
Appendix J
Agency Correspondence and
SEQRA Documentation



**State Environmental Quality Review Act
NOTICE OF COMPLETION OF DRAFT EIS
NOTICE OF PUBLIC HEARING**

Lead Agency: Town Board of the Town of Arkwright
Town of Arkwright Town Hall
9543 Center Road, Fredonia, New York 14063

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

A Draft Environmental Impact Statement (“Draft EIS”) has been completed and accepted by the Lead Agency on February 27, 2008 for the proposed action described below. A Public Hearing will be held at 7 p.m. on April 30, 2008 at the Town of Arkwright Highway Department, 9531 Center Road, Fredonia, New York. Written comments on the Draft EIS may be submitted to the Lead Agency contact person until May 12, 2008, at 5:00 p.m..

Name of Action:

Description and Classification of Action: Construction, operation and maintenance of multiple wind turbines in the Town of Arkwright, along with associated access roads, electrical collection system and electrical substation in the Town of Arkwright and the Town of Pomfret. Each turbine will be approximately 400’ tall when the blade is at highest point. The action is classified as a SEQR Type I action.

Location: Portions of the Towns of Arkwright and Pomfret, Chautauqua County, New York

Potential Environmental Impacts: Aesthetic and Visual impacts (due to the height of the turbine), on water resources (including wetlands), on cultural resources (including historic resources), from alteration of stormwater run-off flow and patterns and drainage, wildlife (particularly birds and bats), on agricultural lands, from construction traffic, from noise, and to habitat

Lead Agency Contact:

Contact Person: Town Supervisor Frederic Norton

Address: 8743 Center Road
Cassadaga, NY, 14718

Telephone Number: (716) 679-4775

Copies of the Draft EIS are available and may be obtained at the following locations:

Town of Arkwright Town Hall
Town Clerk
9543 Center Road
Fredonia, New York 14063
(716) 965-4845

On line at www.newgrangewind.com

A copy of this Notice must be sent to:

Commissioner, Department of Environmental Conservation, 625 Broadway, Albany,
New York 12233-1750
Appropriate Regional Office of the Department of Environmental Conservation
Chief Executive Officer of the Town of Arkwright
Chief Executive Officer of the Town of Pomfret
All other involved agencies
Any person requesting a copy
the Project Sponsor
the NYSDEC Environmental Notice Bulletin, 625 Broadway, Albany, NY 12233

Copies of the Draft EIS must be distributed as required by 6 NYCRR § 617.12(b).

**ARKWRIGHT SUMMIT WIND FARM
PRE-SDEIS MEETING AND CONSULTATION
FEBRUARY 4, 2009, 2:30PM
DEBRIEF**

- Impact Assumptions
 - Using very conservative assumptions for now, until final engineering is done this spring
 - DEC agrees with this approach for now, expects accurate impacts for the FEIS

- Review of anticipated wetland impacts
 - Started with over ten acres, with multiple revisions conservative assumptions now just over 1 acre, likely less pending final engineering
 - DEC requests specific impacts to DEC wetlands and adjacent impacts be highlighted in the text
 - Horizon concerned that presenting inaccurate numbers would cause unnecessary concern to the Lead Agency. Given the limited impacts, will call out specific impacts in the SDEIS text. Impacts will be further clarified in wetland application.
 - Discuss DEC field review – any way to get in the queue now?
 - DEC requests a letter be sent to get Horizon on the top of the list
 - Horizon will send letter requesting a field review

- Review post-construction monitoring
 - Review reasons that displacement survey was recommended
 - DEC to review reasons for request of displacement survey at this site
 - DEC requests a review of short-eared owl records and discussions with local birding organizations
 - Horizon to review records and contact local organizations regarding the short-eared owl
 - Arkwright approved omitting the proposal from the SDEIS provided proposal can be agreed upon for FEIS. Okay by DEC to omit proposal from SDEIS?
 - DEC approves omitting monitoring proposal for SDEIS

- Discussion of DEC concerns regarding the SDEIS
 - DEC requests that mitigation be in the same wetland and of the same type
 - Horizon will include mitigation plan in wetland application, incorporating this request to the extent possible.

- Design guidance on SPDES/Stream crossings
 - DEC to provide Horizon with SPDES contact
 - New culvert design guidelines on DEC website

February 17, 2009

Anne Oyer
Senior Wildlife Biologist
Freshwater Wetlands Program
NYS Department of Environmental Conservation
270 Michigan Ave.
Buffalo, NY 14203-2915
716-851-7010



**Re: Arkwright Summit Wind Farm Project
Town of Arkwright, Chautauqua County, New York**

Dear Anne:

As discussed at our February 4, 2009 meeting, Arkwright Summit Wind Farm, LLC (“Arkwright Summit”, formerly New Grange Wind Farm LLC) will be submitting a delineation report for the Arkwright Summit Wind Farm (the “Project”) to the NYS Department of Environmental Conservation (DEC), the US Army Corps of Engineers, and the Town of Arkwright as part of a Supplemental Draft Environmental Impact Statement (SDEIS) for the Project. The SDEIS was requested by the Town of Arkwright in its role as the lead agency under the SEQRA process. As mentioned at our meeting, the upcoming delineation report will include locations and descriptions of all of the delineated wetlands within the defined survey corridor surrounding the proposed project facilities. Based on the DEC’s input at the February 4 meeting, specific potential impacts to DEC jurisdictional wetlands will be specifically called out in the text of the SDEIS.

The SDEIS will include estimates of temporary and permanent impacts calculated using conservative impact assumptions. Those conservative assumptions include a construction corridor approximately 100 feet wide. When the final project engineering is completed, we anticipate that the actual construction corridor will be significantly reduced depending on site-specific engineering. By avoiding wetlands to the extent possible and minimizing corridor and work area footprints in the final project design, the actual permanent impacts are more likely to be under 0.5 acre. The wetland delineation report will be updated after the project footprint is finalized. Wetland impacts will be recalculated and incorporated into the formal Joint Application for Permits which we anticipate will be submitted to both the NYSDEC and the USACE this coming summer. Revised wetland impacts calculations will also be included in the Final Environmental Impact Statement.

In order to facilitate full review of the delineation report, Arkwright Summit would like to schedule a field visit this spring with the DEC in order to field verify the wetland work completed for the Project. Please advise as to your availability.

Anne Oyer
Arkwright Summit Wind Farm Project
February 17, 2009
Page 2 of 2

We look forward to working with the DEC on this project. Please contact me directly if you have any questions about the Project or the potential field visit.

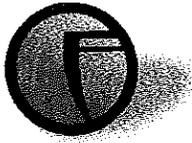
Sincerely,



Arkwright Summit, LLC

Tom Stebbins
Project Manager
518-322-9369
tom.stebbins@horizonwind.com

cc: Charles Rosenburg (NYS Department of Environmental Conservation)
Rudyard Edick (NYS Department of Environmental Conservation)
Mark Kandel (NYS Department of Environmental Conservation)
Joe Galati (NYS Department of Environmental Conservation)
David Weeks (Ecology and Environment)
Emily Doren (Ecology and Environment)
Gordon Dash (Horizon Wind Energy)



FISHERASSOCIATES

MEETING MINUTES

135 Calkins Road • Rochester, NY 14623 • Phone: 585-334-1310 • Fax: 585-334-1361 • www.fisherassoc.com

Location: NYSDEC Region 9 Offices, Buffalo, NY

Date: March 25, 2009

Attendees: Mr. Brian Hourigan, NYSDEC Region 9
Mr. Tom Stebbins, Horizon Wind Energy
Mr. Gordon Dash, Horizon Wind Energy
Mr. Chris Smith, Fisher
Mr. Tim Gawenus, Fisher

From: Tim Gawenus *TG*

Subject: Arkwright Summit Wind Farm SPDES Permit
(SWPPP)

A meeting was held to discuss the approach and implementation measures for stormwater management and the project SWPPP. Below is summary of the discussion items.

