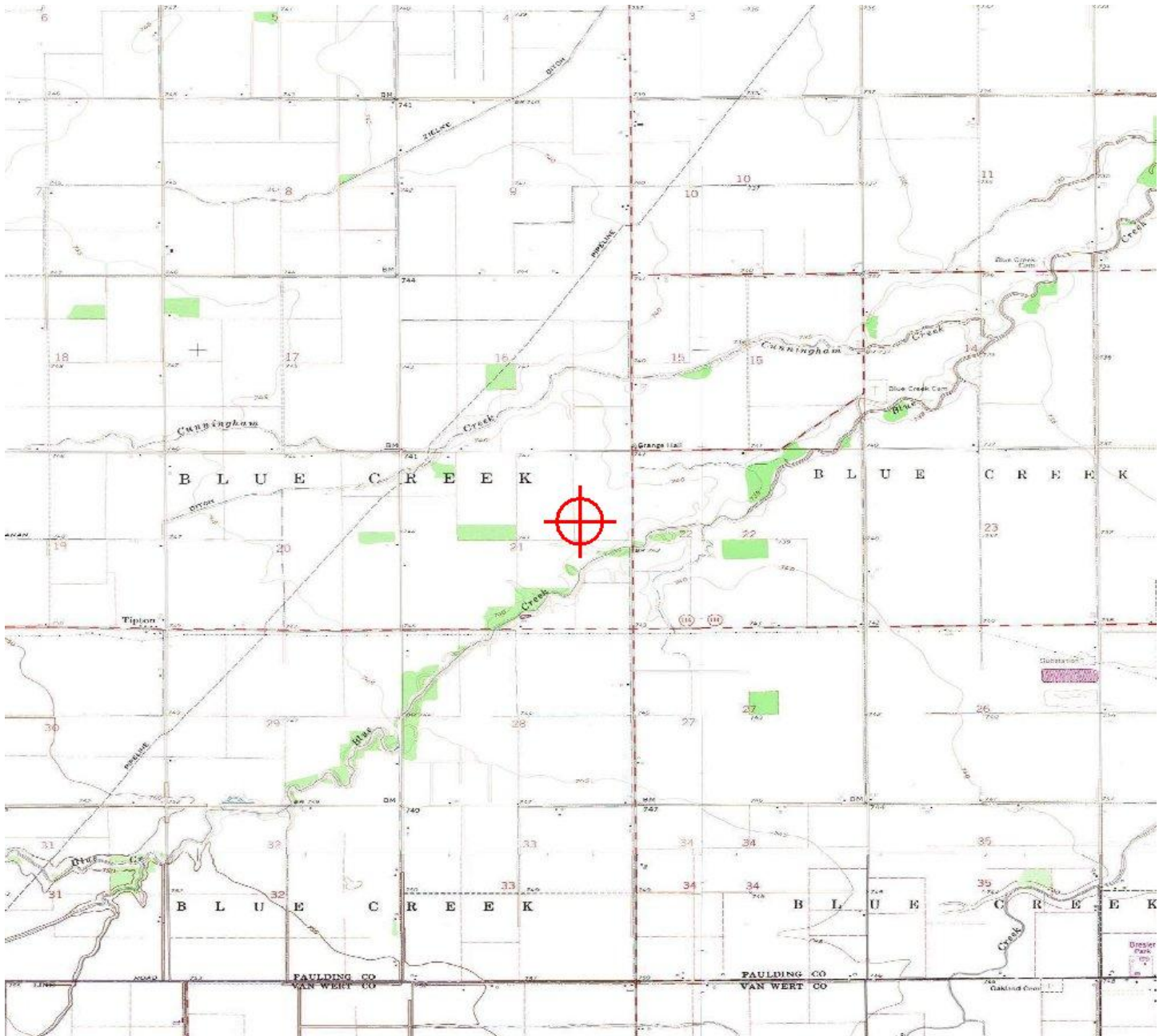
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2412-OE





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

Aeronautical Study No.
2016-WTE-2413-OE
Prior Study No.
2013-WTE-2155-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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Greenwich, CT 06831

**** 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:	Wind Turbine T-13
Location:	Haviland, OH
Latitude:	41-03-13.10N NAD 83
Longitude:	84-37-26.00W
Heights:	740 feet site elevation (SE)
	499 feet above ground level (AGL)
	1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2413-OE.

Signature Control No: 287489027-307407736

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

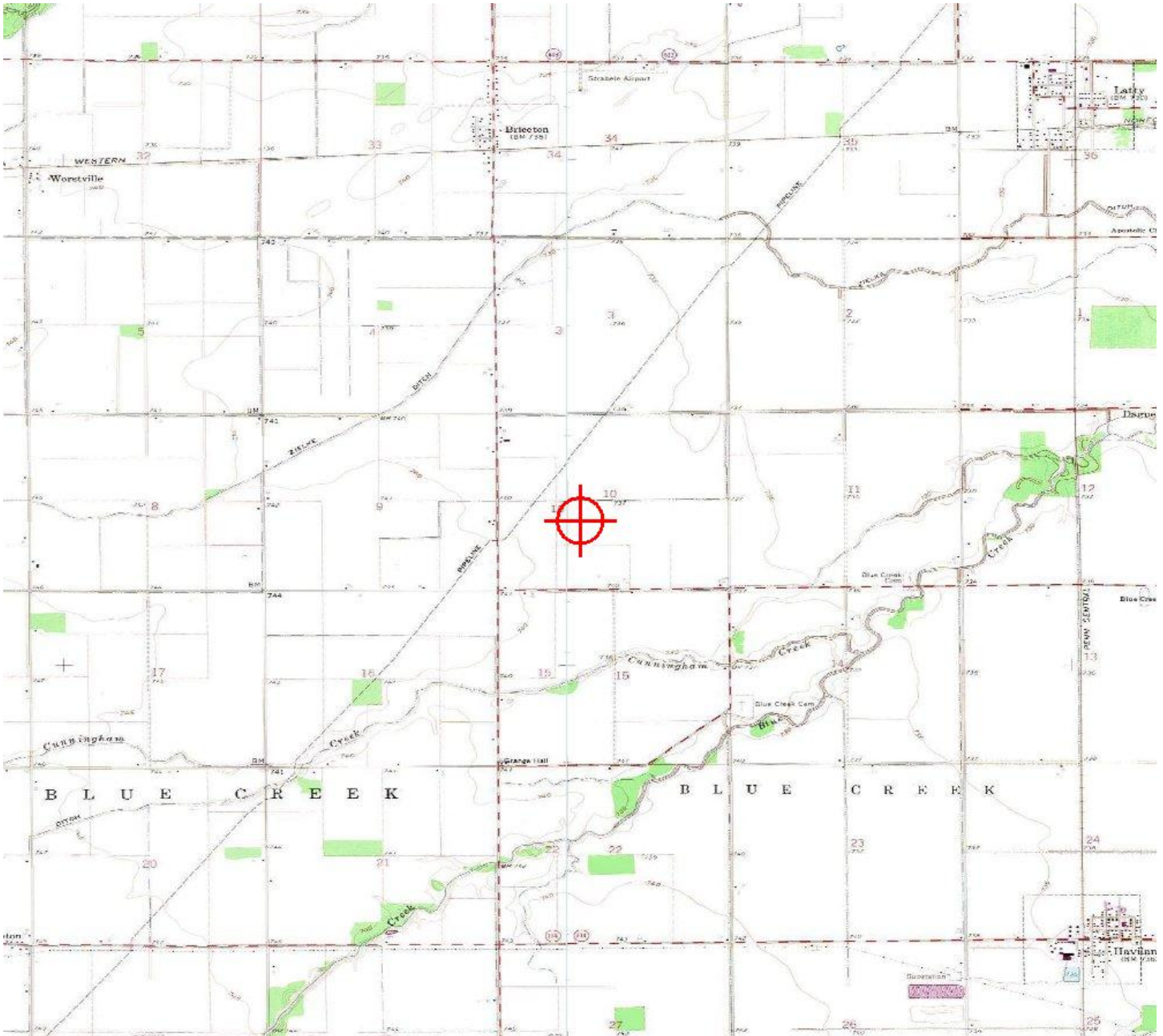
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2413-OE







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

Aeronautical Study No.
2016-WTE-2414-OE
Prior Study No.
2013-WTE-3019-OE

Issued Date: 10/14/2016

Matthias Weigel
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Greenwich, CT 06831

**** 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:	Wind Turbine T-14
Location:	Haviland, OH
Latitude:	41-03-09.03N NAD 83
Longitude:	84-37-06.95W
Heights:	740 feet site elevation (SE)
	499 feet above ground level (AGL)
	1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2414-OE.

Signature Control No: 287489028-307407737

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

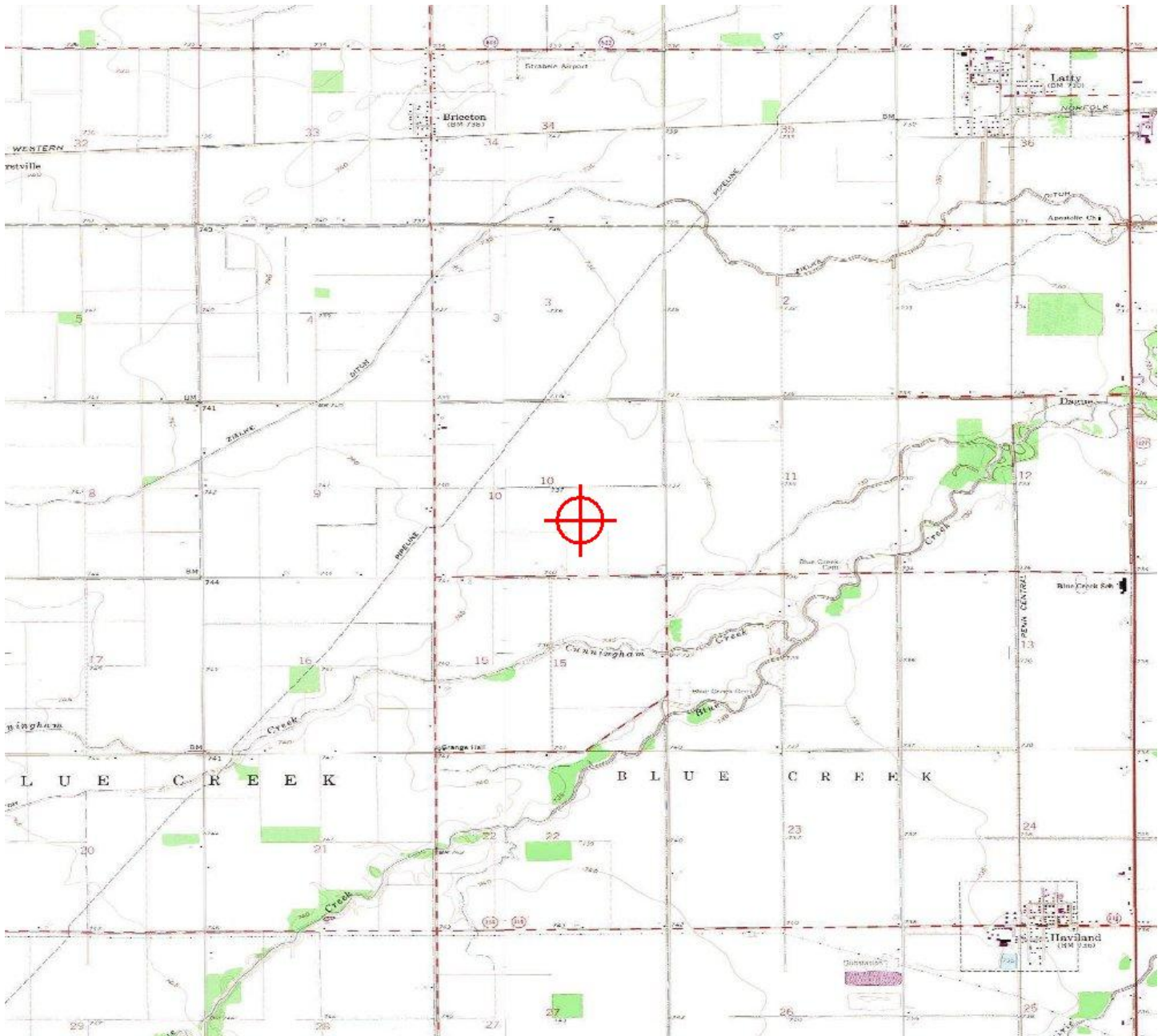
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2414-OE







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

Aeronautical Study No.
2016-WTE-2415-OE
Prior Study No.
2013-WTE-3020-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-15
Location:	Haviland, OH
Latitude:	41-02-34.30N NAD 83
Longitude:	84-37-24.28W
Heights:	738 feet site elevation (SE)
	499 feet above ground level (AGL)
	1237 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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.

Any height exceeding 499 feet above ground level (1237 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2415-OE.

Signature Control No: 287489029-307407741

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

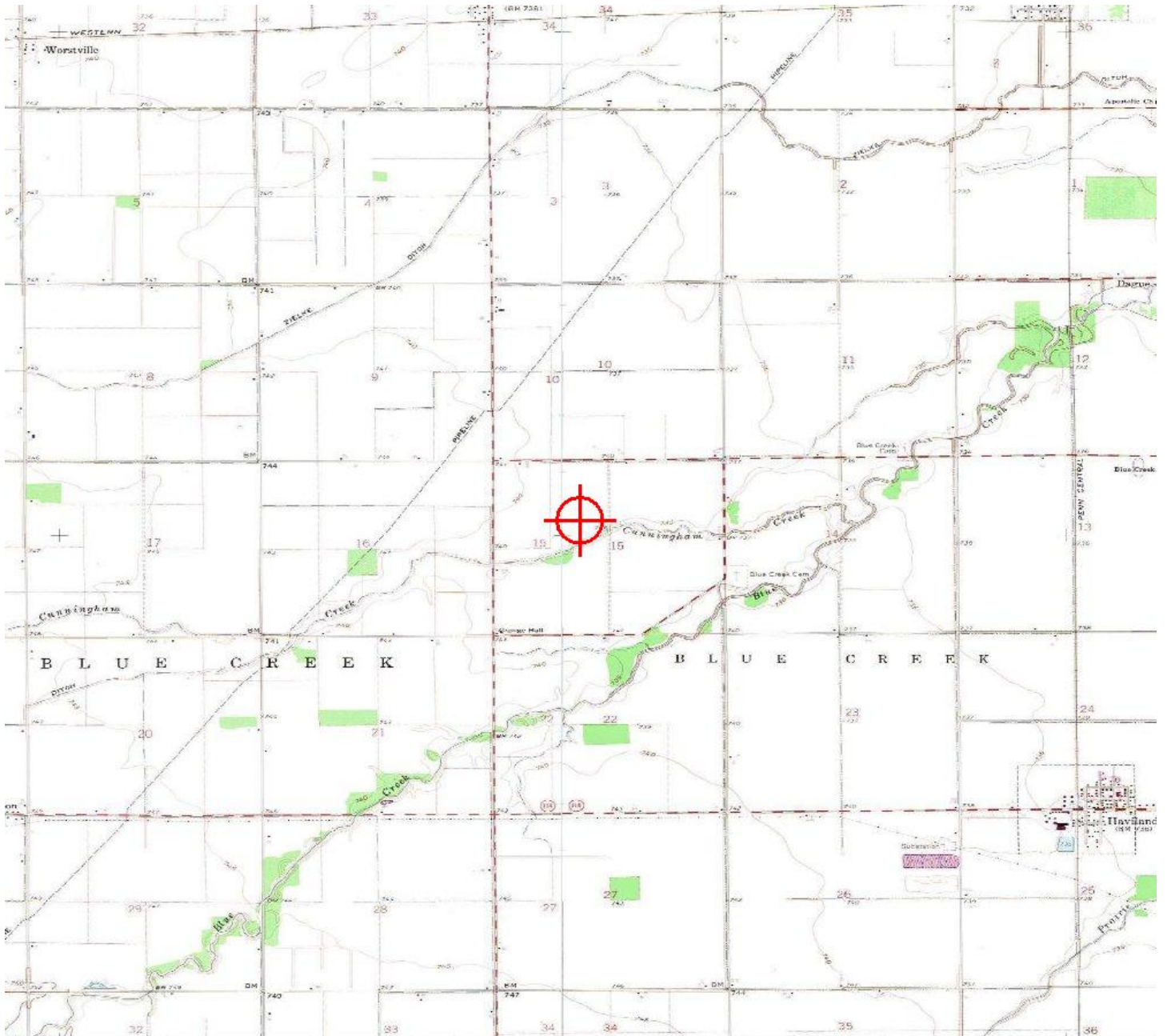
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2415-OE







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

Aeronautical Study No.
2016-WTE-2416-OE
Prior Study No.
2013-WTE-3021-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-16
Location:	Haviland, OH
Latitude:	41-02-09.85N NAD 83
Longitude:	84-37-26.72W
Heights:	741 feet site elevation (SE)
	499 feet above ground level (AGL)
	1240 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1240 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2416-OE.

Signature Control No: 287489030-307407729

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

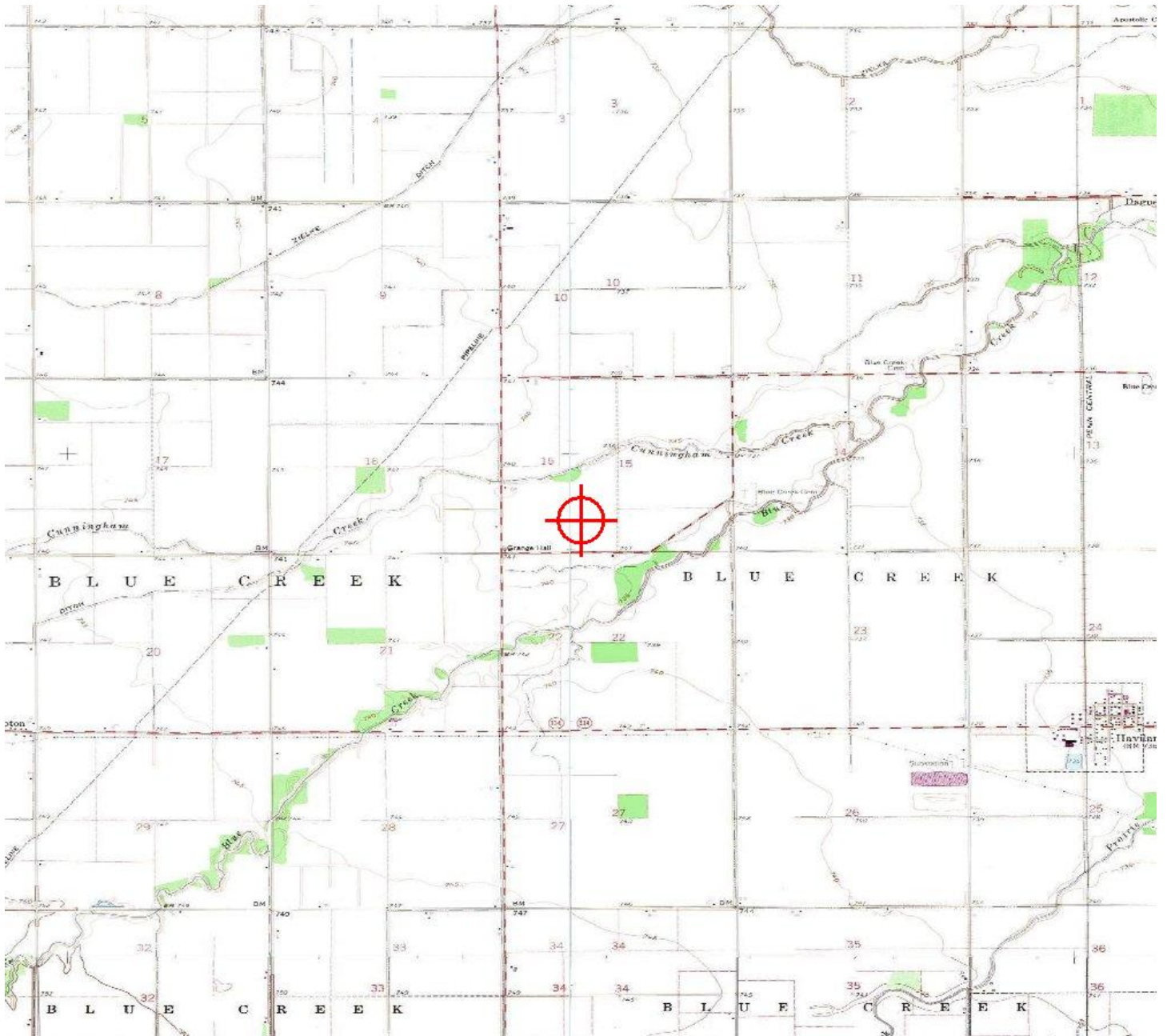
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2416-OE







Mail Processing Center
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Southwest Regional Office
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-WTE-2417-OE
Prior Study No.
2013-WTE-3022-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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Greenwich, CT 06831

**** 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:	Wind Turbine T-17
Location:	Haviland, OH
Latitude:	41-01-56.50N NAD 83
Longitude:	84-36-53.58W
Heights:	740 feet site elevation (SE)
	499 feet above ground level (AGL)
	1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2417-OE.

Signature Control No: 287489031-307407728

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2016-WTE-2418-OE
Prior Study No.
2013-WTE-2156-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-18
Location:	Haviland, OH
Latitude:	41-01-48.27N NAD 83
Longitude:	84-37-26.31W
Heights:	740 feet site elevation (SE) 499 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.
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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2418-OE.

Signature Control No: 287489032-307407739

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.



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

Aeronautical Study No.
2016-WTE-2419-OE
Prior Study No.
2013-WTE-2159-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-19
Location:	Haviland, OH
Latitude:	41-01-26.88N NAD 83
Longitude:	84-37-09.27W
Heights:	740 feet site elevation (SE)
	499 feet above ground level (AGL)
	1239 feet above mean sea level (AMSL)

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:

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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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1239 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2419-OE.

Signature Control No: 287489033-307407734

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

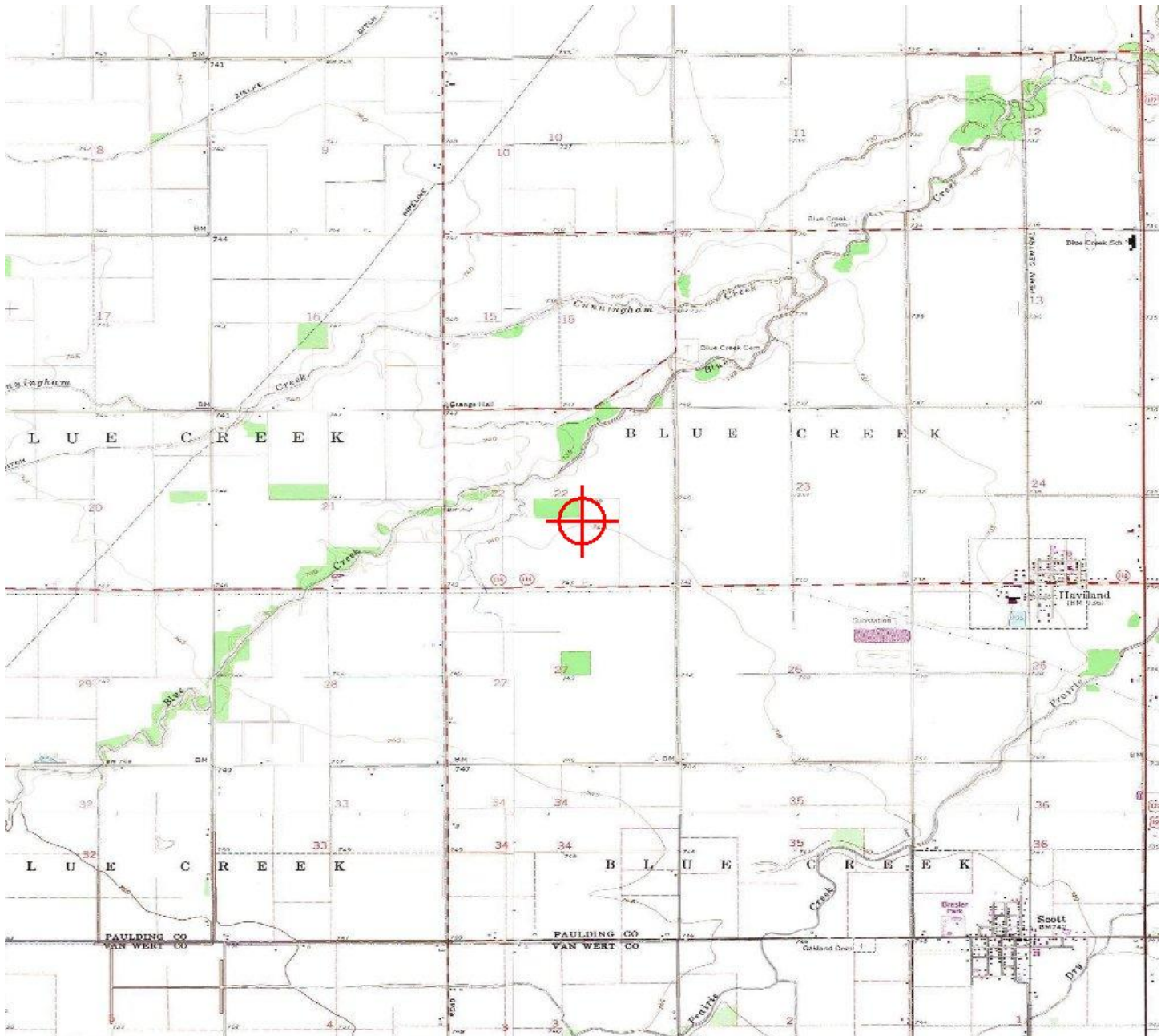
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

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TOPO Map for ASN 2016-WTE-2419-OE







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

Aeronautical Study No.
2016-WTE-2420-OE
Prior Study No.
2013-WTE-3023-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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Greenwich, CT 06831

**** 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:	Wind Turbine T-20
Location:	Haviland, OH
Latitude:	41-03-01.79N NAD 83
Longitude:	84-35-59.21W
Heights:	733 feet site elevation (SE)
	499 feet above ground level (AGL)
	1232 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1232 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2420-OE.

Signature Control No: 287489034-307407727

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

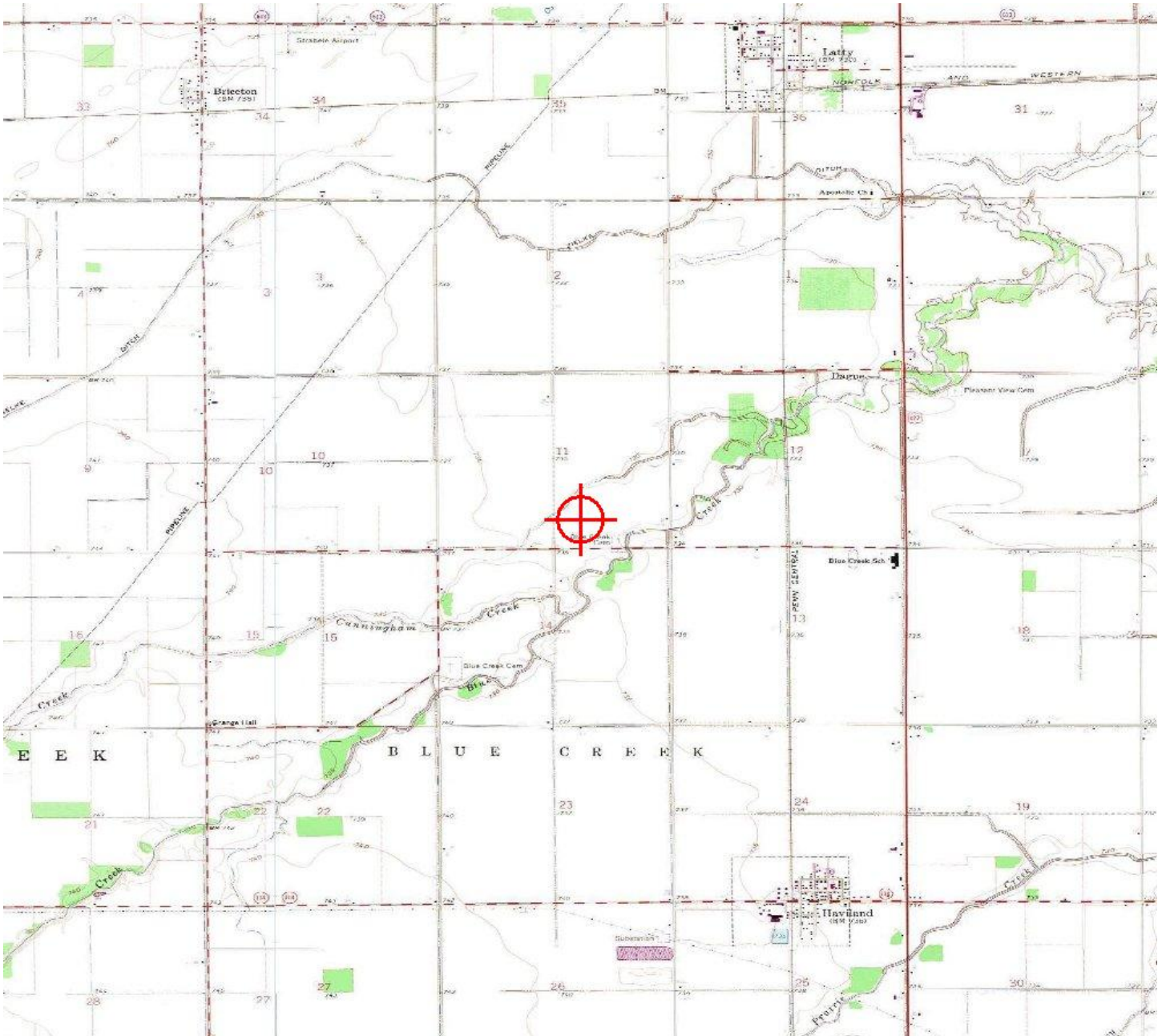
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2420-OE





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

Aeronautical Study No.
2016-WTE-2421-OE
Prior Study No.
2013-WTE-3024-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-21
Location:	Haviland, OH
Latitude:	41-02-32.71N NAD 83
Longitude:	84-35-59.08W
Heights:	735 feet site elevation (SE) 499 feet above ground level (AGL) 1234 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1234 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.
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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.

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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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2421-OE.

Signature Control No: 287489035-307407740

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

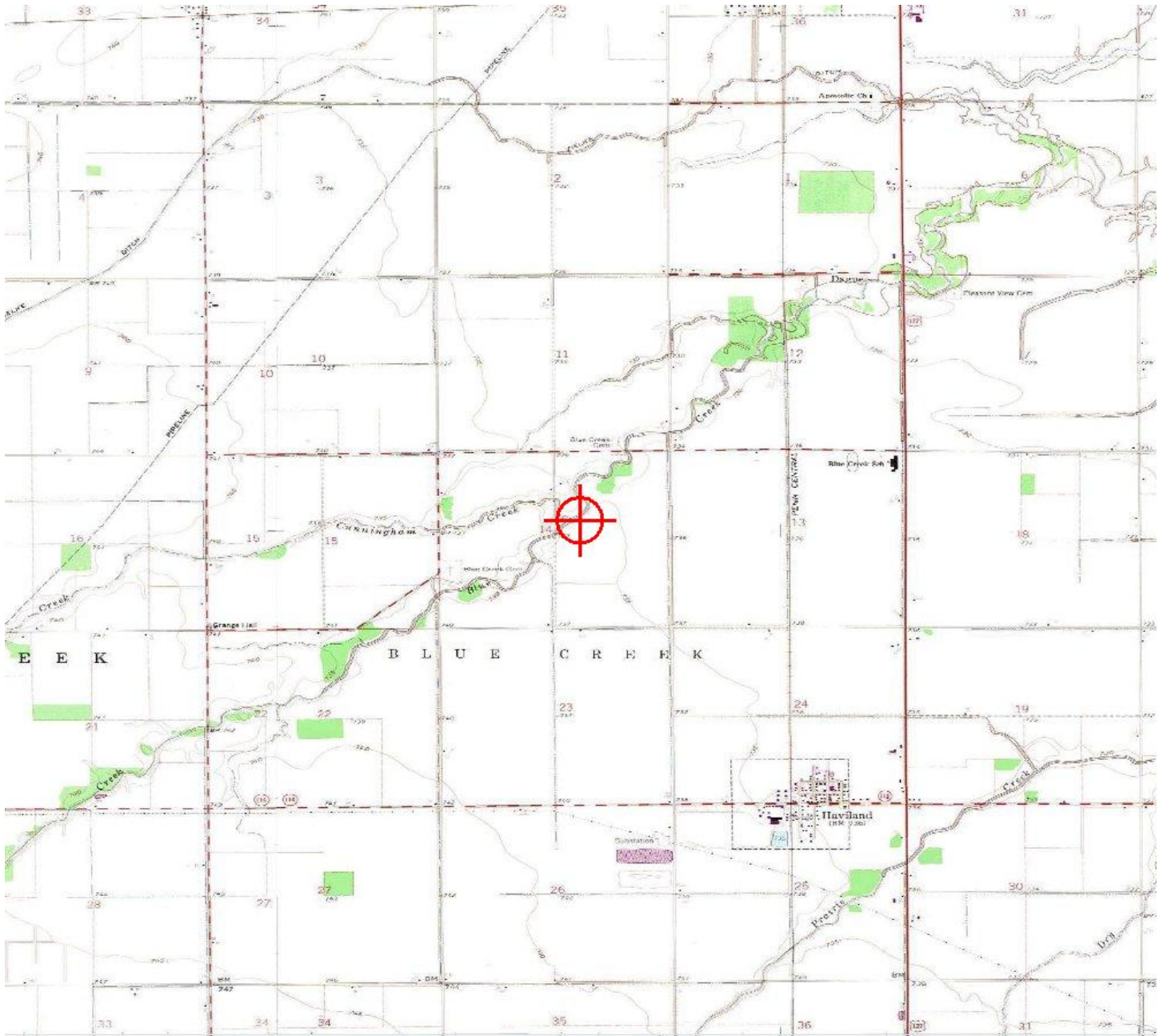
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2421-OE







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

Aeronautical Study No.
2016-WTE-2628-OE
Prior Study No.
2013-WTE-3025-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-22
Location:	Haviland, OH
Latitude:	41-02-19.60N NAD 83
Longitude:	84-35-52.58W
Heights:	737 feet site elevation (SE) 499 feet above ground level (AGL) 1236 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1236 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2628-OE.

Signature Control No: 287824506-307408062

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

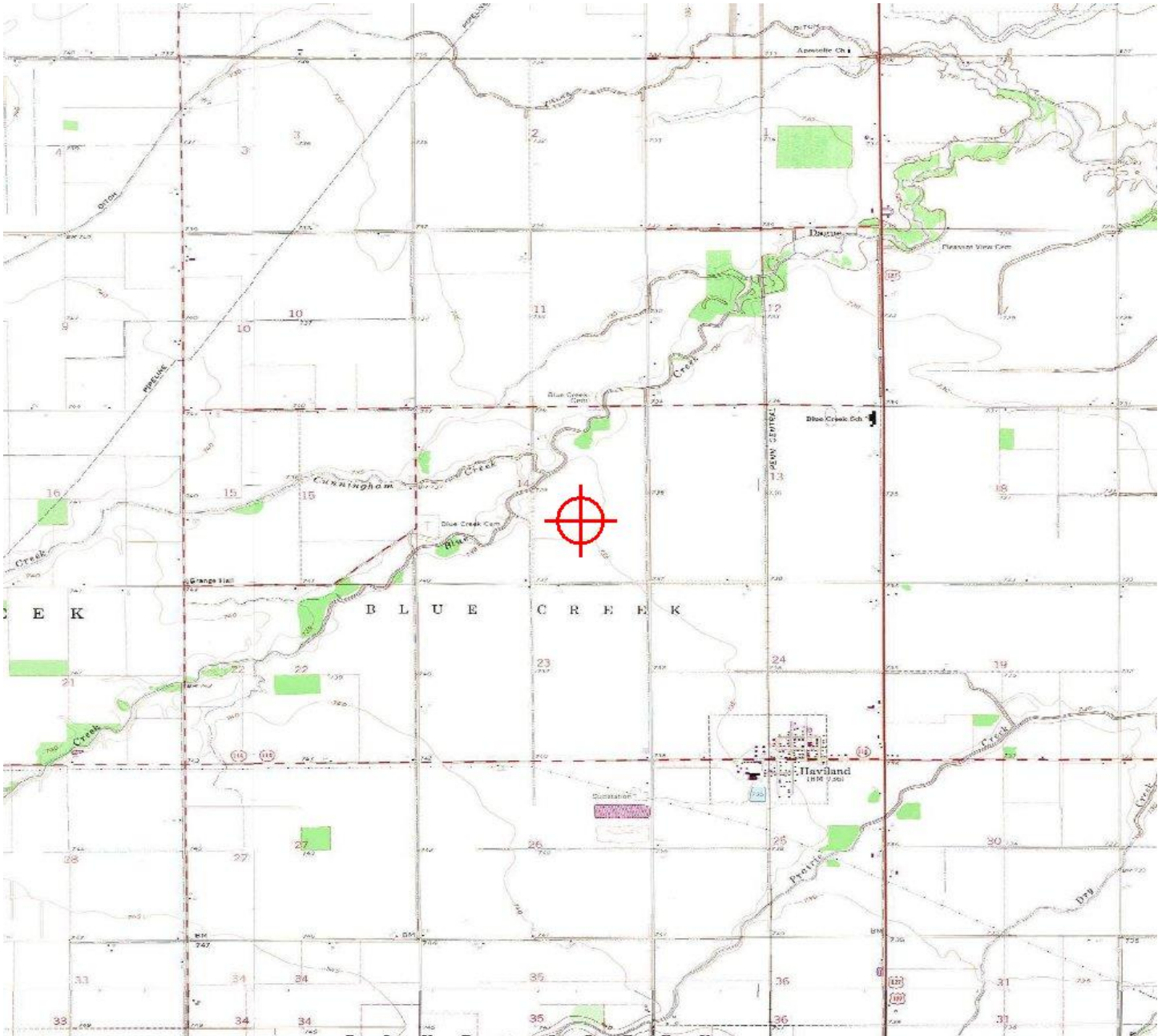
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

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

Aeronautical Study No.
2016-WTE-2422-OE
Prior Study No.
2013-WTE-3026-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-23
Location:	Haviland, OH
Latitude:	41-02-09.84N NAD 83
Longitude:	84-35-41.14W
Heights:	735 feet site elevation (SE) 499 feet above ground level (AGL) 1234 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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See attachment for additional condition(s) or information.

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This determination expires on 04/14/2018 unless:

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2422-OE.