- Detailed construction drawings will be completed that show locations of the roadways, turbines, and supporting infrastructure. These drawings will be used for development of the SWPPP and erosion and sediment control plans.
- Fisher summarized the approach utilized for SWPPP development on other wind farms in upstate NY. These were developed with Ms Paula Smith (NYSDEC Region 8) and (Ellen Hahn of NYSDEC Region 7). Attached to this memo is a summary of measures used on past wind farm projects.
- It was discussed as to whether the NOI and associated SWPPP document should be broken apart (roads, substation, etc.) or included as one NOI and SWPPP. The applicant has completed projects both ways. The NYSDEC to inform the applicant on their preference.
- The NYSDEC indicated that they have concerns about erosion at low points for the proposed roadways. Check Dams and vegetative outlets will be implemented to minimize erosion at these locations.
- NYSDEC indicated the need to provide some buffer between the turbines and any adjacent streams. Although there are very few streams close to proposed turbine locations, if they occur, a buffer or permanent water quality treatment will be implemented.
- The proposed substation was discussed. Runoff from this 5 acre area will include post construction measures to include clean runoff from the site. Fisher has used subsurface trench drains and vegetative outlets on past projects.
- 2 "Laydown areas" will be utilized for construction. One will be temporary and include E & S measures. The other will be used as an Operations and Maintenance (O & M) Center after construction. Similar post construction treatments will be used for the O & M Center as the substation area.
- Schedule: It is expected that a NOI (60 day review) will be filed by the end of the year in anticipation of spring 2010 construction start.

These meeting minutes represent the writer's interpretation and understanding of the proceedings of the meeting. Please notify Fisher Associates within 5 business days of any discrepancies or omissions.

Wind Farm SWPPP measures utilized by Fisher Associates on past projects

- **The primary goal of the SWPPP is to minimize erosion and sediment discharge during construction of the project. All permanent water control measures that are implemented should be simple and blend well with the existing environment.**
- **The Concrete pad where the turbines are located do not need permanent post construction stormwater controls.**
- **There are no required permanent stormwater practices where the permanent access roads are reclaimed to existing farmland and/or gas well roadways.**
- **On proposed roadways, no post construction water quality controls are required when the runoff does not exceed 5% of the existing runoff.**
- **Avoid the usage of drainage ditches and maximize the use of existing ditches and other drainage features. Modified dry swales can be used where necessary but try to keep to a minimum.**
- **The goal of the SWPPP will be to maximize sheet flow (not concentrated flow) for the roadways to minimize erosion potential.**
- **Where practical, sheet flow to areas that can easily absorb runoff such as tree and brush areas on the project site.**
- **Use of BMP's such as trench drains or other types of treatment is recommended for the staging/substation area.**
- **Stockpile stripped material from new roadways at/near the turbine pads during construction.**

From: [Rudyard Edick](#)
To: [Stebbins, Tom](#);
cc: [Jack Nasca](#); [Braud, Rene](#); townofarkwright@hughes.net; ["dyoung@west-inc.com"](mailto:dyoung@west-inc.com);
Subject: DEC Recommendations for State-Listed Bird Surveys for New Grange Wind Farm (modification to our 11 Mar 09 Email)
Date: Friday, March 27, 2009 5:52:34 PM
Attachments: [seow survey guidelines 12-28-07.doc](#)

Good Day Mr. Stebbins,

In light of the lateness of the season, which may have resulted in short-eared owl dispersal as additional suitable habitats open up, and since some may have begun their return trip north to their nesting habitat (typically in the boreal areas of Canada), we are modifying our 11 March 2009 request for late winter/early Spring short-eared owl/northern harrier surveys. Our observations show that short-eared owl numbers are changing and/or declining now in traditional wintering areas and the likelihood of finding winter "residents" is questionable now at almost any location throughout the state. Be advised that, as discussed in paragraph 1 below, any state-listed bird species that may be present in the area should be included in analysis (such as Northern Harrier).

Rather than conduct these March 2009 studies, we now recommend the following:

1) The Final Environmental Impact Statement (FEIS) should include detailed habitat characterizations of the area in and near (up to 1.5 miles if a particularly desirable habitat exists) the project footprint. In the FEIS, describe what potential the grassland habitats might provide to any state-listed bird species, with a focus on short-eared owl, northern harrier, upland sandpiper and Henslow's sparrow. Provide any habitat descriptions that would discount the areas USED by listed species. Photographs of these areas at representative locations would also be useful in assessing the habitat value. Our review of the DEIS indicates that special care should be paid to the following areas as they appear to support suitable grassland habitat:

- * Turbines 19, 21, and 22
- * Turbines 4, 5R and 90R
- * Turbines 39 and 39A
- * Turbines 49 and 52AR
- * Proposed transmission line leading to substation.

2) DEC would also like the opportunity to review these habitat areas first hand during a field visit later this spring or early summer; potentially in conjunction with our request to review potential wetland concerns within the project area.

3) Lastly, the DEC intends to use habitat characterization information gathered from the FEIS and our own surveys to determine whether or not additional species-specific surveys are necessary during the 2009-2010 overwintering season, which would be similar to what we initially described for the late winter/early Spring of this year but, if we thought necessary, extend throughout the winter season.

Please be advised that we will be amending our comments to the lead agency to include these recommendations. Also, be advised that the guidance provided in this email is not exhaustive and details, as appropriate, need to be worked out with DEC biologists.

If you have any further questions or concerns, please address them to me at 518.402.9150 or rgedick@gw.dec.state.ny.us.

Most Respectfully,

Rudyard G. Edick

New York State Short-eared Owl Winter Survey Guidelines

1) Depending on the size of the area to be surveyed, pick suitable habitat areas in advance to survey. Short-eared owls like to hunt low over grasslands/ fields, brushy areas near streams, and marshlands. Focus on areas that have not been recently mowed very low, although these can be used for foraging, especially if small and adjacent to more suitable roosting or foraging habitat. Use aerial photos, maps or scouting trips to prioritize likely spots if dealing with a large area. Necessary equipment: binoculars, map, datasheets, compass, watch, gps unit. “Night vision” optics have not been particularly useful for this species, in our opinion. Likewise, taped calls, either of short-eared owls or their prey, have also proved ineffective.

2) Arrive in the survey area at least two hours before dark. If possible, arrive even earlier, especially on overcast and/or stormy days, since short-eared owls can be seen flying during the daylight hours. Pick prominent, roadside vantage points with a good view of the surrounding landscape to look for owls. Individually number and identify your survey points; plotting them out on a map would be very helpful. Get a gps location at a later time, during the day so as not to disturb the owls. Position observers in different locations whenever possible. Check for owls in flight as well as owls perched on the ground, on fence posts, hay bales, and in trees in windbreaks, or even in backyard conifers. Listen for their calls: a bark-like call or a keee-ow call. The presence of wintering northern harriers is often a good potential indicator of the presence of short-eared owls.

3) Record number and location of owls and other species (e.g. northern harriers, rough-legged hawks) seen/heard, note the point observed from, time in attendance and of significant activities, behavior (i.e. flying, perched, hunting, feeding, etc.) and direction headed (in degrees if possible) if moving. Record basic weather info (e.g. temperature, precipitation, wind, cloud cover, etc.). Fill in data sheets and maps as appropriate. .

4) Owl “emergence” in the afternoon is extremely variable, with birds sometimes not appearing until 10-15 minutes before dark. Therefore, we recommend that any given survey point/area be covered for the entire 2+ hour period. Coverage of multiple, potential owl areas will thus require additional days or additional personnel. If survey locations are very near to each other (within < 10 minutes), “jumping” back and forth between sites may be possible during the survey period. Repeated trips on additional nights will often be necessary to adequately confirm this species’ presence or absence. High winds, heavy precipitation and dense fog conditions often prevent owls from flying very much. If lighting allows, e.g. a full moon or streetlights, extended observations into the night is possible as long as owls can be seen, i.e. after dusk into the night. If owls are observed at a particular site, note carefully the duration they are at that particular site, the behavior while at the site (e.g. perching, foraging, etc.), and where they head from the

site. Often, owls will emerge from a nearby roost, fly or perch nearby briefly, then fly sometimes considerable distance to foraging areas. Appropriately stationing observers in subsequent nights farther out along these flight paths may reveal important foraging areas. Also, if owls are observed at particular sites, multiple observation days are recommended at these locations during the winter season, as numbers of owls often change over this time (e.g. often increase as season progresses). For large areas, multiple observation points as well as multiple observation days will be necessary.

5) Survey each observation point at least once a week from December through March. Due to the influence of weather and prey (e.g. vole) populations, short-eared owl occupancy dates and locations can vary considerably from year to year, even in good habitat. In some cases, for example, owls can show up at wintering sites as soon as early November, and linger into mid-April in New York. Especially in late winter, March – April, note any breeding or nest- building behavior observed.

Additional references:

Clark, R.J. 1975. A field study of the Short-eared Owl (*Asio flammeus*) Pontoppidan in North America. Wildl. Monogr. 47: 1-67.

Holt, D.W. and S. M. Leasure. 1993. Short-eared Owl (*Asio flammeus*). In The Birds of North America, No. 62 (A. Poole and F. Gill, Eds.). Philadelphia: The Academy of Natural Sciences; Washington, D.C.: The American Ornithologists' Union.

Johnsgard, P.A. 1988. North American Owls Biology and History. Smithsonian Institution Press, Washington and London.

B. Loucks, P. Nye. DEC 2007



June 26, 2008

Mr. Daniel McEneny
Staff Architectural Historian
New York State Historic Preservation Office
Peebles Island Resource Center
Delaware Avenue
Cohoes, NY 12047

**Subject: New Grange Wind Farm
Towns of Arkwright and Pomfret
Chautauqua County, New York**

Dear Mr. McEneny:

Tetra Tech EC, Inc. (TtEC) is under contract to New Grange Wind Farm, LLC (New Grange), a Delaware subsidiary of Horizon Wind Energy LLC, to assist in permitting the proposed New Grange Wind Farm Project (Project). New Grange anticipates that it will apply for a Section 404 Permit from the U.S. Army Corps of Engineers. In addition, the Project will be reviewed under the State Environmental Quality Review Act (SEQRA). The Town of Arkwright will be the Lead Reviewing Agency.

Project Description

New Grange is proposing to develop a wind-powered generating facility of up to 47 wind turbines with a maximum capacity of 79.9 megawatts (MW). In addition to the wind turbines, the Project will involve construction of four permanent meteorological towers, a system of gravel access roads, a buried and overhead electrical collection system, an operation and maintenance building, and an interconnection substation facility. A copy of the Draft Environmental Impact Statement (DEIS) was submitted to your office in February 2008 and can also be found at www.newgrangewind.com. This document was accepted as adequate for review by the lead agency in February 2008.

The Project will be developed on leased private land in the Towns of Arkwright and Pomfret in Chautauqua County, New York. All wind turbines will be located in the Town of Arkwright. The Project will be constructed in one phase, currently anticipated to commence in 2009 and to finish by the end of 2009.

Historical Architecture Issues

We are in the process of planning a historical architecture study that will comply with the New York State Historic Preservation Office Guidelines for Wind Farm Development Cultural



Resources Survey Work. Specifically, our subcontractor Saratoga Associates has defined the Project's viewshed using computer-generated models. The viewshed as currently understood is displayed for your review in Figure 1 taken from the Visual Impact Assessment, Appendix F, in the New Grange Wind Farm DEIS (<http://www.newgrangewind.com/>). The proposed Area of Potential Effect (APE) for architecture, defined by the project viewshed within five miles of any project element, would encompass the Town of Arkwright and the Villages of Fredonia and Forestville as well as portions of the Towns of Sheridan, Charlotte, Stockton, Hanover, Cherry Creek, Dunkirk, Pomfret and Villanova, the Village of Cassadaga and City of Dunkirk.

Tetra Tech EC's architectural historian, Dr. James Sexton, will perform the historical architecture survey for this Project. In preparation for our field effort, we request that a consultation meeting be scheduled as soon as possible so that we can arrive at a consensus on our approach to the architectural historical inventory.

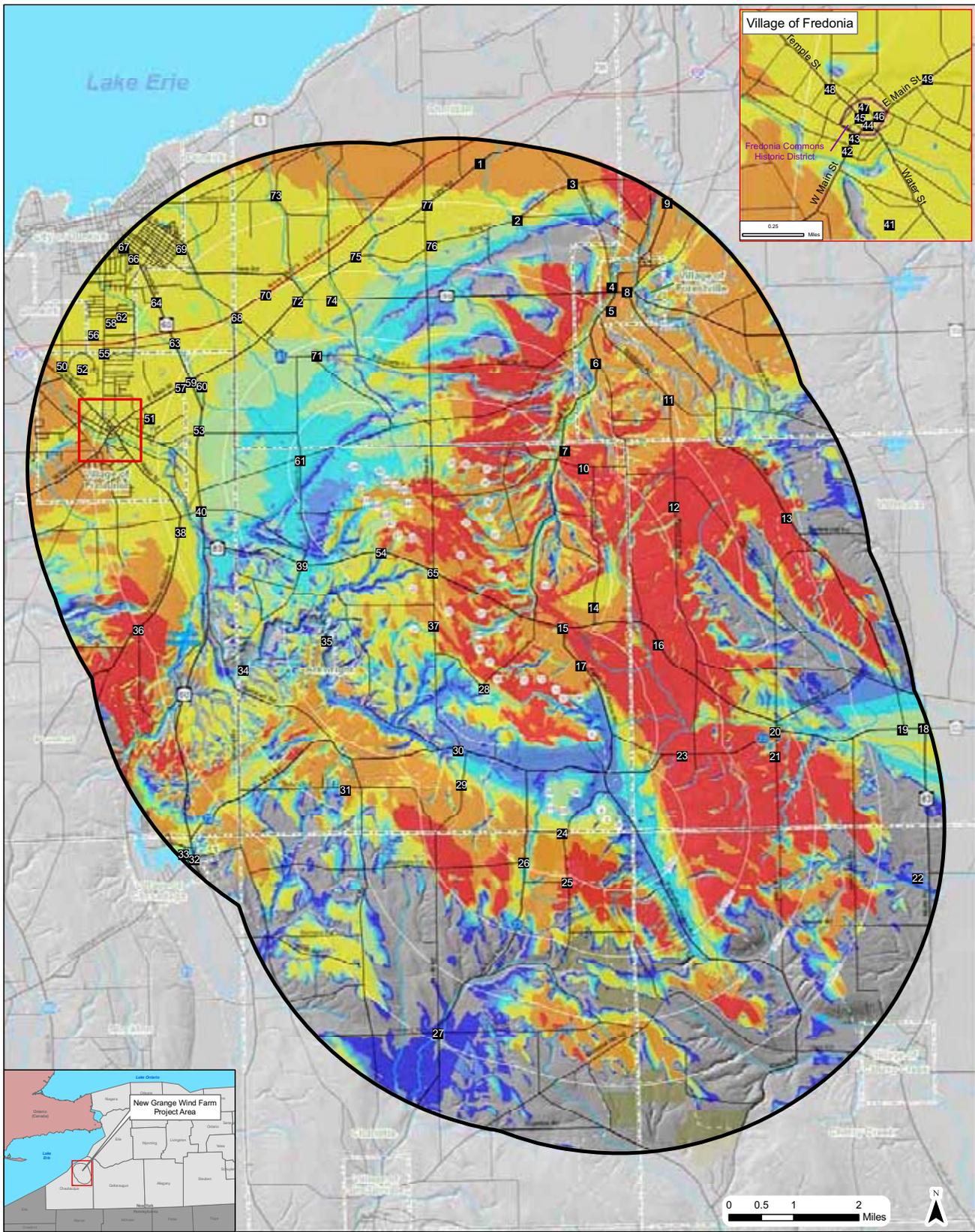
Thank you for your consideration of this project. We look forward to upcoming discussions about the historical architectural issues associated with the permitting of the New Grange Wind Farm Project. Feel free to call me at 973-630-8104 or to contact me by e-mail at sydne.marshall@tteci.com should you have any questions.

Very truly yours,



Sydne B. Marshall, Ph.D., RPA
Lead Cultural Resources Specialist

cc: R. Mitchell (TtEC)
J. Sexton (TtEC)
G.Dash (New Grange)
T. Stebbins (New Grange)
R.Cogan (Nixon Peabody)



BLADE TIP VIEWSHED - TOPOGRAPHY ONLY*

*Blade tip height 125 m (410 ft).