Signature Control No: 287489037-307407726

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

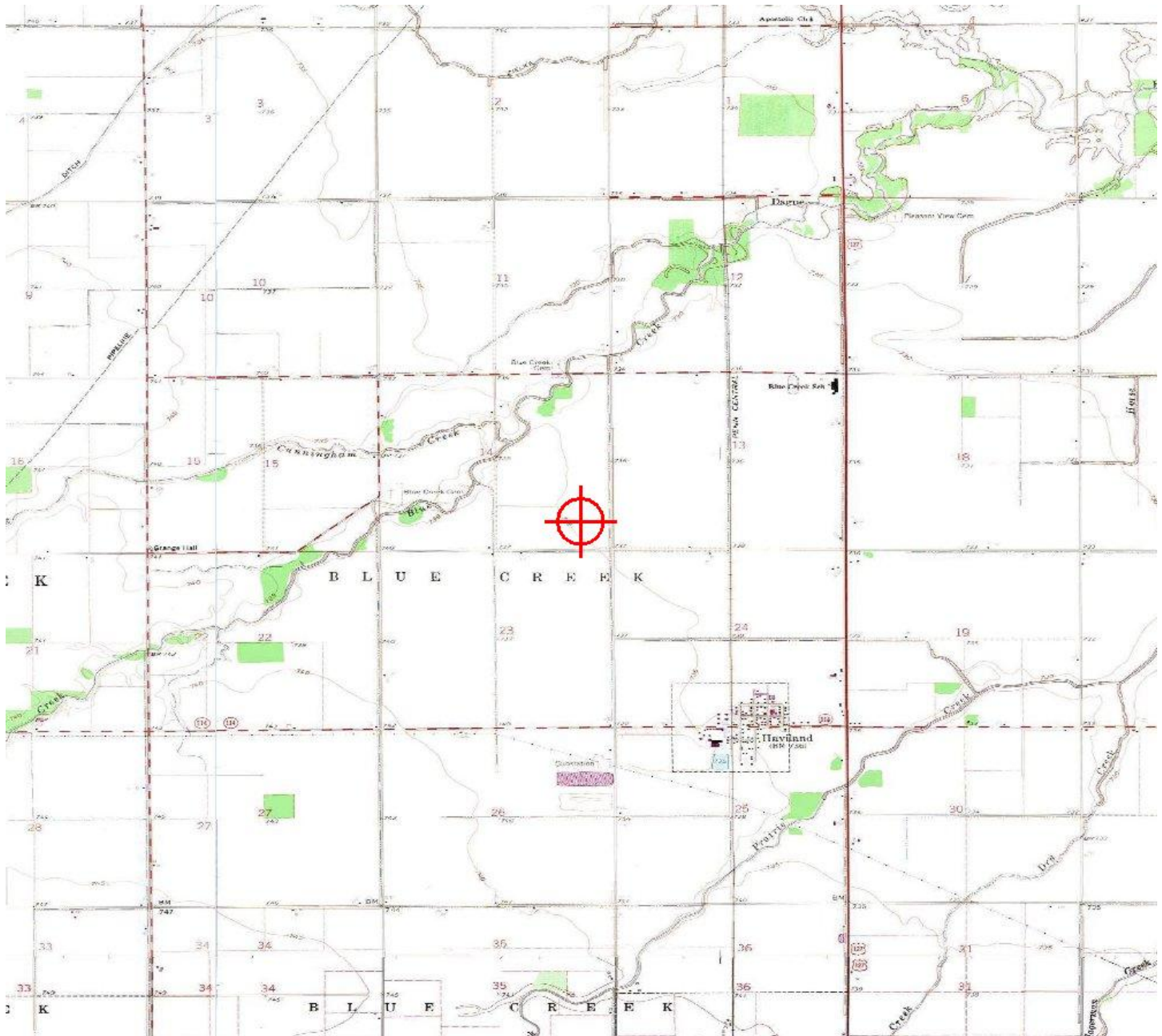
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TOPO Map for ASN 2016-WTE-2422-OE







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

Aeronautical Study No.
2016-WTE-2423-OE
Prior Study No.
2013-WTE-2162-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-24
Location:	Haviland, OH
Latitude:	41-01-41.33N NAD 83
Longitude:	84-36-20.83W
Heights:	740 feet site elevation (SE) 499 feet above ground level (AGL) 1239 feet above mean sea level (AMSL)

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:

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2423-OE.

Signature Control No: 287489038-307407806

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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

Aeronautical Study No.
2016-WTE-2424-OE
Prior Study No.
2013-WTE-3027-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-25
Location:	Haviland, OH
Latitude:	41-01-27.96N NAD 83
Longitude:	84-36-08.88W
Heights:	738 feet site elevation (SE) 499 feet above ground level (AGL) 1237 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1237 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2424-OE.

Signature Control No: 287489039-307407809

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

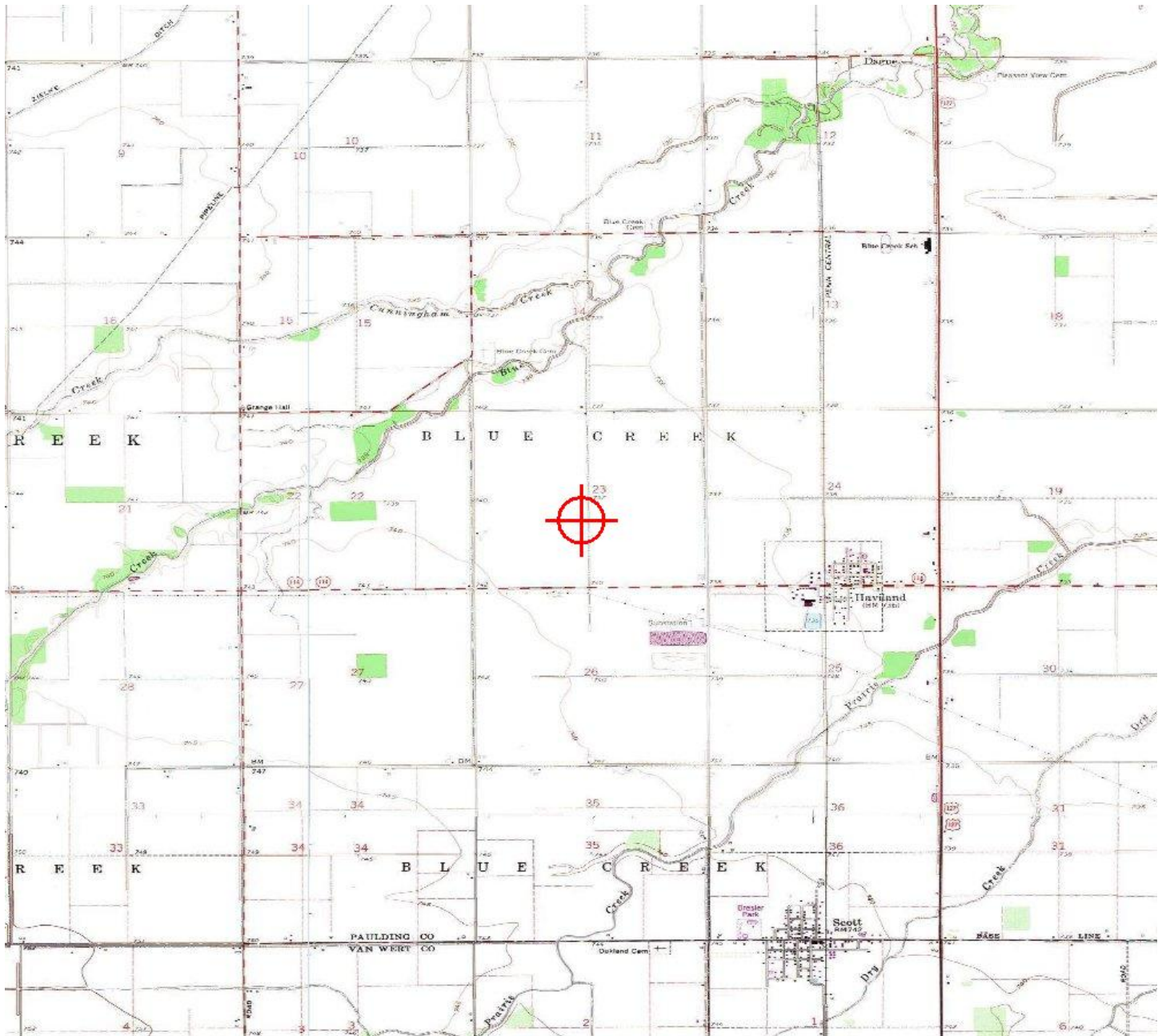
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2424-OE







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

Aeronautical Study No.
2016-WTE-2425-OE
Prior Study No.
2013-WTE-3028-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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**** 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:	Wind Turbine T-26
Location:	Haviland, OH
Latitude:	41-02-48.05N NAD 83
Longitude:	84-35-05.78W
Heights:	738 feet site elevation (SE) 499 feet above ground level (AGL) 1237 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1237 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2425-OE.

Signature Control No: 287489040-307407817

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

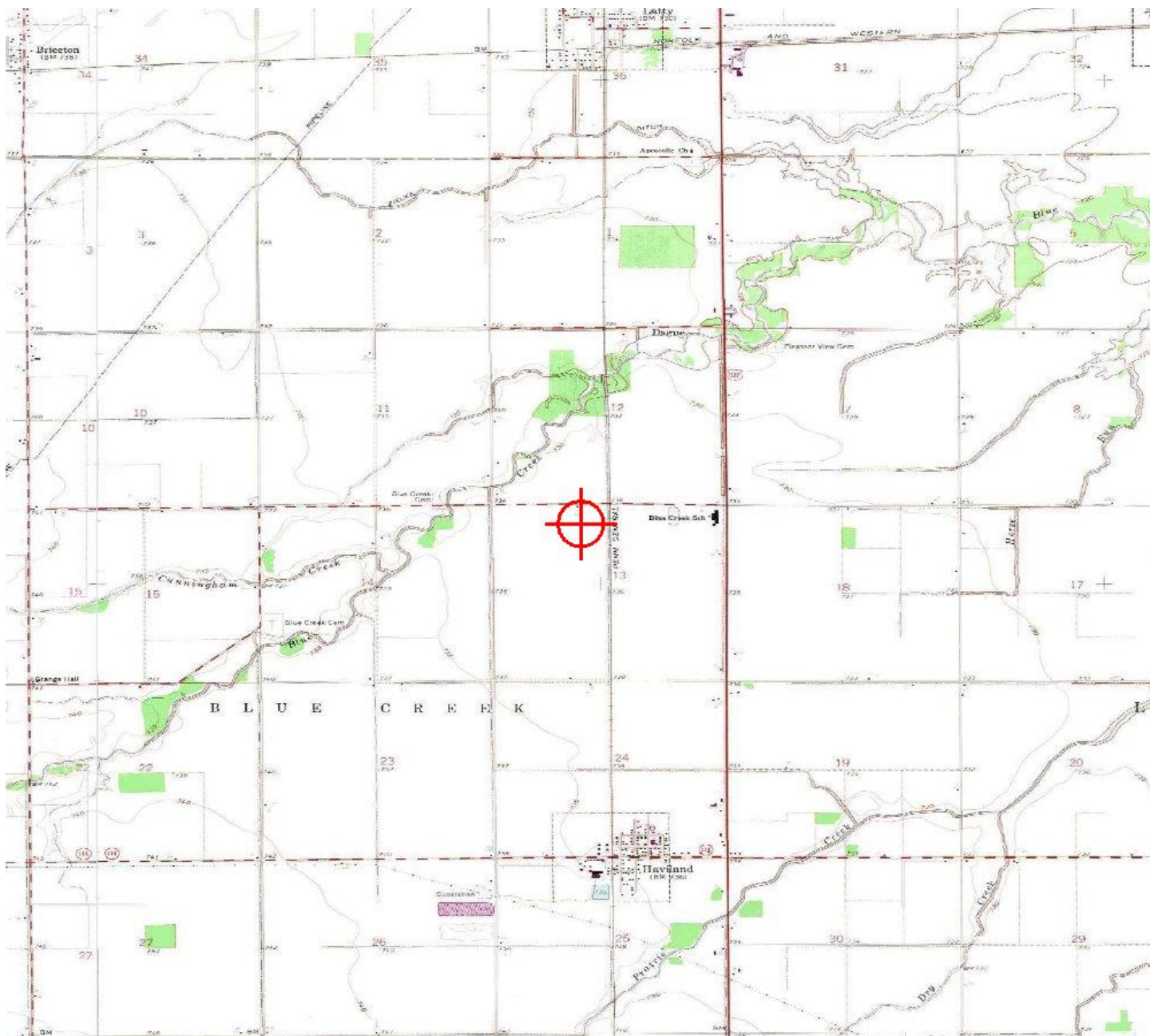
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2425-OE







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

Aeronautical Study No.
2016-WTE-2426-OE
Prior Study No.
2013-WTE-3029-OE

Issued Date: 10/14/2016

Matthias Weigel
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**** 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:	Wind Turbine T-27
Location:	Haviland, OH
Latitude:	41-02-30.48N NAD 83
Longitude:	84-35-04.83W
Heights:	738 feet site elevation (SE) 499 feet above ground level (AGL) 1237 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1237 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2426-OE.

Signature Control No: 287489041-307407825

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

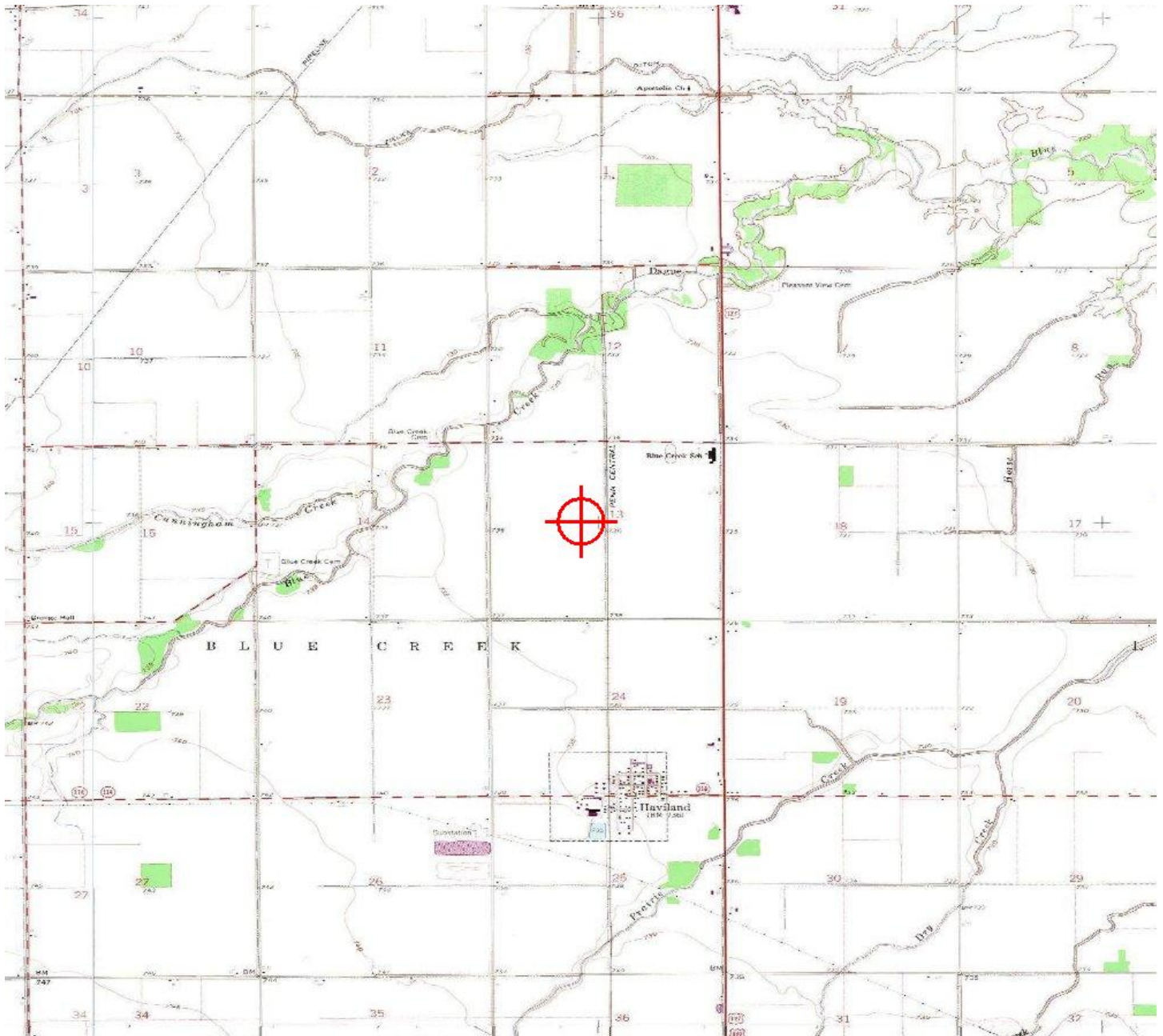
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2426-OE







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

Aeronautical Study No.
2016-WTE-2427-OE
Prior Study No.
2013-WTE-3030-OE

Issued Date: 10/14/2016

Matthias Weigel
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Greenwich, CT 06831

**** 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:	Wind Turbine T-28
Location:	Haviland, OH
Latitude:	41-02-13.66N NAD 83
Longitude:	84-35-04.08W
Heights:	738 feet site elevation (SE) 499 feet above ground level (AGL) 1237 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1237 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2427-OE.

Signature Control No: 287489042-307407831

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

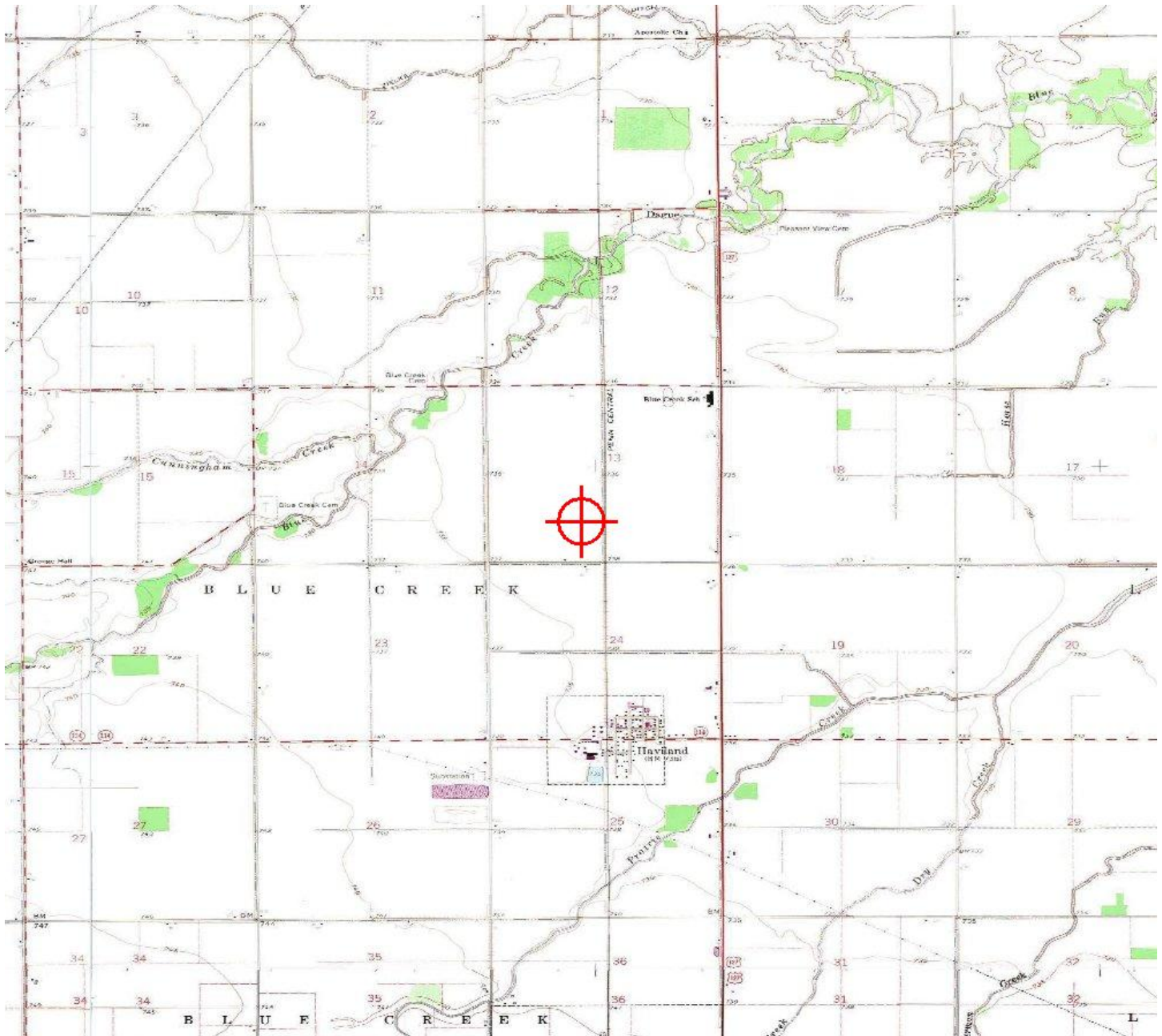
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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TOPO Map for ASN 2016-WTE-2427-OE







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

Aeronautical Study No.
2016-WTE-2428-OE
Prior Study No.
2013-WTE-3031-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-29
Location:	Haviland, OH
Latitude:	41-01-46.55N NAD 83
Longitude:	84-35-21.67W
Heights:	733 feet site elevation (SE)
	499 feet above ground level (AGL)
	1232 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1232 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 unless:

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- (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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2428-OE.