Figure 1
New Grange Wind Farm

February, 2008

KEY

- | | |
|-----------------------------------|---------------------------------|
| Number of Turbines Visible | 5 Mile Study Area |
| 1 - 5 | Municipal Boundary |
| 6 - 10 | New York State Thruway |
| 11 - 15 | Major Road / State / US Highway |
| 16 - 20 | Local Road |
| 21 - 30 | Snowmobile Trail |
| 31 - 40 | River / Stream / Creek |
| 41 - 47 | Waterbody |
| Proposed Turbine Location | DEC State Forest |
| Sensitive Receptor | DEC Wildlife Management Area |

PROJECT # 2008 - 2008001.10M - Copyright © 2008 Saratoga Associates. All Rights Reserved.
 This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.
 File Location: B:\2008\08001\view_grange_viewshd_topo_021508.mxd

SARATOGA ASSOCIATES

Landscape Architects, Architects,
Engineers, and Planners, P.C.
NEW YORK CITY - SARATOGA SPRINGS



February 5, 2009

Mr. John A. Bonafide
Historic Preservation Services Coordinator
New York State Historic Preservation Office
Pebbles Island Resource Center
Delaware Avenue
Cohoes, NY 12047



52 James St
Albany, NY 12207

**Subject: Transmitted for Review
Historic Architectural Resources Investigations (5-Mile Ring Study)
Arkwright Summit Wind Farm Project
The Towns of Arkwright, Charlotte, Cherry Creek, Dunkirk, Hanover, Pomfret, Sheridan,
Stockton, and Villenova, the Villages of Cassadaga, Fredonia and Forestville, and the City of
Dunkirk, Chautauqua County, New York
OPRHP 08PRO564**

Dear Mr. Bonafide:

Arkwright Summit Wind Farm, LLC ("Arkwright Summit") is proposing to construct the Arkwright Summit Wind Farm Project (the Project) in the vicinity of Arkwright, NY. Arkwright Summit has contracted Tetra Tech EC, Inc. (Tetra Tech) to assist in the permitting process. Arkwright Summit anticipates applying for a Section 404 permit from the U.S. Army Corps of Engineers for possible construction activities in certain regulated wetlands. Thus the Project would be reviewed under Section 106 of the National Historic Preservation Act. In addition, the Project will be reviewed under the State Environmental Quality Review Act (SEQRA). The Town of Arkwright is serving as the Lead Reviewing Agency.

Following the *New York State Historic Preservation Guidelines for Wind Farm Development Cultural Resources Survey*, Tetra Tech has performed a historic architectural resources survey within a 5-mile ring area of potential effects (APE). The results of this survey are described in the report included herein for your review. The Phase 1B Archeological Report for the Project is being sent to Nancy Herter under separate cover.

We look forward to your review of Tetra Tech's 5-Mile Ring Study Report. If you have any questions, please feel free to call me at 518.322.9369 or to contact me by e-mail at tom.stebbins@horizonwind.com.

Thank you for your consideration.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom Stebbins", is written over a horizontal line.

Tom Stebbins,
Project Manager

cc: D. McEneny (NYSHPO)
N. Herter (NYSHPO)
R. Mitchell (TtEC)
L. Allen-Kearns (TtEC)
S. Marshall (TtEC)
J. Sexton (TtEC)

February 10, 2009

Nancy Herter, Ph.D.
Historic Preservation Program Specialist
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
P.O. Box 189
Waterford, New York 12188-0189



52 James St
Albany, NY 12207

Re: **PR# 08PR0564**
Supplemental Phase I Archaeological Investigation Report
Arkwright Summit Wind Farm Project
Town of Arkwright, Chautauqua County, New York

Dear Nancy:

Arkwright Summit Wind Farm, LLC ("Arkwright Summit", formerly New Grange Wind Farm LLC) respectfully submits the enclosed results of the Phase I Archaeological Investigation for the proposed Arkwright Summit Wind Farm Project (Project) (formerly New Grange Wind Farm) in the Town of Arkwright, Chautauqua County, New York.

A Phase I archaeological investigation was performed in July 2008 through November 2008 by Arkwright Summit's managing consultant, Tetra Tech, and consisted of systematic investigations of those portions of the proposed Project not surveyed during the Fall 2007 field effort and new Project alignments. All archaeological investigations within the area of potential effect (APE) for the Project, as currently designed, are complete. Please be advised that an architectural review will be submitted separately.

The results of this Phase I archaeological investigation indicated that one archaeological site exists within the APE. Several sites were identified during the study but due to Project realignments are no longer within the APE. The results of the Fall 2007 field surveys and the most recent surveys are summarized and recommendations with regard to archaeological resources are made on the Project as a whole. Arkwright Summit respectfully requests that the New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) review this report and provide any comments on the Phase I investigations and recommendations made by Tetra Tech for the Project. If the NYSOPRHP has any questions or concerns regarding the information summarized in this report, please contact me or Arkwright Summit's consulting principal investigator, Ms. Bonnie Locking at (716) 849-9419.

Sincerely,
Arkwright Summit, LLC

Tom Stebbins
Tom Stebbins
Project Manager

Enc.

cc: B. Locking (Tetra Tech)
R. Mitchell (Tetra Tech, EC)
TT File HWE-300/01



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David A. Paterson
Governor

Carol Ash
Commissioner

March 9, 2009

Thomas Stebbins
Horizon Wind Energy
52 James Street, 4th Floor
Albany, NY 12207

Re: ACOE/SEQRA
Arkwright Summit Wind Farm
(Former New Grange Wind Farm)
Arkwright, Chautauqua County
08PR00564

Dear Mr. Stebbins:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP) on this undertaking. We are providing these comments as part of what we anticipate will be a coordinated Section 106 (NHPA) review as a result of what may be the need for permits from the United States Army Corps of Engineers. These comments are provided by the Field Services Bureau and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near the project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

In our letter of February 2008 to Mr. Daniel Spitzer we recommended that the project follow our 2006 Generic Wind Farm Survey guidance for the identification of historic/cultural resources in the project's area of potential effect. The survey area, as defined by our guidance, was a five-mile radius drawn around each of the individual turbine sites. The outer edges of these circles are connected by tangent lines thus producing a five-mile survey area around the entire project. It was also recommended that for an analysis of potential visual impacts to historic resources that the next step was to determine sight lines based on topographic features and the locations and maximum heights of each turbine.

The request for resource evaluation generated by our survey recommendation was received on February 6, 2009. It consisted of a single volume report titled: Historic Architectural Resources Investigation 5-Mile Ring Study Arkwright Summit Wind Farm (February 2009, Tetra Tech, Inc.). The survey evaluated 284 individual buildings. This number includes 27 resources that are listed in the New York State and National Registers of Historic Places, including the Fredonia Commons Historic District (Fredonia). The remaining 251 resources are eligible for inclusion in the registers. Included in this group are three eligible historic districts. These are the Central Avenue Historic District (Fredonia), the East Main Street Historic District (Fredonia), and the Sheridan Historic District (Sheridan). Lastly, 6 buildings

were determined not to meet the eligibility criteria. A full list of our assessment is attached to this letter as Appendix A.

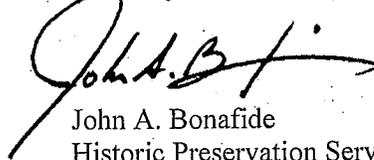
The eligible resources identified in the survey report are diverse in both nature and their physical settings. Properties that will be in the view shed of the project include those in established village/hamlet settings as well as resources that occupy open rural agricultural settings. With few exceptions the scale of the building stock is limited to the height of single and two-story residential, commercial and agricultural buildings with few non agricultural elements breaking the treetops in this sparsely populated area. Within the survey area, our agency has identified several key loci where visual impacts should be carefully assessed. These areas encompass the villages of Fredonia, Forestville, Hamlet and Sheridan. Many of these resources will be in the viewshed of a significant number of the proposed towers. We would recommend that you seek to have appropriate visual simulations generated to better understand the full extent of the potential visual impacts associated with this project.

At this time the full extent of potential impacts from the proposed undertaking cannot be assessed absent simulations as part of a comprehensive visual analysis and completion of the archaeological assessment of the project area. However, OPRHP believes that sufficient information does exist to determine that under Section 106 of the National Historic Preservation Act this undertaking will have an Adverse Effect on cultural resources. The introduction of the sleek, ultramodern, approximately 410 foot tall kinetic wind turbines (up to 44 proposed) throughout this scenic landscape forever alters and changes the rural setting, which itself is a significant element in much of the survey area and serves as the backdrop for the architectural, cultural and scenic tourism heritage of these communities.