Signature Control No: 287489043-307407840

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

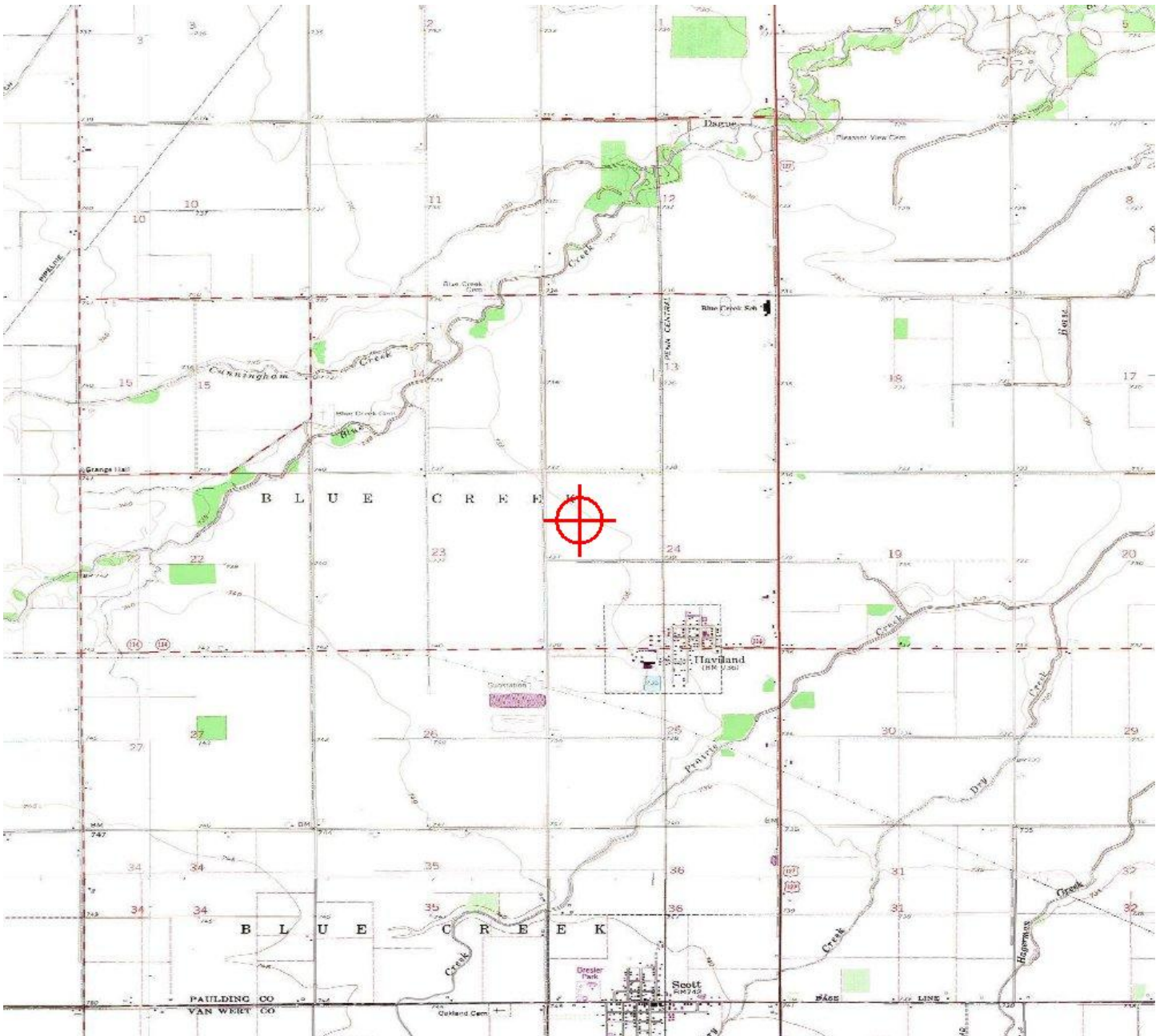
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2428-OE







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

Aeronautical Study No.
2016-WTE-2429-OE
Prior Study No.
2013-WTE-3032-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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**** 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:	Wind Turbine T-30
Location:	Haviland, OH
Latitude:	41-03-25.25N NAD 83
Longitude:	84-33-40.65W
Heights:	730 feet site elevation (SE)
	499 feet above ground level (AGL)
	1229 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1229 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2429-OE.

Signature Control No: 287489044-307407849

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

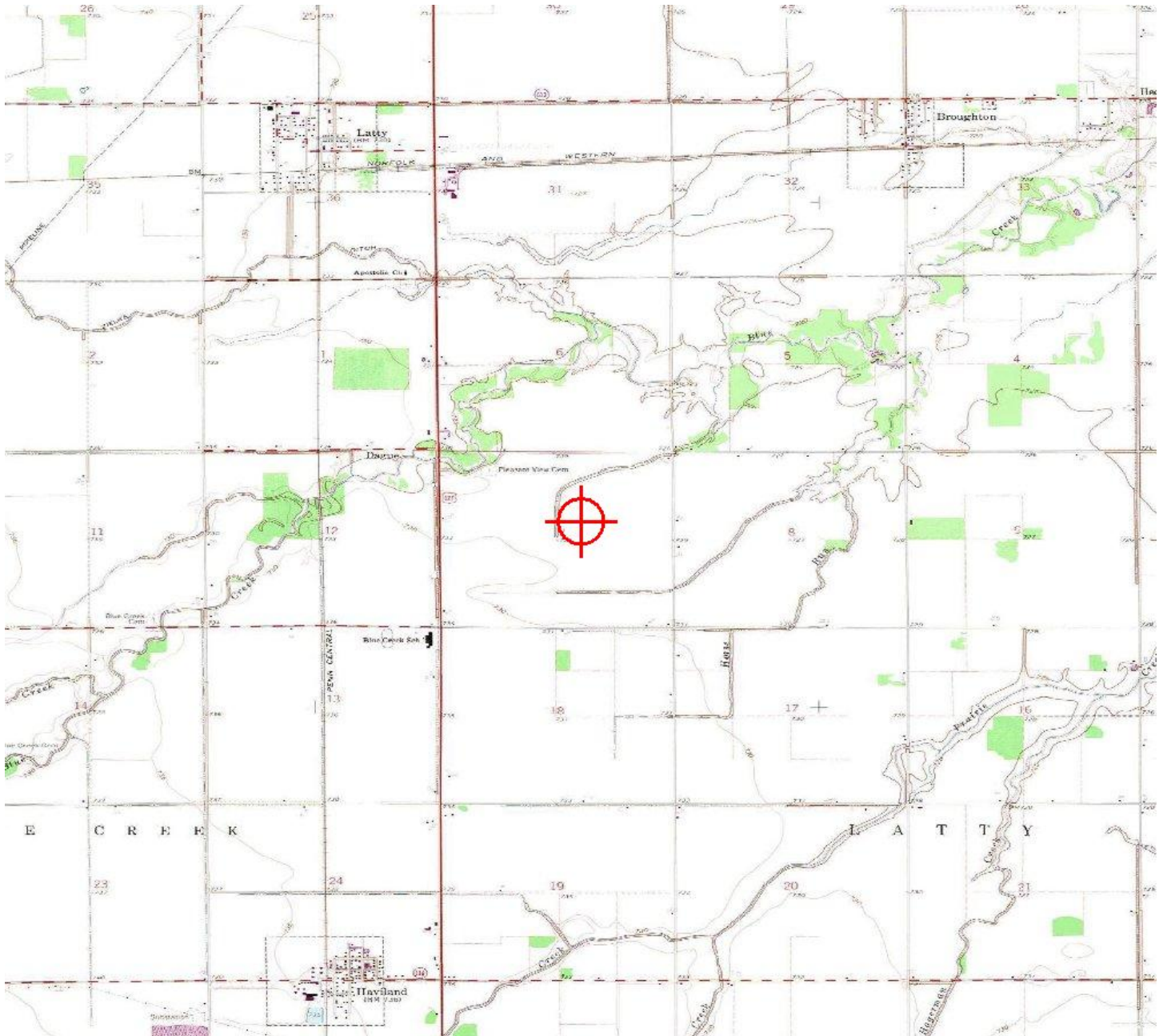
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2016-WTE-2430-OE
Prior Study No.
2013-WTE-3033-OE

Issued Date: 10/14/2016

Matthias Weigel
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Greenwich, CT 06831

**** 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:	Wind Turbine T-31
Location:	Haviland, OH
Latitude:	41-03-04.81N NAD 83
Longitude:	84-33-21.99W
Heights:	732 feet site elevation (SE) 499 feet above ground level (AGL) 1231 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1231 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2430-OE.

Signature Control No: 287489045-307407862

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

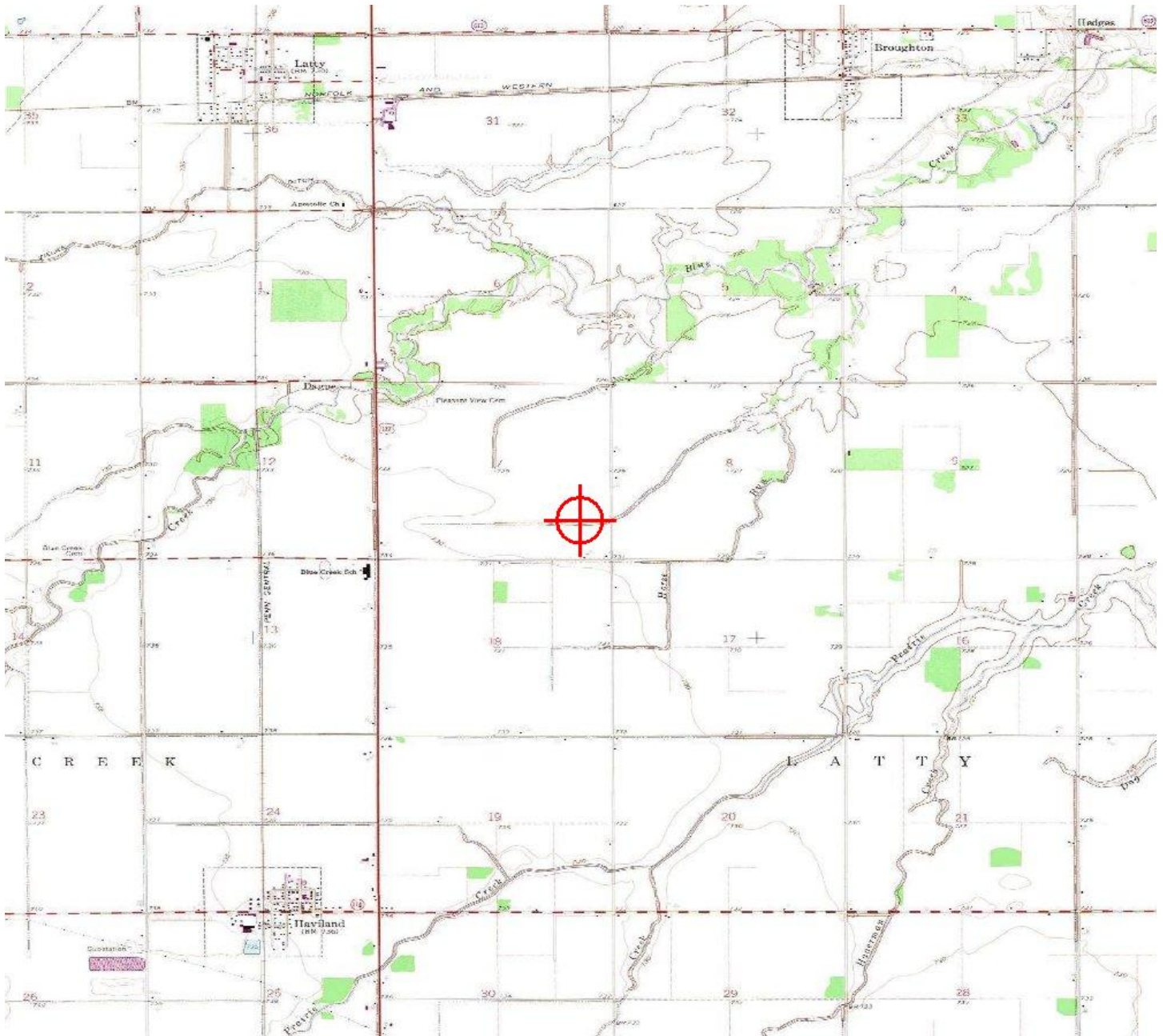
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.







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

Aeronautical Study No.
2016-WTE-2431-OE
Prior Study No.
2013-WTE-3034-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-32
Location:	Haviland, OH
Latitude:	41-02-31.61N NAD 83
Longitude:	84-33-58.52W
Heights:	732 feet site elevation (SE)
	499 feet above ground level (AGL)
	1231 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1231 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2431-OE.

Signature Control No: 287489046-307407868

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

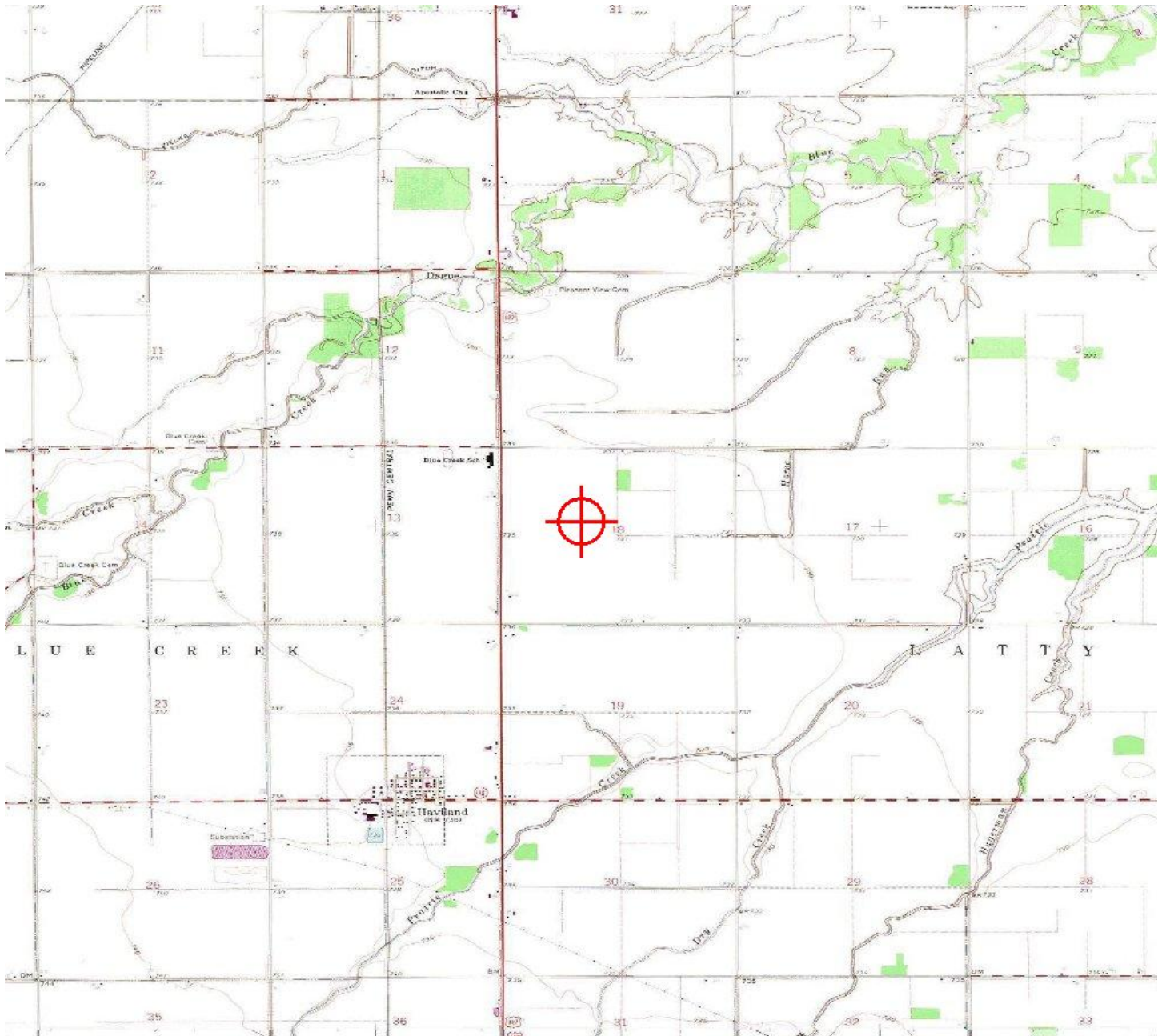
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

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TOPO Map for ASN 2016-WTE-2431-OE







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

Aeronautical Study No.
2016-WTE-2432-OE
Prior Study No.
2013-WTE-3035-OE

Issued Date: 10/14/2016

Matthias Weigel
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**** 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:	Wind Turbine T-33
Location:	Haviland, OH
Latitude:	41-02-21.14N NAD 83
Longitude:	84-33-48.39W
Heights:	732 feet site elevation (SE)
	499 feet above ground level (AGL)
	1231 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1231 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2432-OE.

Signature Control No: 287489047-307407876

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

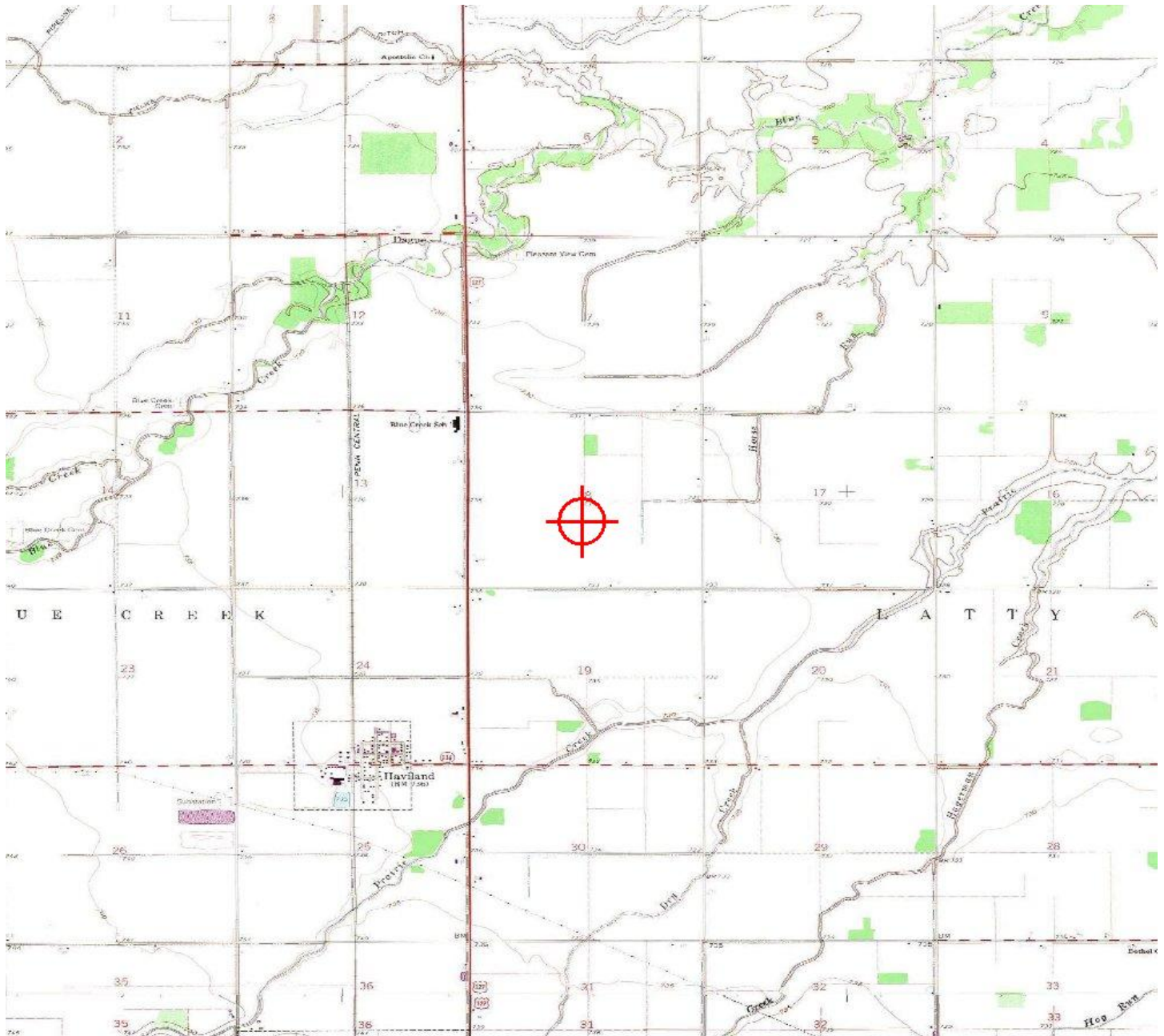
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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TOPO Map for ASN 2016-WTE-2432-OE





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

Aeronautical Study No.
2016-WTE-2433-OE
Prior Study No.
2013-WTE-2174-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-34
Location:	Haviland, OH
Latitude:	41-02-12.30N NAD 83
Longitude:	84-33-29.92W
Heights:	732 feet site elevation (SE)
	499 feet above ground level (AGL)
	1231 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1231 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2433-OE.