We would recommend that you now utilize visual analysis as a tool to aid in the exploration of alternatives that avoid or minimize the adverse affect(s) to historic properties. The assessment of potential avoidance options may include a reduction in turbine numbers and/or height, relocation of turbine units, and various screening options. We would recommend that only after completion of an archaeological evaluation of the project area and an assessment of avoidance options has been established should potential mitigation options be discussed. All consultation regarding avoidance options and potential later mitigation options should involve those state/federal agencies directly associated with the permitting/approval process for this project.

At this point in time we have concluded our evaluation of above ground eligible resources and the potential impacts to those resources associated with this project. Please be aware that we will be GPS data gathered as part of the survey for our records. If you should have questions regarding our evaluation process or the basis for our effect recommendation, please do not hesitate to contact me at 518- 237-8643, ext, 3263.

Sincerely,



John A. Bonafide
Historic Preservation Services
Coordinator

cc: Steven Metivier, USACOE (via-e-mail)
Sydney B. Marshall, Ph.D., Tetra Tech (via-e-mail)
James Sexton, Ph.D., Tetra Tech (via-e-mail)

Appendix A

OPRHP USN	Eligibility Status	Address/Description
Town of Arkwright		
01301.000028	Nat. Register Eligible	8129 Griswold Rd, Residential c.1840
01301.000029	Nat. Register Eligible	Bard Rd, Christian Cemetery
01301.000030	Nat. Register Eligible	2151 Bard Rd, Residential c.1840
01301.000031	Nat. Register Eligible	2391 Bard Rd, Residential c.1880
01301.000032	Nat. Register Eligible	Bard Rd, Burnham Hollow Cemetery
01301.000033	Nat. Register Eligible	8903 Farrington Hollow Rd, Farmstead c.1850
01301.000034	Nat. Register Eligible	Arkwright Summit Cemetery
01301.000035	Nat. Register Eligible	2093 Route 83, Farmstead c.1970
01301.000036	Nat. Register Eligible	2667 Route 83, Grange c.1900
01301.000037	Nat. Register Eligible	Route 83, Cowders Corner Cemetery
Town of Charlotte		
01304.002062	Nat. Register Eligible	Sinclairville/ Cassadaga Rd, Pickett Cemetery
01304.002063	Nat. Register Eligible	Luce Hill Cemetery
01304.002064	Nat. Register Eligible	2726 Hooker Rd, Residential c.1875
01304.002065	Nat. Register Eligible	Charlotte Center Cemetery
01304.002066	Nat. Register Eligible	Rood Road/ Charlotte Center Rd, Charlotte Center Church
01304.002067	Nat. Register Eligible	6749-Charlotte Center Rd, Farmstead c.1865-1890
Town of Dunkirk		
01308.000021	Nat. Register Eligible	St. Hegwig's Cemetery
01308.000022	Nat. Register Eligible	St. Mary's Cemetery
01308.000023	Nat. Register Eligible	Holy Trinity Cemetery
Town of Hanover		
01314.000089	Nat. Register Eligible	Prospect Rd, Forestville Cemetery (Prospect)
01314.000090	Nat. Register Eligible	Bennett State Rd, Forestville Pioneer Cemetery
01314.000091	Nat. Register Eligible	11051 Bennett State Rd, Residential c.1840
01314.000092	Nat. Register Eligible	Hulbert Rd, Swift Cemetery
Town of Pomfret		
01320.000035	Nat. Register Eligible	4403 Webster Rd, Residential/ Pomfret School No.16 c.1890
01320.000036	Nat. Register Eligible	9453 Route 60, Residential c.1890
01320.000037	Nat. Register Eligible	9460 Route 60, Residential c.1890
01320.000038	Nat. Register Eligible	3728 Route 83, Residential 1875
01320.000039	Nat. Register Eligible	Webster Rd, Laona Cemetery
01320.000040	Nat. Register Eligible	9761 Route 60, Residential c.1875
01320.000041	Nat. Register Eligible	Route 60, St. Anthony's Cemetery
Town of Sheridan		
01323.000029	Nat. Register Eligible	3521 US Route 20
01323.000044	Nat. Register Eligible	2909 U S Route 20
01323.000045	Nat. Register Eligible	2912 U S Route 20
01323.000053	Nat. Register Eligible	2248 Stebbins Rd Route 20, Residential c.1860
01323.000054	Nat. Register Eligible	3510 Route 20, School Number 8 c.1885
01323.000055	Nat. Register Eligible	3484 Route 20, Residential c.1850
01323.000056	Nat. Register Eligible	10620 West Sheridan Drive, Residential c.1840, 1900
01323.000057	Nat. Register Eligible	3300 South Roberts Rd, Residential c.1890

01323.000058	Nat. Register Eligible	3230 South Roberts Rd, Residential c.1910
01323.000059	Nat. Register Eligible	3171 South Roberts Rd, Residential c.1910
01323.000060	Nat. Register Eligible	West Sheridan Cemetery
01323.000061	Nat. Register Eligible	3035 Route 20, Residential c.1890
01323.000062	Nat. Register Eligible	2775 South Roberts Rd, Residential c.1890
01323.000063	Nat. Register Eligible	2754 Route 20, Residential c.1890 Proposed Sheridan HD
01323.000064	Nat. Register Eligible	2740 Route 20, Residential c.1890 Proposed Sheridan HD
01323.000065	Nat. Register Eligible	2746 Route 20, Residential c.1900 Proposed Sheridan HD
01323.000067	Nat. Register Eligible	2747 Route 20, Residential c.1850, 1890 Proposed Sheridan HD
01323.000068	Nat. Register Eligible	2741 Route 20, Residential c.1850 Proposed Sheridan HD
01323.000069	Nat. Register Eligible	2736 Route 20, Residential c.1870 Proposed Sheridan HD
01323.000070	Nat. Register Eligible	2731 Route 20, Residential c.1870 Proposed Sheridan HD
01323.000071	Nat. Register Eligible	2730 Route 20, Residential c.1900 Proposed Sheridan HD
01323.000072	Nat. Register Eligible	2720 Route 20, Residential c.1830 Proposed Sheridan HD
01323.000073	Nat. Register Eligible	Sheridan Cemetery
01323.000074	Nat. Register Eligible	2713 Route 20, Residential c.1920 Proposed Sheridan HD
01323.000075	Nat. Register Eligible	2710 Route 20, Residential c.1840 Proposed Sheridan HD
01323.000076	Nat. Register Eligible	2706 Route 20, Residential c.1920 Proposed Sheridan HD
01323.000077	Nat. Register Eligible	2705 Route 20, Commercial c.1880 Proposed Sheridan HD
01323.000078	Nat. Register Eligible	2702 Route 20, Commercial c.1900 Proposed Sheridan HD
01323.000079	Nat. Register Eligible	2696 Route 20, Residential c.1870 Proposed Sheridan HD
01323.000080	Nat. Register Eligible	2684 Route 20, Commercial c.1900
01323.000081	Nat. Register Eligible	2679 Route 20, Residential c.1890
01323.000082	Nat. Register Eligible	2678 Route 20, Residential c.1900
01323.000083	Nat. Register Eligible	2633 Route 20, Residential c.1910
01323.000084	Nat. Register Eligible	2621 Route 20, Residential c.1890
01323.000085	Nat. Register Eligible	Route 20, School No. 9 c.1840-1865
Town of Villenova		
01326.000071	Nat. Register Eligible	Pope Hill Rd, Pope Hill Cemetery
01326.000079	Nat. Register Eligible	Prospect Rd, Ball Hill Cemetery/ Forestville Wesleyan Church Cemetery
01326.000080	Nat. Register Eligible	1394 Route 83, Residential c.1865-1890
01326.000081	Nat. Register Eligible	Hamlet Cemetery
01326.000082	Nat. Register Eligible	1150 Route 83, South Dayton Grange c.1840-1860
01326.000083	Nat. Register Eligible	1112 Route 83, Independent Order of Odd Fellows Lodge c.1890-1920
01326.000084	Nat. Register Eligible	1119 Route 72, Hamlet United Methodust Church c.1875
01326.000085	Nat. Register Eligible	8520 School St, School/Residential c.1881
01326.000086	Nat. Register Eligible	691 Route 83, Residential c.1840-1865
01326.000087	Nat. Register Eligible	Villenova Cemetery
City of Dunkirk		
01341.000020	Nat. Register Eligible	200 FRANKLIN AVE, CHAS. A WIDMAN HOUSE
01341.000049	Nat. Register Eligible	132 MAPLE AVE, PUBLIC SCHOOL #3
01341.000308	Nat. Register Eligible	830 Brigham Rd, Commercial/Factory 1957
01341.000309	Nat. Register Eligible	Willowbrook Park Cemetery
Village of Fredonia		
01342.000001	Historic District	74 EAST MAIN S, GRACE RICHMOND HOME
01342.000004	Nat. Register Eligible	403 EAST MAIN ST, JONES MITCHELL HOUSE
01342.000006	Nat. Register Eligible	63 RISLEY ST, WILLAIM RISLEY HOUSE 1843
01342.000007	Nat. Register Listed	60 WEST MAIN ST, FREDONIA GRANGE #1