Signature Control No: 287489048-307407924

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

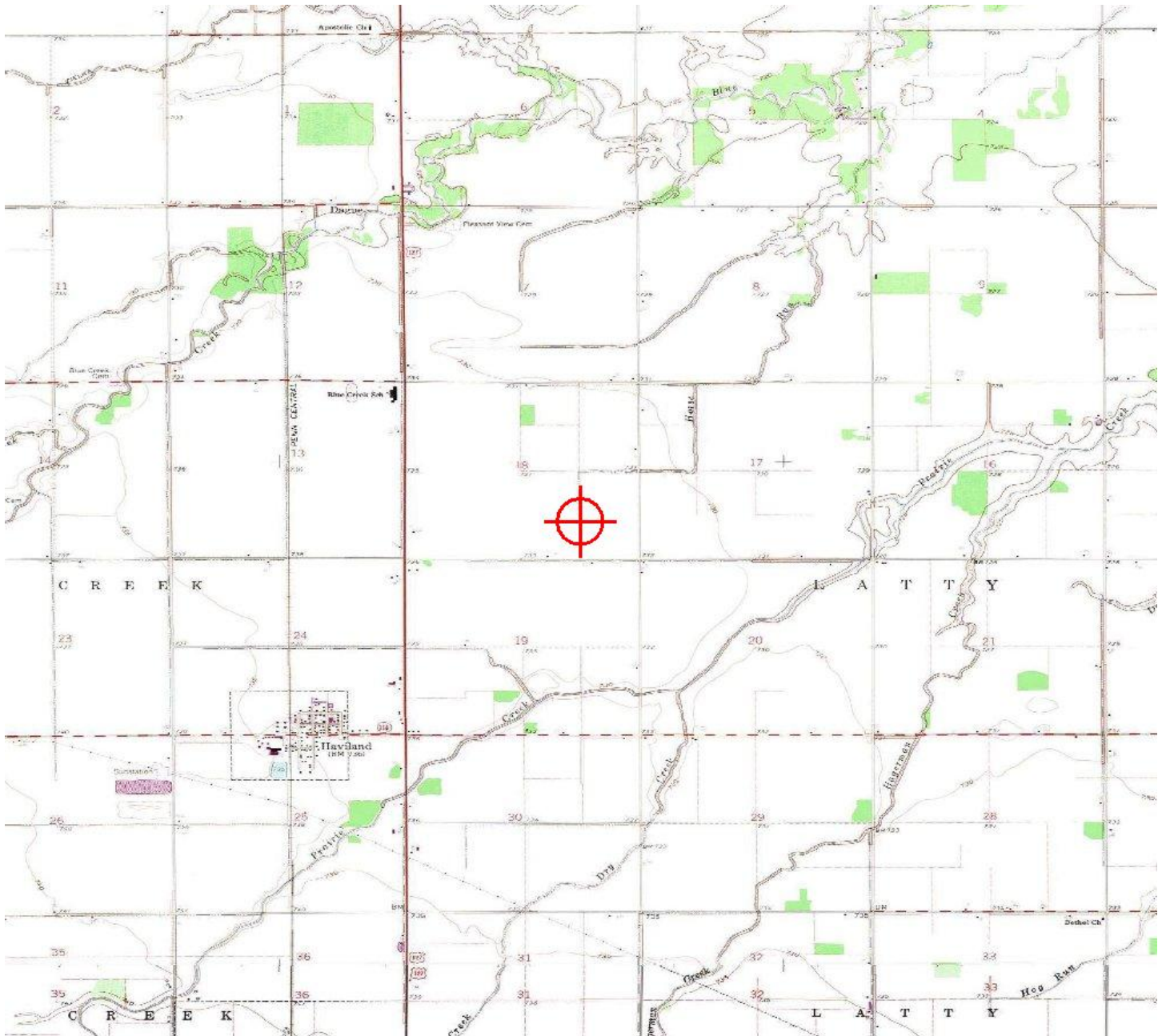
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.







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

Aeronautical Study No.
2016-WTE-2434-OE
Prior Study No.
2013-WTE-3037-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-36
Location:	Haviland, OH
Latitude:	41-02-21.56N NAD 83
Longitude:	84-32-48.46W
Heights:	730 feet site elevation (SE)
	499 feet above ground level (AGL)
	1229 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1229 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2434-OE.

Signature Control No: 287489049-307407927

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

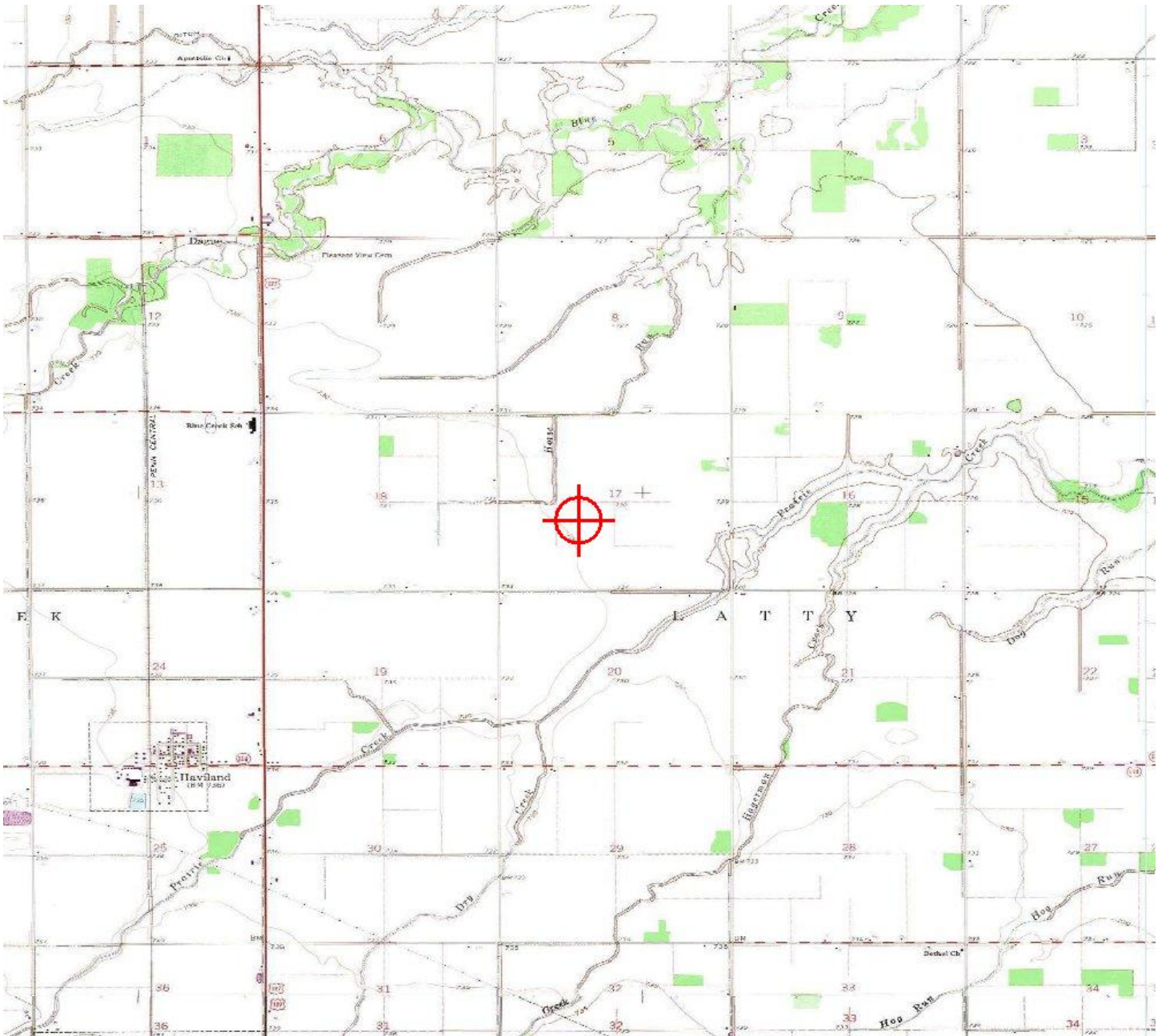
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2016-WTE-2435-OE
Prior Study No.
2013-WTE-3038-OE

Issued Date: 10/14/2016

Matthias Weigel
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Greenwich, CT 06831

**** 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:	Wind Turbine T-37
Location:	Haviland, OH
Latitude:	41-02-10.88N NAD 83
Longitude:	84-32-39.02W
Heights:	730 feet site elevation (SE)
	499 feet above ground level (AGL)
	1229 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1229 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2435-OE.

Signature Control No: 287489050-307407930

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

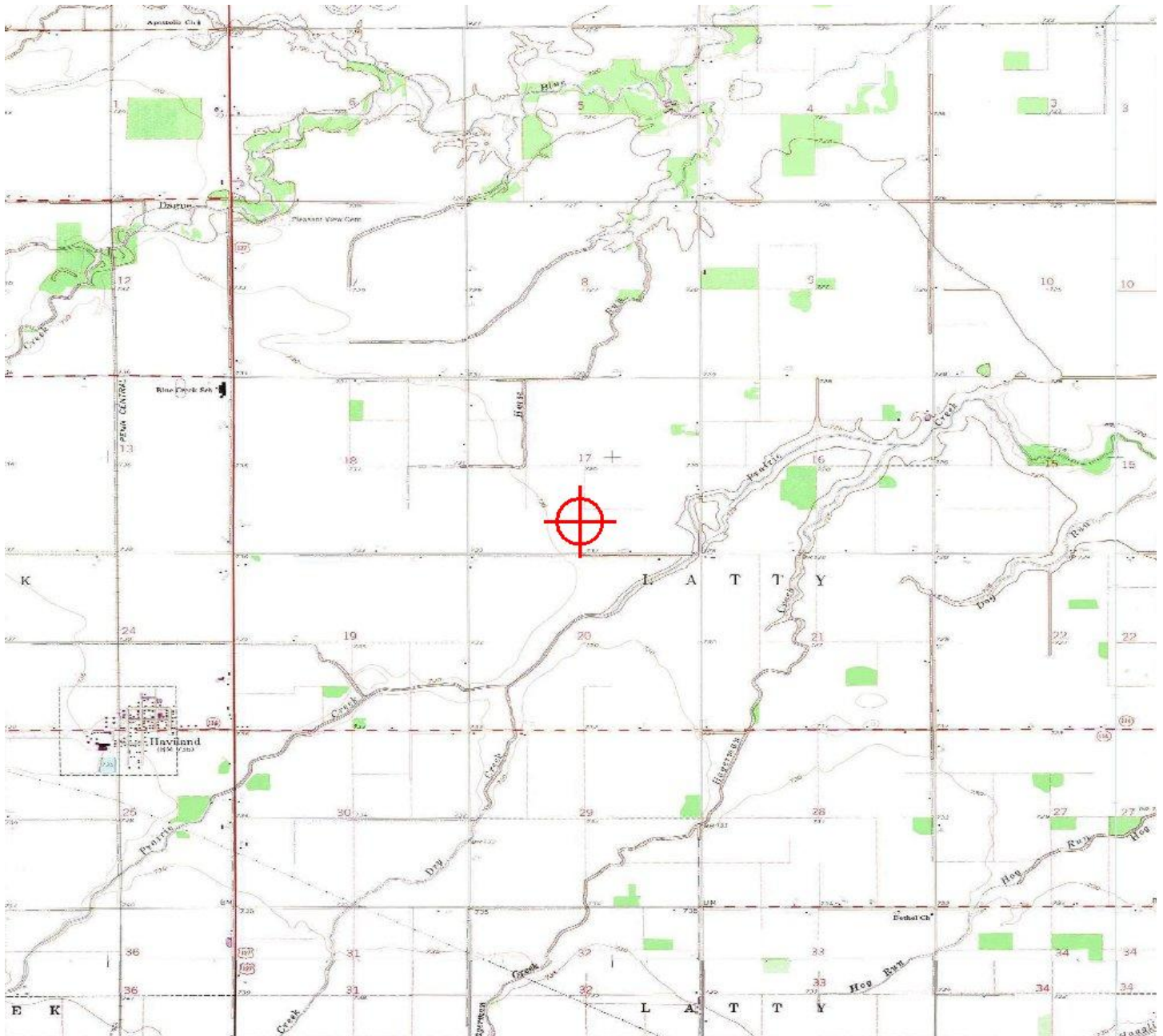
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2435-OE







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

Aeronautical Study No.
2016-WTE-2436-OE
Prior Study No.
2013-WTE-3040-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-39
Location:	Haviland, OH
Latitude:	41-01-43.58N NAD 83
Longitude:	84-32-26.33W
Heights:	730 feet site elevation (SE)
	499 feet above ground level (AGL)
	1229 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1229 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.
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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2436-OE.

Signature Control No: 287489051-307407933

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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[illegible]



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

Aeronautical Study No.
2016-WTE-2437-OE
Prior Study No.
2013-WTE-3041-OE

Issued Date: 10/14/2016

Matthias Weigel
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5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-40
Location:	Haviland, OH
Latitude:	41-01-33.74N NAD 83
Longitude:	84-32-13.45W
Heights:	732 feet site elevation (SE) 499 feet above ground level (AGL) 1231 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2437-OE.

Signature Control No: 287489052-307407935

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

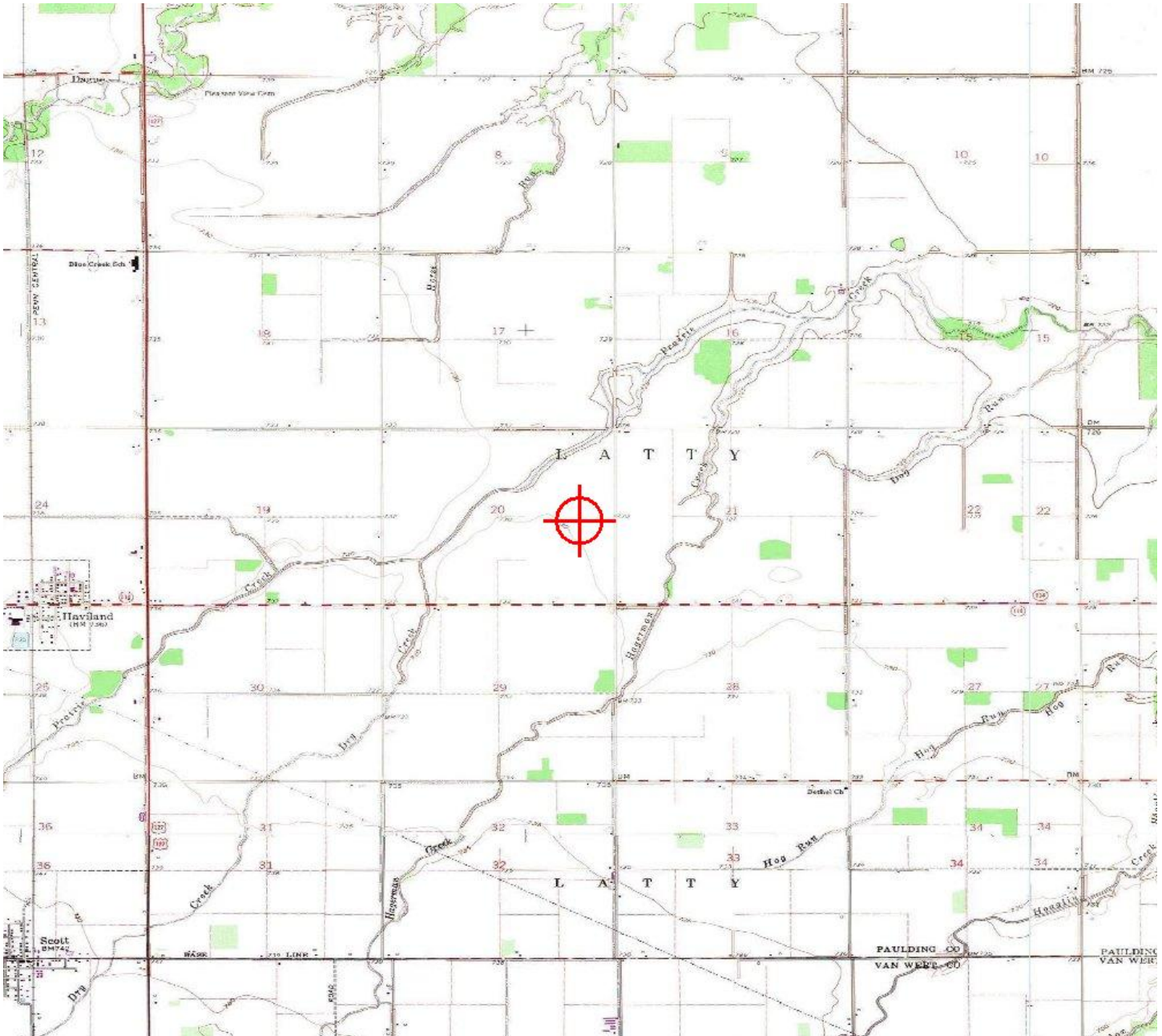
ADDITIONAL INFORMATION

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TOPO Map for ASN 2016-WTE-2437-OE







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

Aeronautical Study No.
2016-WTE-2438-OE
Prior Study No.
2013-WTE-3042-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-41
Location:	Haviland, OH
Latitude:	41-03-26.37N NAD 83
Longitude:	84-31-31.08W
Heights:	728 feet site elevation (SE)
	499 feet above ground level (AGL)
	1227 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1227 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2438-OE.