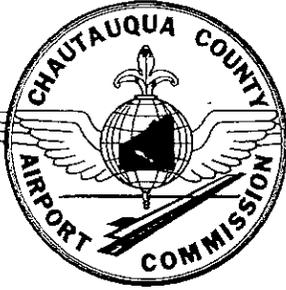
01342.000011	Historic District	52 EAST MAIN ST, THE WHITE INN SQUIRE WHITE HOUSE
01342.000012	Nat. Register Eligible	40 EAST MAIN ST, COLLEGE PERFORMING ARTS CENTER
01342.000013	Historic District	435 MAIN ST, PRIVATE RESIDENCE
01342.000014	Historic District	49-51 EAST MAIN ST, ENGLERT HOUSE
01342.000020	Historic District	39 WEST MAIN ST, TERWILLINGER & SALZER FURNITURE IN
01342.000021	Historic District	41 WEST MAIN ST, DICKENSON'S TOWN & CAMPUS RESTAURANT
01342.000022	Historic District	45-53 WEST MAIN ST, WOLLENHEN BLOCK (LEONE-PATTI BUILDING)
01342.000023	Historic District	59-61 WEST MAIN ST, FENTON MOORE HOUSE
01342.000024	Historic District	65 WEST MAIN ST, THE BOOK GARDEN HORTON BUILDING
01342.000025	Historic District	69 WEST MAIN ST, WEBB'S CANDIES
01342.000026	Historic District	71-73 WEST MAIN ST, GREEK REVIVAL COMMERCIAL BUILDING
01342.000030	Historic District	24 WEST MAIN ST, MERLE NORMAN COSMETICS STUDIO
01342.000031	Historic District	26-28 WEST MAIN ST, PARK PUB
01342.000032	Historic District	30 WEST MAIN ST, ANDY'S CARRY OUT
01342.000033	Historic District	34 WEST MAIN ST, WESTERN AUTO ASSN STORE
01342.000034	Historic District	36 WEST MAIN ST, GAZEBO GEORGE H PALMER BUILDING
01342.000035	Historic District	38 WEST MAIN ST, CHARLEY'S OLD TIMER
01342.000036	Historic District	42 WEST MAIN ST, STATE FARMER INSURANCE
01342.000037	Historic District	46-48 WEST MAIN ST, BLANDING PHOTO, UNION PHARMACY RUSCH REALTY
01342.000038	Historic District	50-52 WEST MAIN ST, (PUCCI'S CARPETS; HELMAN'S LIQUORS) CARDS BUILDING
01342.000039	Historic District	62 WEST MAIN ST, BIG BOB'S SUB SHOP
01342.000045	Nat. Register Eligible	57-63 TEMPLE ST, DR FRANKLIN ORIENTAL WATER CURE BUILDING
01342.000052	Nat. Register Eligible	40 TEMPLE ST, DUNKIRK-FREDONIA TELEPHONE CO BLDG
01342.000053	Nat. Register Eligible	44 TEMPLE ST, CHAMBER OF COMMERCE
01342.000055		1 Temple Square / St, Fredonia Normal School
01342.000058	Nat. Register Listed	9-11 CHURCH ST, NORTH SIDE; AT TEMPLE ST EAST SIDE, VILLAGE HALL/FREDONIA OPERA HOUSE
01342.000059	Nat. Register Listed	19 CHURCH ST, BAPTIST CHURCH
01342.000063	Nat. Register Listed	CHURCH ST, WEST MAIN NORTH SIDE; BETWEEN PARK PLACE & CENTER ST, A W RUSSO BLDG
01342.000064	Nat. Register Listed	1 EAST MAIN ST, MANUFACTURING & TRADERS TRUST
01342.000065	Nat. Register Listed	5-11 EAST MAIN ST, IOOFBLDG
01342.000066	Nat. Register Listed	13-15 EAST MAIN ST, DAWLEY/LAFAYETTE
01342.000067	Nat. Register Listed	17 EAST MAIN ST, FREDONIA ELECTRIC
01342.000068	Nat. Register Listed	19 EAST MAIN ST, O'LOUGHLIN BLDG
01342.000069	Nat. Register Listed	21 EAST MAIN ST, BOCK
01342.000070	Nat. Register Listed	23 EAST MAIN ST, MASTOR BROS LAUNDRY
01342.000071	Nat. Register Listed	25-27 EAST MAIN ST, W B U Z/RAYMOND
01342.000072	Nat. Register Listed	29 EAST MAIN ST, WESTFIELD HOME BAKERY
01342.000073	Nat. Register Listed	31 EAST MAIN ST, FREDONIA HARDWARE
01342.000074	Nat. Register Listed	35 EAST MAIN ST, SESSIONS GENT INSURANCE
01342.000075	Nat. Register Listed	20 EAST MAIN ST, BARKER HOUSE
01342.000076	Nat. Register Listed	9 DAY ST, Noncontributing, TOWN BLDG
01342.000077	Nat. Register Listed	11 DAY ST, TRINITY EPISCOPAL CH
01342.000078	Nat. Register Listed	21 DAY ST, U S POST OFFICE
01342.000079	Nat. Register Listed	10 WEST MAIN ST, G.C.MURPHY CO
01342.000080	Nat. Register Listed	8 WEST MAIN ST, G.C.MURPHY CO
01342.000081	Nat. Register Listed	6 WEST MAIN ST, G.C. MURPHY CO