Signature Control No: 287489053-307407945

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

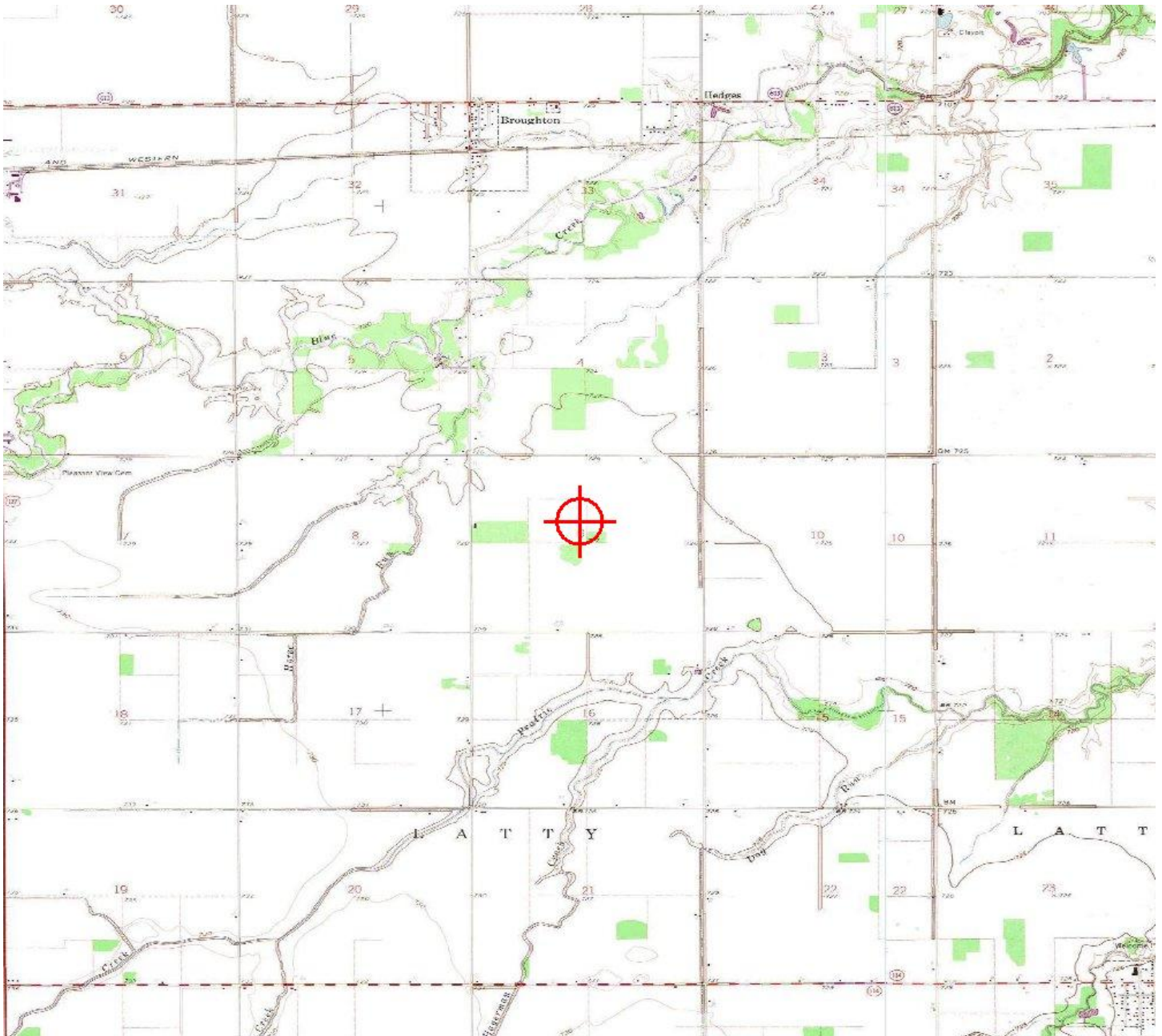
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2438-OE





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

Aeronautical Study No.
2016-WTE-2439-OE
Prior Study No.
2013-WTE-3043-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-42
Location:	Haviland, OH
Latitude:	41-03-18.85N NAD 83
Longitude:	84-31-16.26W
Heights:	728 feet site elevation (SE)
	499 feet above ground level (AGL)
	1227 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1227 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2439-OE.

Signature Control No: 287489054-307407948

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

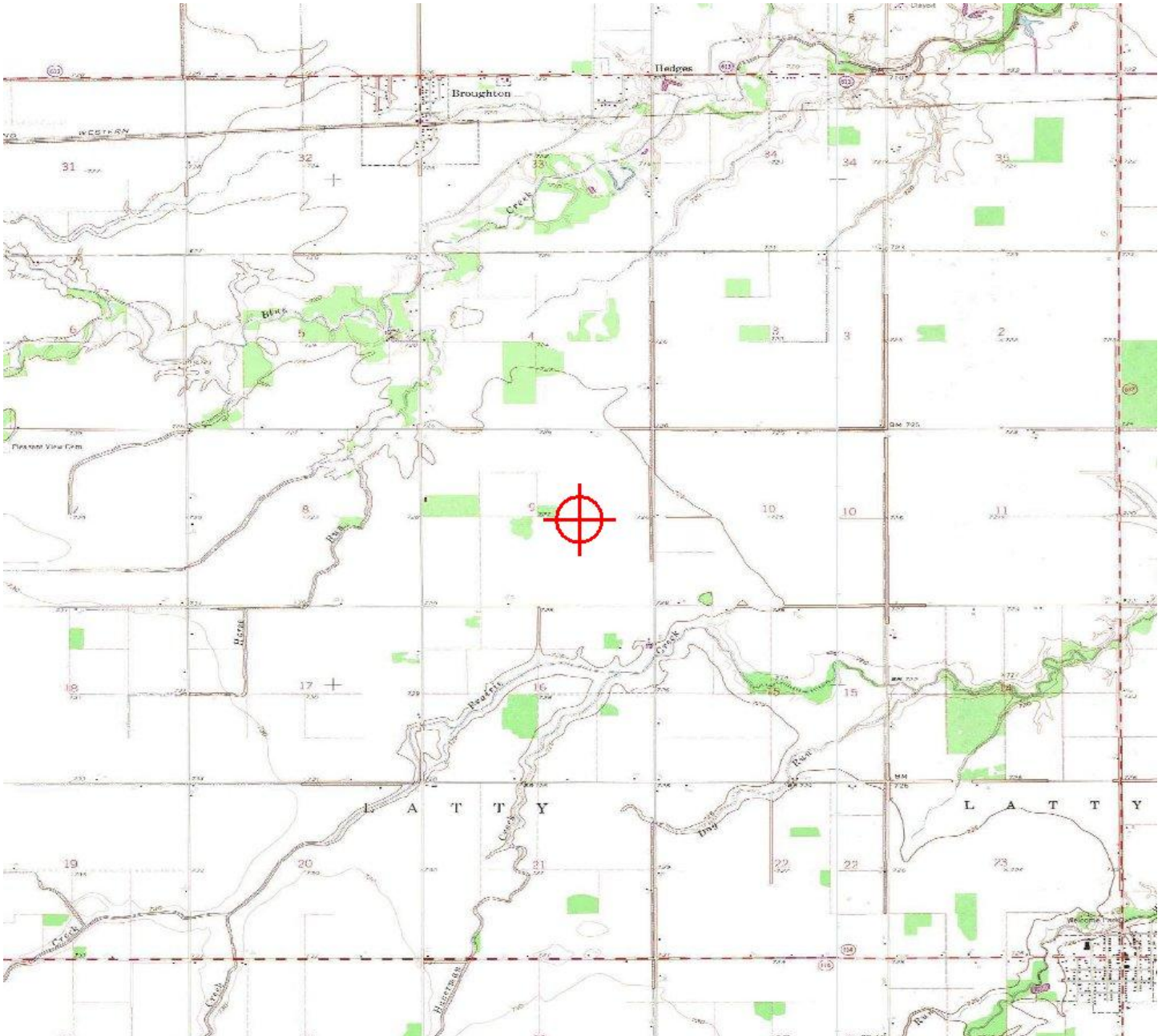
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2439-OE







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

Aeronautical Study No.
2016-WTE-2440-OE
Prior Study No.
2013-WTE-3044-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-43
Location:	Haviland, OH
Latitude:	41-03-08.60N NAD 83
Longitude:	84-31-04.59W
Heights:	728 feet site elevation (SE) 499 feet above ground level (AGL) 1227 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1227 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2440-OE.

Signature Control No: 287489055-307407950

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

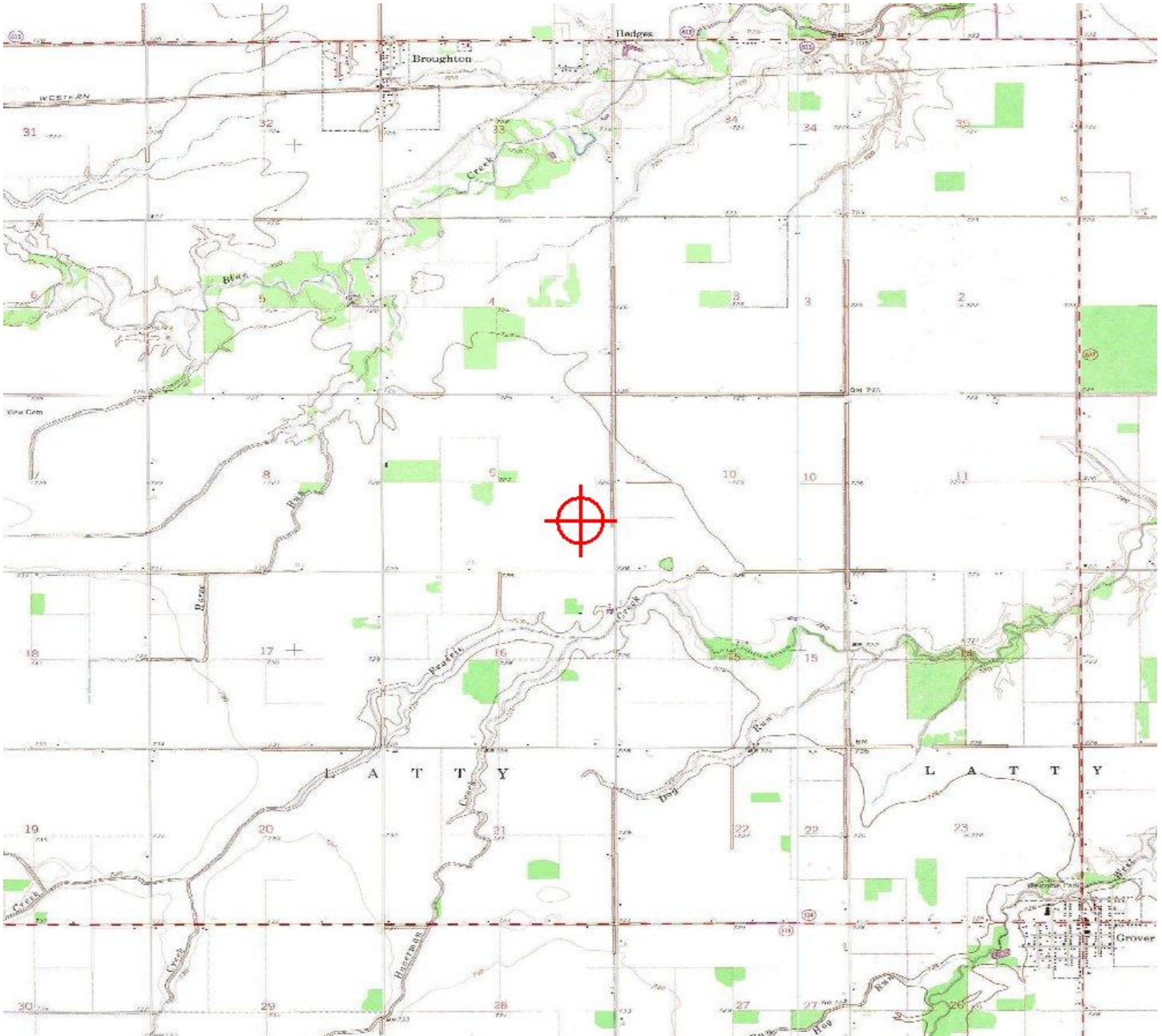
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2440-OE







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

Aeronautical Study No.
2016-WTE-2629-OE
Prior Study No.
2013-WTE-3045-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-44
Location:	Haviland, OH
Latitude:	41-02-44.15N NAD 83
Longitude:	84-31-18.13W
Heights:	725 feet site elevation (SE)
	499 feet above ground level (AGL)
	1224 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1224 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

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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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2629-OE.

Signature Control No: 287825726-307408067

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

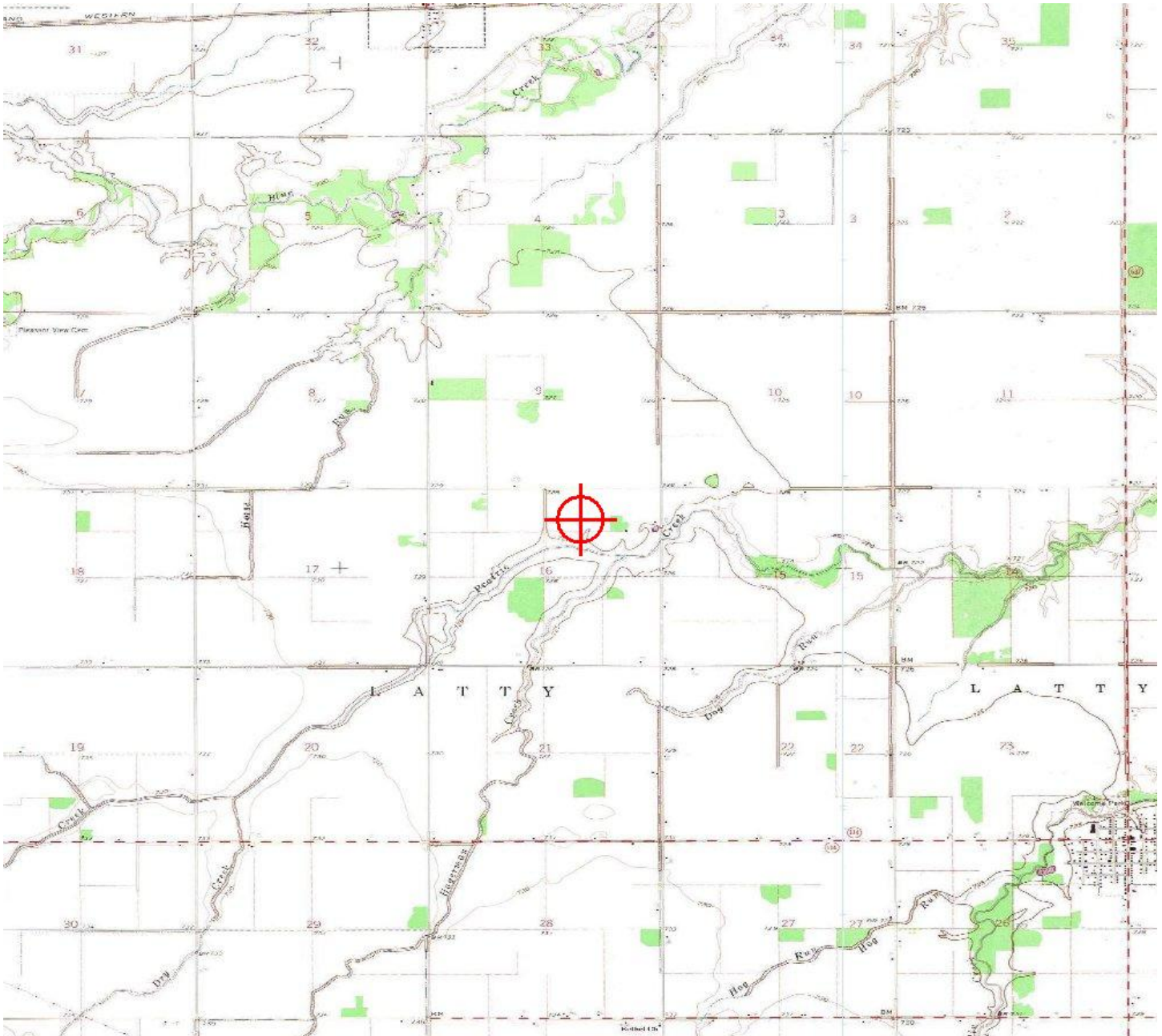
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2629-OE





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

Aeronautical Study No.
2016-WTE-2441-OE
Prior Study No.
2013-WTE-3046-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-45
Location:	Haviland, OH
Latitude:	41-02-16.89N NAD 83
Longitude:	84-31-28.94W
Heights:	726 feet site elevation (SE)
	499 feet above ground level (AGL)
	1225 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1225 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 unless:

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2441-OE.

Signature Control No: 287489057-307407956

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

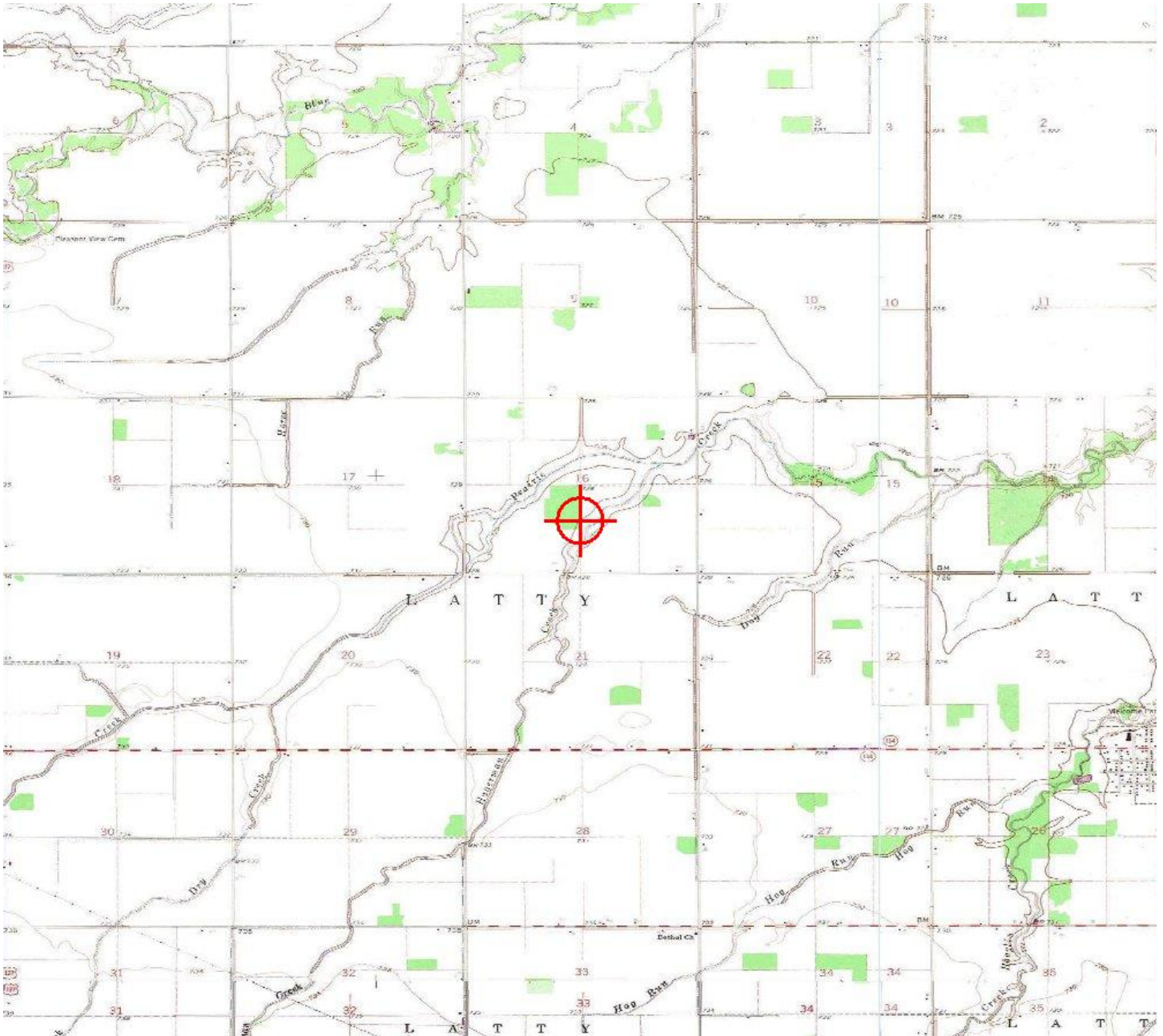
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2441-OE







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

Aeronautical Study No.
2016-WTE-2442-OE
Prior Study No.
2013-WTE-3047-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-46
Location:	Haviland, OH
Latitude:	41-01-42.53N NAD 83
Longitude:	84-31-41.83W
Heights:	726 feet site elevation (SE) 499 feet above ground level (AGL) 1225 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1225 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2442-OE.

Signature Control No: 287489059-307407970

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

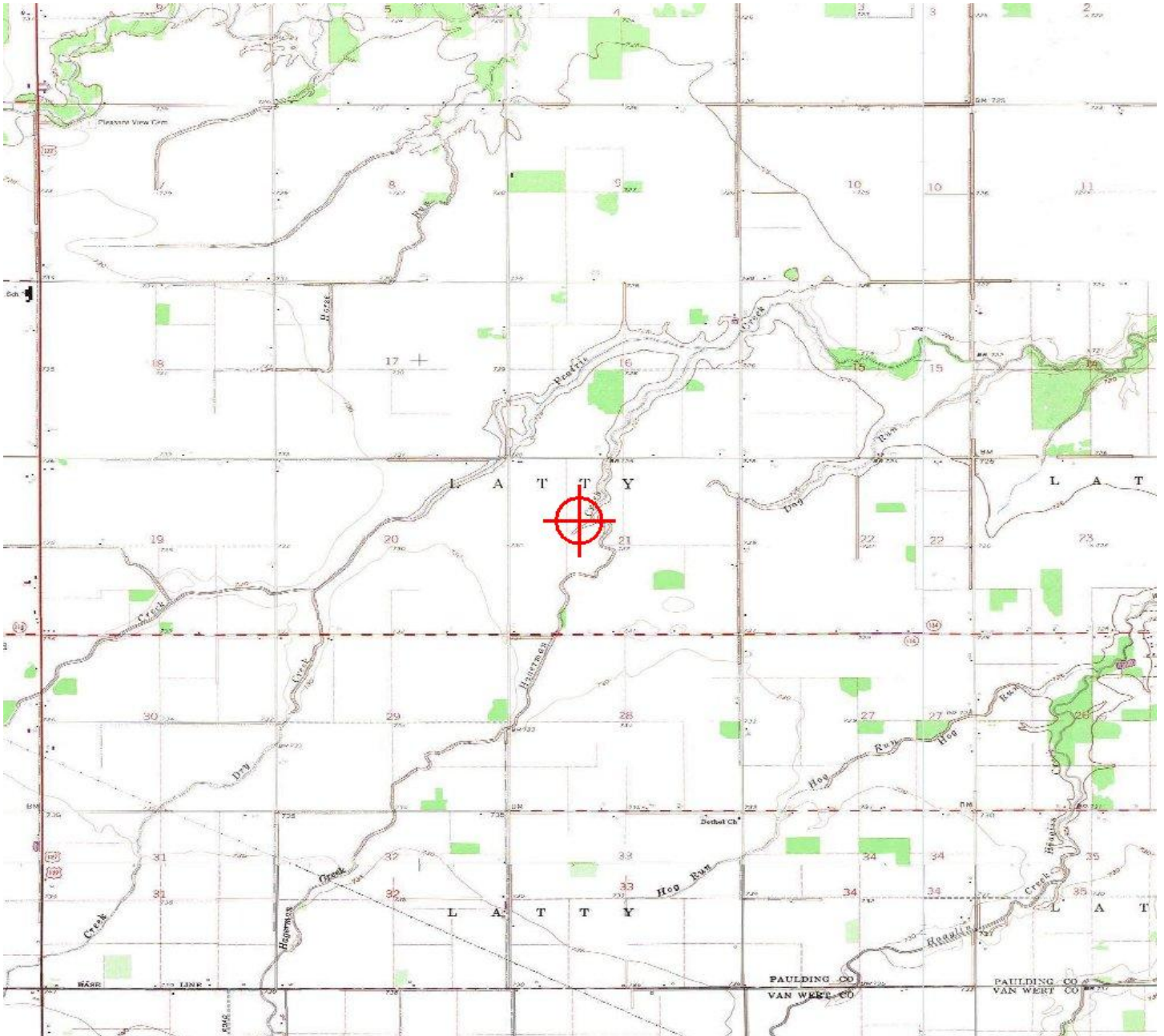
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2442-OE







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

Aeronautical Study No.
2016-WTE-2443-OE
Prior Study No.
2013-WTE-3048-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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Greenwich, CT 06831

**** 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:	Wind Turbine T-47
Location:	Haviland, OH
Latitude:	41-01-31.63N NAD 83
Longitude:	84-31-29.07W
Heights:	730 feet site elevation (SE) 499 feet above ground level (AGL) 1229 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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.

Any height exceeding 499 feet above ground level (1229 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2443-OE.

Signature Control No: 287489060-307407978

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

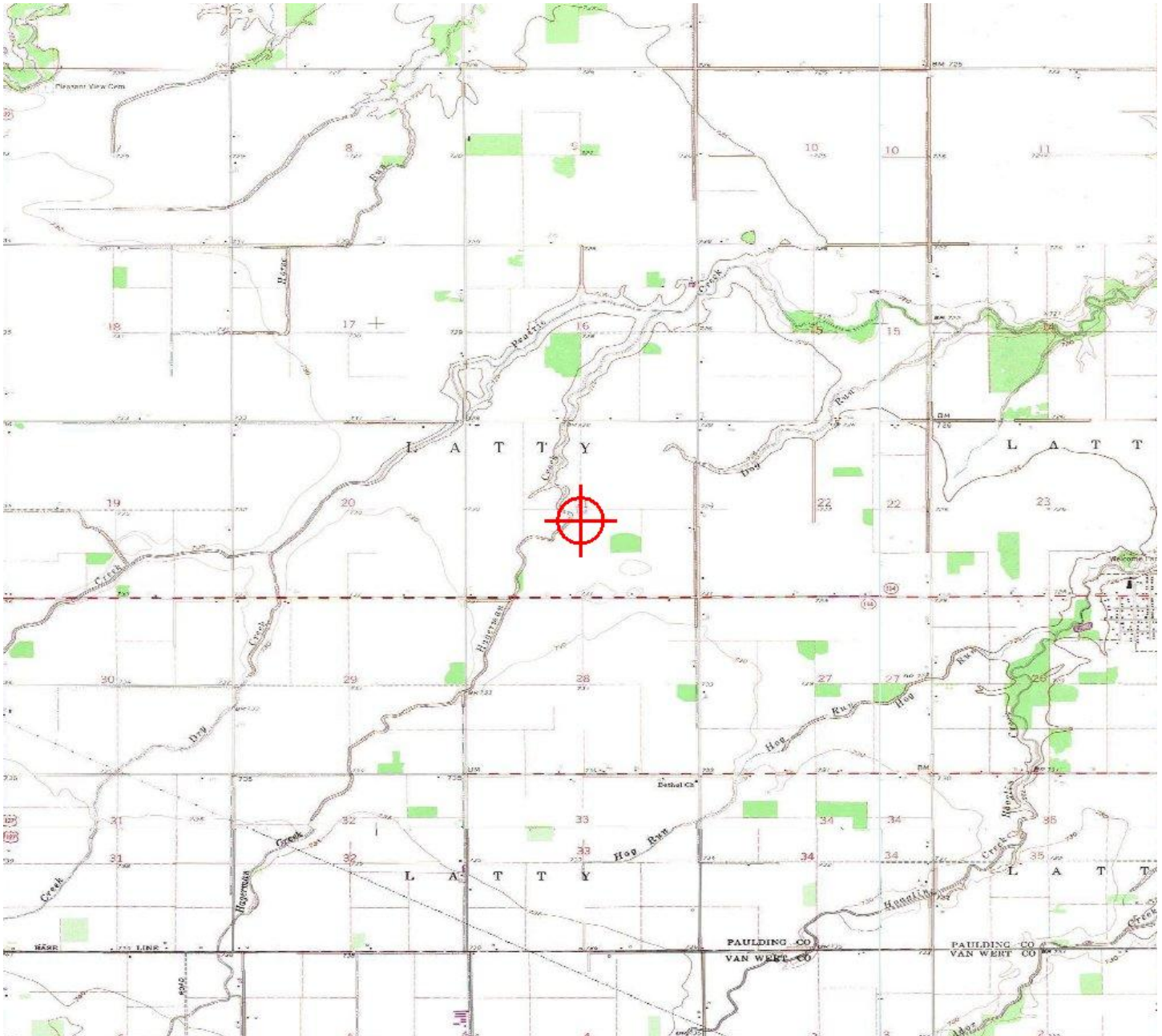
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2443-OE







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

Aeronautical Study No.
2016-WTE-2444-OE
Prior Study No.
2013-WTE-3049-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

**** 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:	Wind Turbine T-48
Location:	Haviland, OH
Latitude:	41-04-19.05N NAD 83
Longitude:	84-30-46.87W
Heights:	725 feet site elevation (SE)
	499 feet above ground level (AGL)
	1224 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1224 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2444-OE.

Signature Control No: 287489061-307407996

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

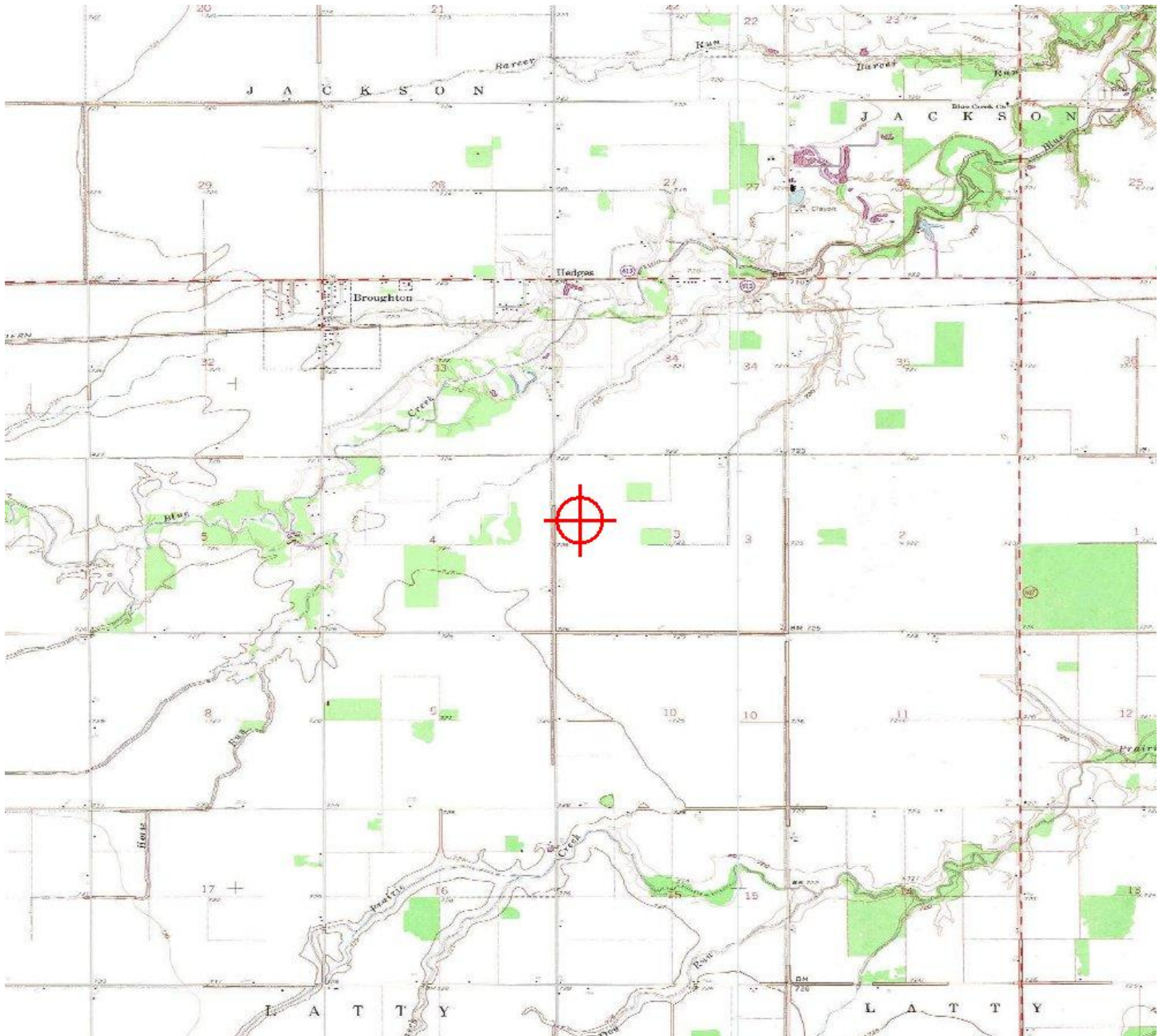
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2444-OE







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

Aeronautical Study No.
2016-WTE-2630-OE
Prior Study No.
2013-WTE-3060-OE

Issued Date: 10/14/2016

Matthias Weigel
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Greenwich, CT 06831

**** 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:	Wind Turbine T-49
Location:	Haviland, OH
Latitude:	41-04-10.05N NAD 83
Longitude:	84-30-27.86W
Heights:	724 feet site elevation (SE) 499 feet above ground level (AGL) 1223 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1223 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2630-OE.

Signature Control No: 287828861-307408072

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

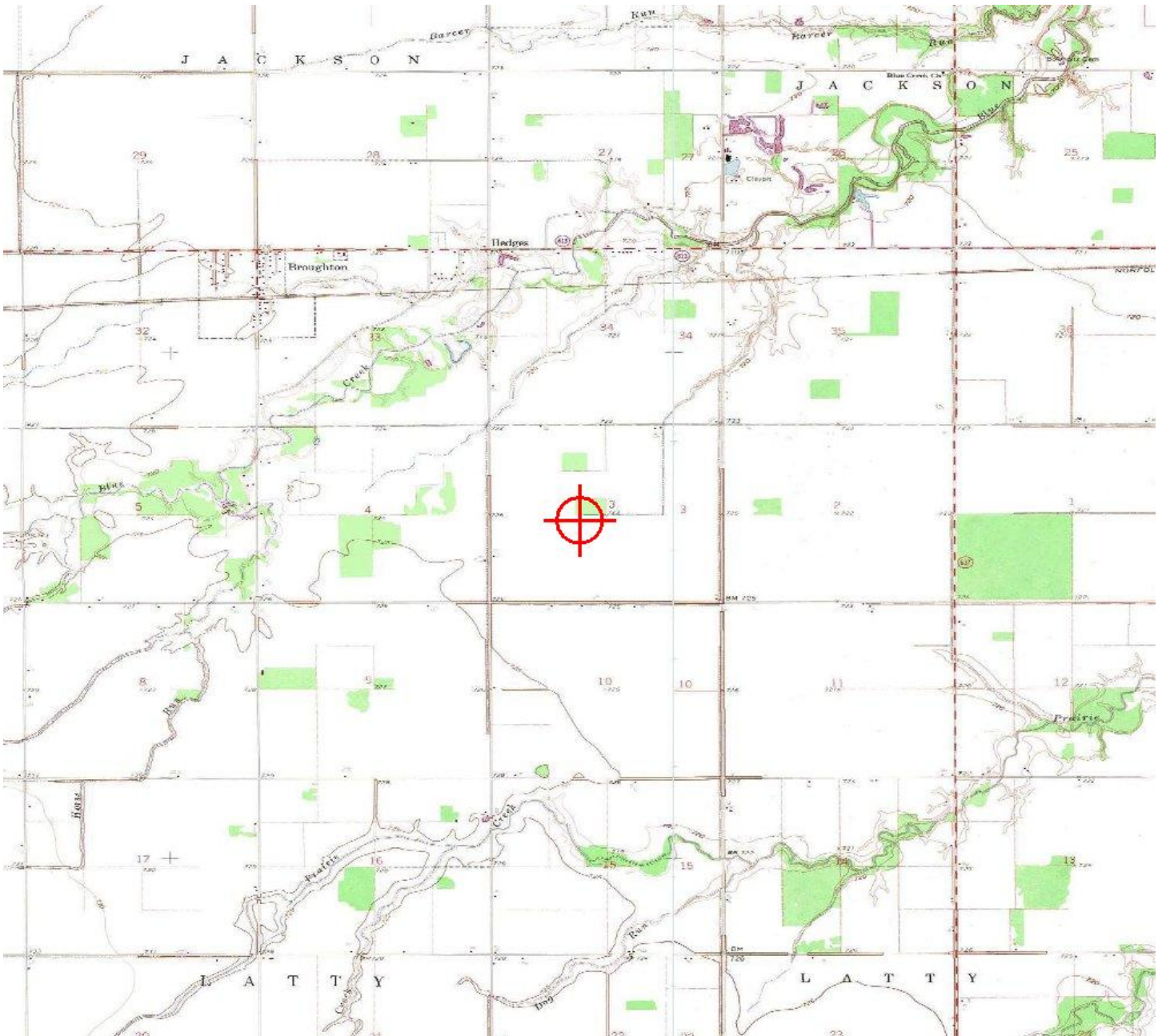
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

TOPO Map for ASN 2016-WTE-2630-OE





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

Aeronautical Study No.
2016-WTE-2445-OE
Prior Study No.
2013-WTE-3050-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
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2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-50
Location:	Haviland, OH
Latitude:	41-04-04.41N NAD 83
Longitude:	84-30-07.49W
Heights:	724 feet site elevation (SE) 499 feet above ground level (AGL) 1223 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1223 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration 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.

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.

If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2445-OE.

Signature Control No: 287489063-307408001

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

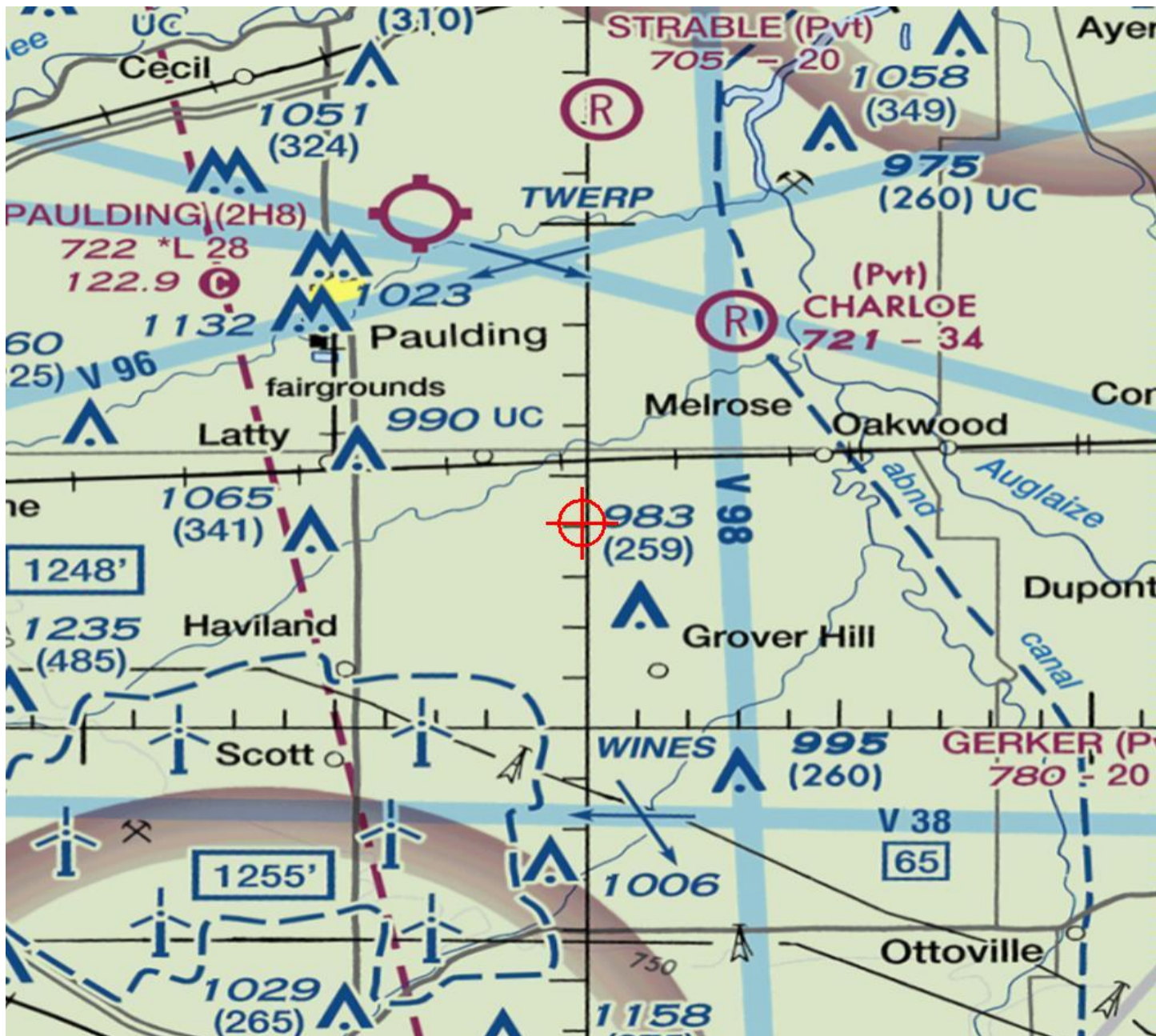
ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

OBSTRUCTION MARKING AND LIGHTING

All determinations will be issued with an obstruction marking and lighting condition of white paint and synchronized red lights. When the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height, the sponsor may request a re-evaluation. The request may be e-mailed to Brenda Mumper (brenda.mumper@faa.gov). A portion of the turbines may qualify for the removal of the lighting recommendation.

This is a topographic map of the Broughton area in Jackson and Latty counties, North Carolina. The map shows the Broughton community, surrounding roads, and topographic features. A red crosshair symbol is overlaid on the map, indicating a specific location. The map includes labels for Jackson, Broughton, Latty, and various roads and landmarks.





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

Aeronautical Study No.
2016-WTE-2446-OE
Prior Study No.
2013-WTE-3052-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-52
Location:	Haviland, OH
Latitude:	41-02-31.94N NAD 83
Longitude:	84-30-46.45W
Heights:	725 feet site elevation (SE)
	499 feet above ground level (AGL)
	1224 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1224 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2446-OE.

Signature Control No: 287489064-307408029

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

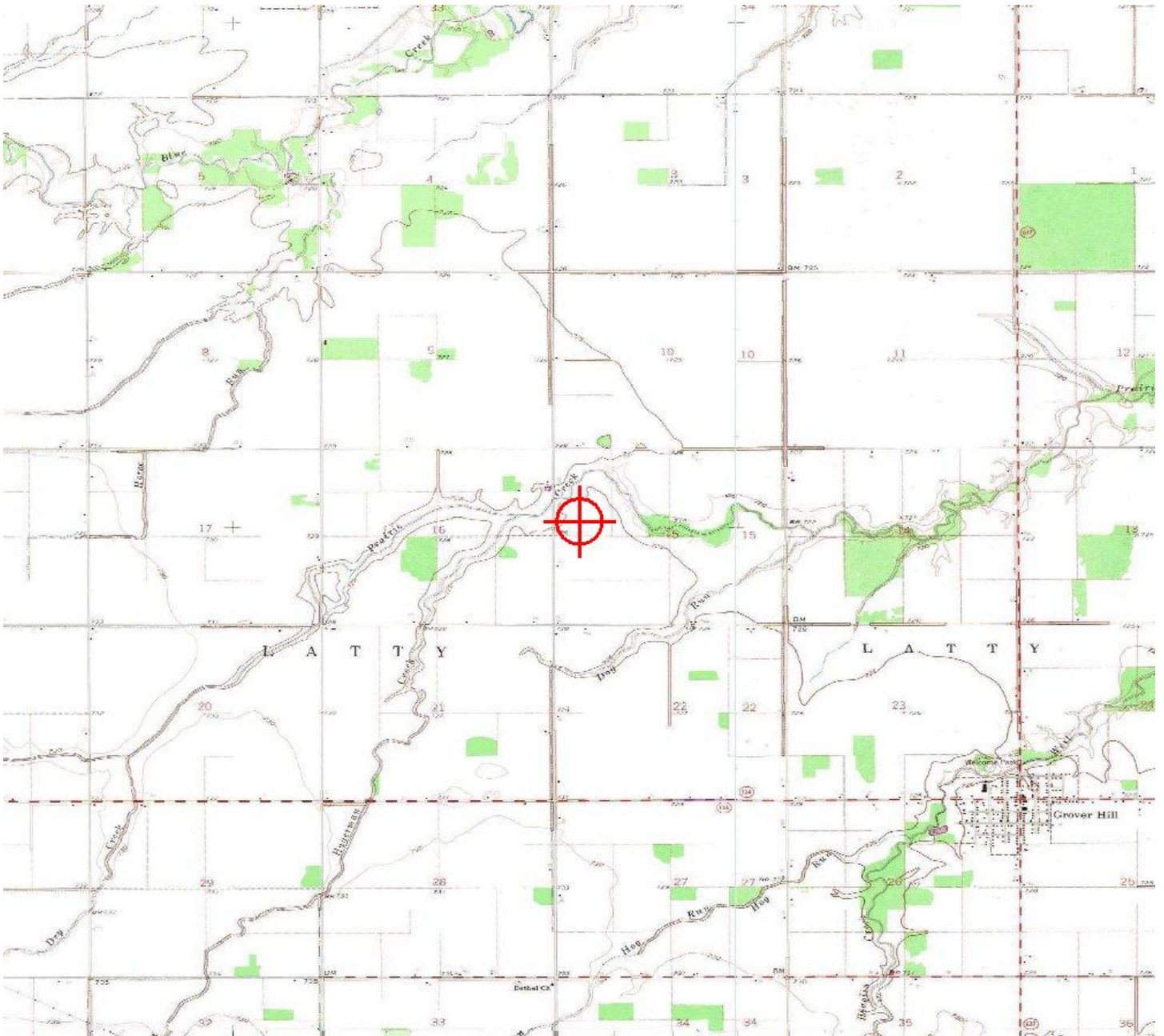
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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

Aeronautical Study No.
2016-WTE-2447-OE
Prior Study No.
2013-WTE-3053-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-53
Location:	Haviland, OH
Latitude:	41-02-23.74N NAD 83
Longitude:	84-30-36.37W
Heights:	725 feet site elevation (SE)
	499 feet above ground level (AGL)
	1224 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 499 feet above ground level (1224 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/14/2018 unless:

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2447-OE.

Signature Control No: 287489065-307408048

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

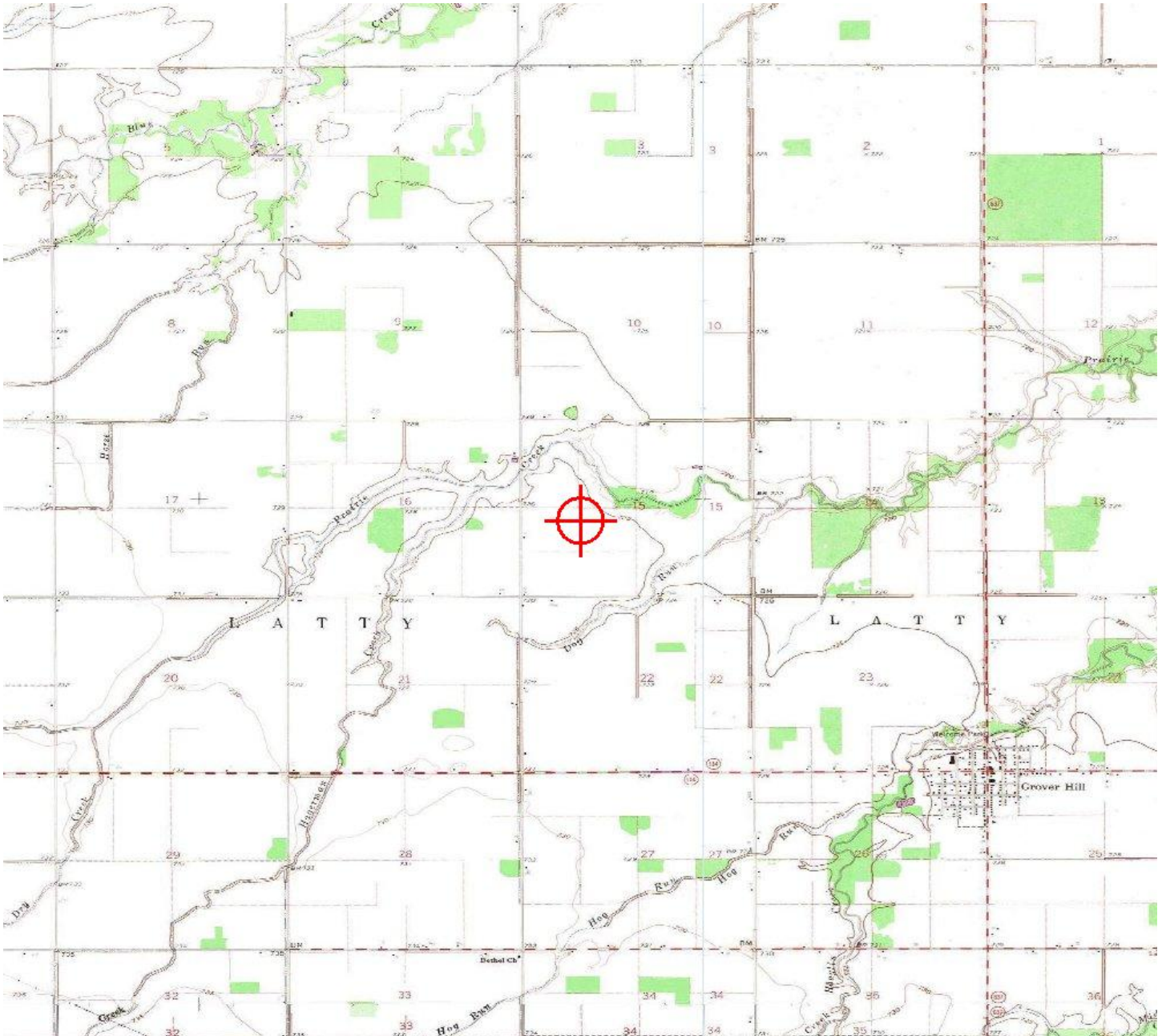
Map(s)

ADDITIONAL INFORMATION

Aeronautical study indicates that all of the turbines in this project except those studied under 2016-WTE-2445 to 2449, 2629 and 2630-OE would be in the radar line of sight for the Fort Wayne, Indiana Airport Surveillance Radar (ASR)-9 facility and would cause unwanted primary targets (clutter) in the vicinity of the wind turbines. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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

Aeronautical Study No.
2016-WTE-2448-OE
Prior Study No.
2013-WTE-3054-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
2nd Floor
Greenwich, CT 06831

**** 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:	Wind Turbine T-54
Location:	Haviland, OH
Latitude:	41-02-20.03N NAD 83
Longitude:	84-30-13.42W
Heights:	726 feet site elevation (SE) 499 feet above ground level (AGL) 1225 feet above mean sea level (AMSL)

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 marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 1, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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____ 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.

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2448-OE.

Signature Control No: 287489066-307408055

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

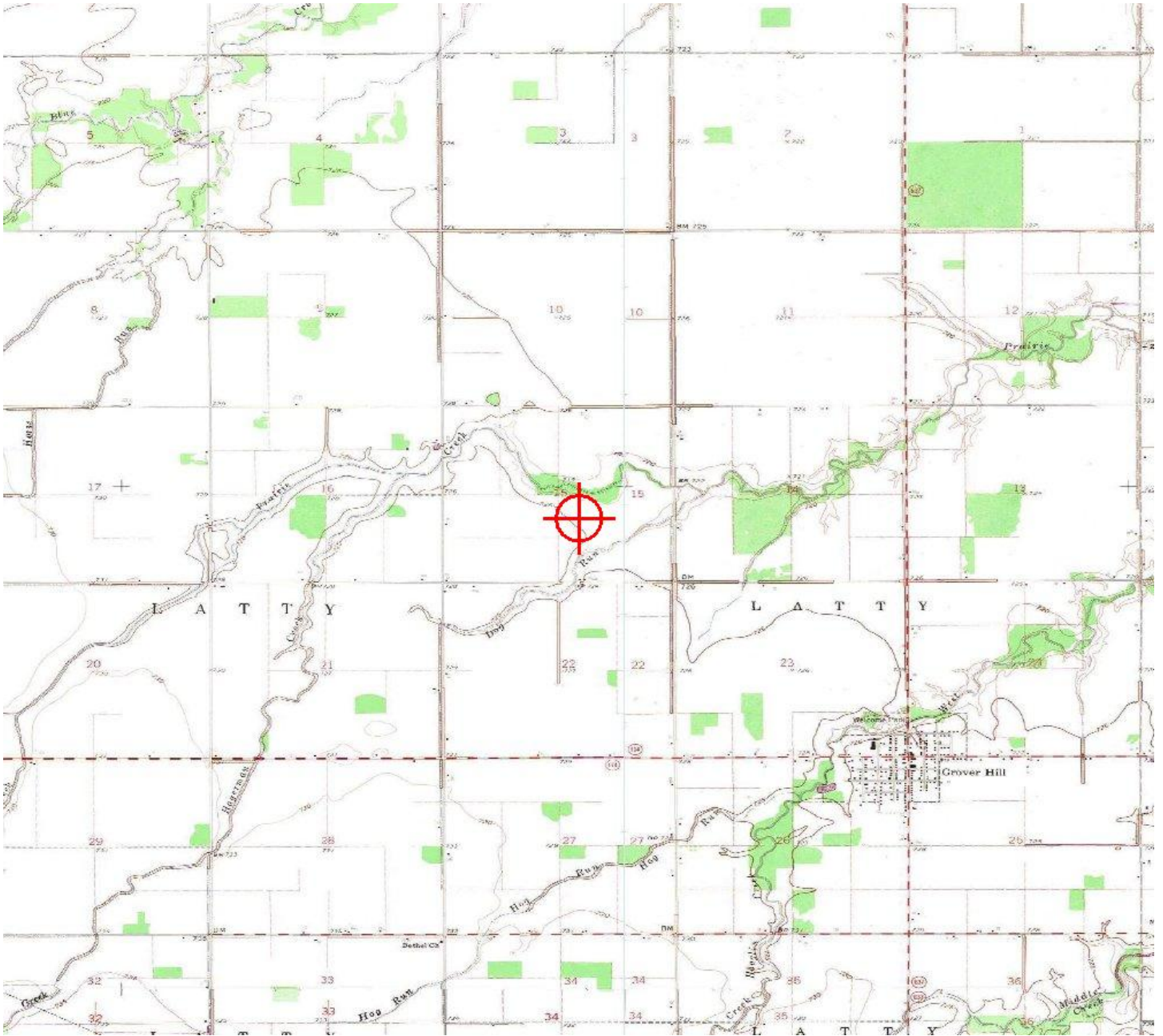
Map(s)

ADDITIONAL INFORMATION

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

Aeronautical Study No.
2016-WTE-2449-OE
Prior Study No.
2013-WTE-2119-OE

Issued Date: 10/14/2016

Matthias Weigel
Trishe Wind Ohio, LLC
5 Greenwich Office Park
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Greenwich, CT 06831

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

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Structure:	Wind Turbine T-55
Location:	Haviland, OH
Latitude:	41-02-14.47N NAD 83
Longitude:	84-29-54.80W
Heights:	725 feet site elevation (SE)
	499 feet above ground level (AGL)
	1224 feet above mean sea level (AMSL)

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If we can be of further assistance, please contact our office at (816) 329-2524. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-WTE-2449-OE.

Signature Control No: 287489067-307408060

(DNE -WT)

Brenda Mumper
Specialist

Attachment(s)

Additional Information

Map(s)

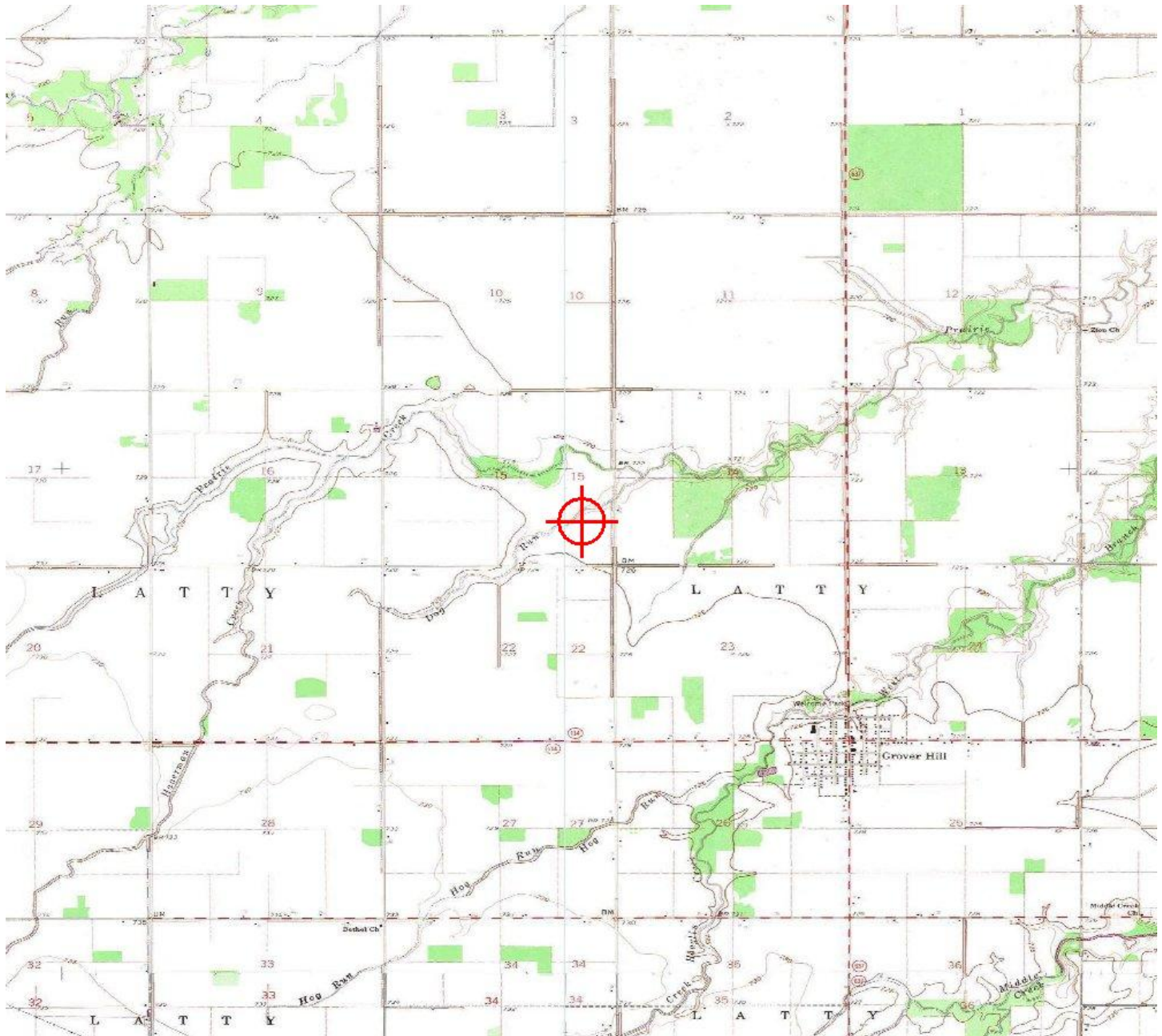
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TOPO Map for ASN 2016-WTE-2449-OE



This foregoing document was electronically filed with the Public Utilities

Commission of Ohio Docketing Information System on

11/8/2017 2:16:35 PM

in

Case No(s). 13-0197-EL-BGN, 16-1687-EL-BGA, 17-1099-EL-BGA

Summary: Notification of Compliance with Condition 9 of the Supplement—Federal & State
Permits electronically filed by Mr. William V Vorys on behalf of Trishe Wind Ohio, LLC