01342.000082	Nat. Register Listed	4 WEST MAIN ST, DAY BLDG/PARK PHARMACY
01342.000083	Nat. Register Listed	2 WEST MAIN ST, BRANDT & LAUGHLIN
01342.000084	Nat. Register Listed	25 CHURCH ST, UNITED METHODIST CHURCH
01342.000085	Nat. Register Listed	CHURCH ST, FREDONIA FIRE DEPT
01342.000092	Nat. Register Eligible	CENTRAL AVE, SUNY FREDONIA: CENTRAL AVE, WEST SIDE, MASON HALL
01342.000093	Nat. Register Eligible	172 CENTRAL AVE, SUNY FREDONIA, ALUMNI HOUSE (AWALD HOUSE)
01342.000094	Nat. Register Eligible	178 CENTRAL AVE, SUNY FREDONIA, FENNER HOUSE
01342.000095	Nat. Register Eligible	194 CENTRAL AVE, SUNY FREDONIA, PRESIDENT'S RESIDENCE
01342.000098	Historic District	67 EAST MAIN ST US 20, LORENZO MORRIS HOUSE (ITALIANATE-STYLE VILLA)
01342.000099	Historic District	61-63 EAST MAIN ST US 20, FRAME ITALIANATE-STYLE HOUSE
01342.000100	Historic District	77 EAST MAIN ST US 20, FOURSQUARE-STYLE HOUSE
01342.000101	Historic District	79 EAST MAIN ST US 20, FRAME ITALIANATE-STYLE HOUSE
01342.000102	Historic District	81 EAST MAIN ST US 20, SECOND EMPIRE-STYLE BRICK VILLA
01342.000103	Historic District	85 EAST MAIN ST US 20, FRAME SECOND EMPIRE-STYLE VILLA
01342.000104	Historic District	89-91 EAST MAIN ST US 20, LATE ITALIANATE-STYLE DUPLEX
01342.000105	Historic District	93 EAST MAIN ST US 20, FRAME QUEEN ANNE-STYLE HOUSE
01342.000106	Historic District	EAST MAIN ST US 20, SOUTH SIDE; AT CLEVELAND AVE; EAST SIDE, PIERCE AUTO--CITGO GAS
01342.000107	Historic District	EAST MAIN ST US 20, SOUTH SIDE; SECOND BUILDING EAST OF CLEVELAND ST, ONE-STORY COMMERCIAL BUILDING
01342.000108	Historic District	121 EAST MAIN ST US 20, SMALL CROSS-GABLE HOUSE
01342.000109	Historic District	123 EAST MAIN ST US 20, SMALL CROSS-GABLE HOUSE
01342.000110	Historic District	127 EAST MAIN ST US 20, CRAFTSMAN-STYLE HOUSE
01342.000111	Historic District	127 EAST MAIN ST US 20, 19TH CENTURY VERNACULAR HOUSE
01342.000112	Historic District	145 EAST MAIN ST US 20, H.L. TAYLOR HOUSE (ST. JOSEPH'S RECTORY)
01342.000113	Historic District	145 EAST MAIN ST US 20, ST. JOSEPH'S R.C. CHURCH
01342.000114	Historic District	60 EAST MAIN ST US 20, FEDERAL-STYLE HOUSE
01342.000115	Historic District	64 EAST MAIN ST US 20, ITALIANATE-STYLE BRICK HOUSE
01342.000116	Historic District	78 EAST MAIN ST US 20, CRAFTSMAN-STYLE HOUSE
01342.000117	Historic District	82 EAST MAIN ST US 20, FANTAUZZI FUNERAL HOME
01342.000118	Historic District	84 EAST MAIN ST US 20, CRAFTSMAN-STYLE HOUSE
01342.000119	Historic District	86 EAST MAIN ST US 20, CRAFTSMAN-STYLE HOUSE
01342.000120	Historic District	88 EAST MAIN ST US 20, QUEEN ANNE-STYLE HOUSE
01342.000121	Historic District	92 EAST MAIN ST US 20, QUEEN ANNE-STYLE HOUSE
01342.000122	Historic District	96 EAST MAIN ST US 20, QUEEN ANNE-STYLE HOUSE
01342.000123	Historic District	98 EAST MAIN ST US 20, ITALIANATE-STYLE HOUSE
01342.000124	Historic District	104 EAST MAIN ST US 20, ITALIANATE-STYLE HOUSE
01342.000125	Historic District	108 EAST MAIN ST US 20, ITALIANATE-STYLE HOUSE
01342.000126	Historic District	110? EAST MAIN ST US 20, THE AUTO SPA GARAGE
01342.000127	Historic District	EAST MAIN ST US 20, NORTH SIDE; BETWEEN CLEVELAND & NEWTON STREETS, POMFRET PIONEER CEMETERY
01342.000128	Historic District	134 EAST MAIN ST US 20, COLONIAL REVIVAL HOUSE
01342.000129	Historic District	136 EAST MAIN ST US 20, COLONIAL REVIVAL HOUSE
01342.000130	Historic District	138 EAST MAIN ST US 20, CRAFTSMAN-STYLE BUNGALOW
01342.000131	Historic District	142-144 EAST MAIN ST US 20, GREEK REVIVAL HOUSE
01342.000133	Historic District	25-31 WEST MAIN ST US 20, KEY BANK
01342.000134	Historic District	22 WEST MAIN ST US 20, ONE-STORY COMMERCIAL (HENRY'S)
01342.000135	Nat. Register Eligible	371 WEST MAIN ST US 20, FRAME ITALIANATE-STYLE HOUSE
01342.000136	Nat. Register Eligible	241 WEST MAIN ST US 20, FRAME ITALIANATE-STYLE HOUSE

01342.000137	Nat. Register Eligible	128 WEST MAIN ST US 20, ABNER CLARK HOUSE (GREEK REVIVAL)
01342.000138	Nat. Register Eligible	225 EAST MAIN ST US 20, ITALIANATE-STYLE BRICK HOUSE
01342.000139	Nat. Register Eligible	284 EAST MAIN ST US 20, ITALIANATE-STYLE BRICK HOUSE
01342.000211	Nat. Register Eligible	157 Chautauqua St, Residential c.1920
01342.000212	Nat. Register Eligible	130 Berry Rd, Residential c.1865-1890
01342.000213	Nat. Register Eligible	211 Chestnut St, Residential c.1840-1860
01342.000214	Nat. Register Eligible	301 Chestnut St, Residential c.1890-1920
01342.000215	Nat. Register Eligible	378 Chestnut St, Residential c.1890-1920
01342.000216	Nat. Register Eligible	199 Water St, Residential c.1890-1920
01342.000217	Nat. Register Eligible	187 Water St, Residential c.1840-1865
01342.000218	Nat. Register Eligible	121 Hamlet St, Residential c.1890-1920
01342.000219	Nat. Register Eligible	93 Hamlet St, Residential c.1840-1865
01342.000220	Nat. Register Eligible	22 Spring St, Residential c.1840-1865
01342.000221	Nat. Register Eligible	33 Hamlet St, Residential c.1890-1920
01342.000222	Nat. Register Eligible	467 Water St, Residential c.1840-1865
01342.000223	Nat. Register Eligible	30 Forest Pl, Residential c.1890-1920
01342.000224	Nat. Register Eligible	39 Forest Pl, Residential c.1840-1865
01342.000225	Nat. Register Eligible	89 Risley St, Residential 1843
01342.000226	Nat. Register Eligible	108 Cushing St, Residential c.1865-1890
01342.000227	Nat. Register Eligible	66 Cushing St, St. Anthony's RC Church
01342.000228	Nat. Register Eligible	85 Cushing St, Residential 1909
01342.000229	Nat. Register Eligible	72 Eagle St, Residential c.1890-1920
01342.000230	Nat. Register Eligible	73 Eagle St, Residential c.1840-1865
01342.000231	Nat. Register Eligible	54 Eagle St, Residential c.1865-1890
01342.000232	Nat. Register Eligible	50 Eagle St, Residential c.1890-1920
01342.000233	Nat. Register Eligible	48 Eagle St, Residential c.1890-1920
01342.000234	Nat. Register Eligible	47 Eagle St, Residential c.1890-1920
01342.000235	Nat. Register Eligible	40 Norton Pl, Residential c.1865-1890
01342.000236	Nat. Register Eligible	28-30 Water St, Residential c.1840-1865
01342.000237	Nat. Register Eligible	24-26 Water St, Residential c.1840-1865
01342.000238	Nat. Register Eligible	35 Center St., Residential 1851
01342.000239	Nat. Register Eligible	33 Terrance St, Residential c.1840-1865
01342.000240	Nat. Register Eligible	121 Terrance St, Residential c.1840-1865
01342.000241	Nat. Register Eligible	131 Terrance St, Residential c.1875
01342.000242	Nat. Register Eligible	54 Risley St, Residential c.1840-1865
01342.000243	Nat. Register Eligible	29 Risley St, Residential c.1890-1920
01342.000244	Nat. Register Eligible	12 Risley St, Residential c.1850
01342.000245	Nat. Register Eligible	160 Temple St, Residential c.1885
01342.000246	Nat. Register Eligible	286 Temple St, Residential c.1865-1890
01342.000247	Nat. Register Eligible	Gregory Hall SUNY Fredonia
01342.000248	Nat. Register Eligible	42 Cushing St, Residential c.1865-1890
01342.000249	Nat. Register Eligible	36 Cushing St, Residential c.1890-1920
01342.000250	Nat. Register Eligible	65-67 Temple St, Residential c.1865
01342.000251	Nat. Register Eligible	20 Central Ave, Residential 1829 Proposed Central Ave. HD
01342.000252	Nat. Register Eligible	17 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000253	Nat. Register Eligible	29 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000254	Nat. Register Eligible	30 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000255	Nat. Register Eligible	37 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD

01342.000256	Nat. Register Eligible	36 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000257	Nat. Register Eligible	42 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000258	Nat. Register Eligible	43 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000259	Nat. Register Eligible	50 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000260	Nat. Register Eligible	56 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000261	Nat. Register Eligible	60 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000262	Nat. Register Eligible	57 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000263	Nat. Register Eligible	63 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000264	Nat. Register Eligible	64 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000265	Nat. Register Eligible	71 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000266	Nat. Register Eligible	70 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000267	Nat. Register Eligible	74 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000268	Nat. Register Eligible	79 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000269	Nat. Register Eligible	80 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000270	Nat. Register Eligible	87 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000271	Nat. Register Eligible	86 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000272	Nat. Register Eligible	90 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000273	Nat. Register Eligible	92 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000274	Nat. Register Eligible	95 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000275	Nat. Register Eligible	99 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000276	Nat. Register Eligible	104 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000277	Nat. Register Eligible	103 Central Ave, Residential c.1890-1920 Proposed Central Ave. HD
01342.000278	Nat. Register Eligible	108 Central Ave, Residential c.1865-1890 Proposed Central Ave. HD
01342.000279	Nat. Register Eligible	109 Central Ave, Residential c.1840-1865 Proposed Central Ave. HD
01342.000280	Nat. Register Eligible	123 Central Ave, Residential c.1840-1865
01342.000281	Nat. Register Eligible	150 Central Ave, Residential c.1890-1920
01342.000282	Nat. Register Eligible	193 Central Ave, Residential c.1890-1920
01342.000283	Nat. Register Eligible	221 Central Ave, Residential 1866/1916
01342.000284	Nat. Register Eligible	230 Central Ave, Residential 1865-1890
01342.000285	Nat. Register Eligible	300 Central Ave, Residential 1899
01342.000286	Nat. Register Eligible	59 E Main St, Residential c.1840-1865
01342.000287	Nat. Register Eligible	7 Cushing Ave, Residential c.1910
01342.000288	Nat. Register Eligible	15 Cleveland St, Residential c.1890-1920
01342.000289	Nat. Register Eligible	283 Route 20, Residential c.1910
01342.000290	Nat. Register Eligible	109 Cushing St, Residential c.1890-1920
01342.000291	Nat. Register Eligible	Forest Hill Cemetery
01342.000293	Nat. Register Eligible	Fenton Hall SUNY Fredonia
City of Cassadaga		
01349.000015	Nat. Register Eligible	8999 Glasgow Rd, Residential c.1910
01349.000016	Nat. Register Eligible	60 North Main St, Residential c.1865
01349.000017	Nat. Register Eligible	31 North Main St, Residential c.1890-1920
01349.000018	Nat. Register Eligible	35 North Main St, Residential c.1860
01349.000019	Nat. Register Eligible	60 High St, Residential c.1900
Village of Forestville		
01352.000072	Nat. Register Eligible	4 PEARL ST, Residential c.1890
01352.000100	Nat. Register Eligible	28 Center St, Residential c1870
01352.000103	Nat. Register Eligible	26 Main St, Residential c. 1830
01352.000104	Nat. Register Eligible	3 Park St, Forestville ME Church 1861

01352.000105	Nat. Register Eligible	27 Main St, Commercial c.1870
01352.000106	Nat. Register Eligible	25 Main St, Commercial c.1870
01352.000107	Nat. Register Eligible	5 Prospect St, Forestville Baptist Church c.1855
01352.000108	Nat. Register Eligible	3 Prospect St, Commercial c.1875
01352.000109	Nat. Register Eligible	1 Prospect St, Residential c.1900
01352.000110	Nat. Register Eligible	15 Main St, Residential c.1870
01352.000111	Nat. Register Eligible	2 Prospect St, Residential c.1865-1890
01352.000112	Nat. Register Eligible	1 Lodi St, Residential c.1865-1890
01352.000113	Nat. Register Eligible	21 Pearl St, Residential c. 1865-1890
01352.000114	Nat. Register Eligible	1 Center St, Residential c. 1860



CHAUTAUQUA COUNTY AIRPORTS

GREGORY J. EDWARDS
County Executive

GEORGE P. SPANOS
Director, Public Facilities

July 17, 2008

Mr. Tom Stebbins
Horizon Wind Energy
52 James Street
4th Floor
Albany, NY 12207

Dear Mr. Stebbins:

Chautauqua County appreciates your interest in allowing us to comment on the proposed New Grange Wind Turbine farm and how it may impact operations at the Chautauqua County – Dunkirk Airport. Chautauqua County has reviewed the materials provided by Oliver Wyman and discussed the impacts with the fixed base operator.

We understand that the minima are set by the two controlling obstructions, a tower at 1229', 3.2 NM from Runway 33 on centerline, and another tower at 2849', offset from the FAF. While it appears that the wind turbines may be legal, we have concern regarding the perception of the close proximity of wind turbines 36, 37 and 39A to the final approach fix (SCITE). Horizon has indicated their willingness to remove some of the turbines, and as an increased safety measure for this perceived concern, we ask Horizon to consider removing these three wind turbines from the proposed project. The order of significance on the turbines, in our opinion, is 37, 39A and then 36, since they appear to be within ½ mile of the extended runway centerline directly near the final approach fix. Removal of any or all of these turbines would alleviate some of our concerns regarding the proposed project.

We also understand that the construction of the New Grange wind farm, as defined in Appendix B of the DEIS, (<http://newgrangewind.com/documents/deis/Appendices/>) submitted February 22, 2008, as attached, will not impact the existing approaches, minima or airspace around Dunkirk Airport; and that the FAA has not issued their determination of significance on this group of turbines. We wish to remind Horizon that it is ultimately the FAA that determines hazards to navigable airspace.

Again, we thank you for allowing Chautauqua County –Dunkirk Airport the opportunity to comment on the proposed New Grange Wind Farm and its affects on operations at Dunkirk Airport. Should you have any questions you can contact me at 716-664-9715.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dave Sanctuary".

Dave Sanctuary
Airport Manager, Chautauqua County Dunkirk Airport

Cc: Carl Bjurlin, Dunkirk Aviation
Lisa Cheung, Passero Associates
Randy Babbit, Oliver Wyman



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-720-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 2R
 Location: Forestville, NY
 Latitude: 42-20-59.00N NAD 83
 Longitude: 79-10-57.00W
 Heights: 410 feet above ground level (AGL)
 2120 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-720-OE.

Signature Control No: 561611-102010608

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-720-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-721-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 3
 Location: Forestville, NY
 Latitude: 42-21-03.00N NAD 83
 Longitude: 79-11-11.00W
 Heights: 410 feet above ground level (AGL)
 2190 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-721-OE.

Signature Control No: 561612-102010609

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-721-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-722-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 4
 Location: Forestville, NY
 Latitude: 42-21-12.00N NAD 83
 Longitude: 79-11-16.00W
 Heights: 410 feet above ground level (AGL)
 2150 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-722-OE.

Signature Control No: 561613-102010610

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-722-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-723-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 5R
 Location: Forestville, NY
 Latitude: 42-21-26.00N NAD 83
 Longitude: 79-11-42.00W
 Heights: 410 feet above ground level (AGL)
 2195 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-723-OE.

Signature Control No: 561614-102010611

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-723-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-727-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 6
 Location: Forestville, NY
 Latitude: 42-22-12.00N NAD 83
 Longitude: 79-11-25.00W
 Heights: 410 feet above ground level (AGL)
 2100 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-727-OE.

Signature Control No: 561618-102010615

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-727-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-728-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 9R
 Location: Forestville, NY
 Latitude: 42-22-42.00N NAD 83
 Longitude: 79-11-37.00W
 Heights: 410 feet above ground level (AGL)
 2070 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-728-OE.

Signature Control No: 561619-102010616

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-728-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-729-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 10
 Location: Forestville, NY
 Latitude: 42-22-42.00N NAD 83
 Longitude: 79-11-54.00W
 Heights: 410 feet above ground level (AGL)
 2112 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

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- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-729-OE.

Signature Control No: 561620-102010617

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-729-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-730-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 11
 Location: Forestville, NY
 Latitude: 42-22-49.00N NAD 83
 Longitude: 79-12-02.00W
 Heights: 410 feet above ground level (AGL)
 2105 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-730-OE.

Signature Control No: 561621-102010618

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-730-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-731-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 12
 Location: Forestville, NY
 Latitude: 42-22-57.00N NAD 83
 Longitude: 79-12-17.00W
 Heights: 410 feet above ground level (AGL)
 2118 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-731-OE.

Signature Control No: 561622-102010619

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-731-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-732-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 13
Location:	Forestville, NY
Latitude:	42-22-56.00N NAD 83
Longitude:	79-12-36.00W
Heights:	410 feet above ground level (AGL) 2155 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-732-OE.

Signature Control No: 561623-102010620

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-732-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-733-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T14
 Location: Forestville, NY
 Latitude: 42-22-57.00N NAD 83
 Longitude: 79-13-05.00W
 Heights: 410 feet above ground level (AGL)
 2235 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-733-OE.

Signature Control No: 561624-102010621

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-733-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-734-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 15
 Location: Forestville, NY
 Latitude: 42-23-12.00N NAD 83
 Longitude: 79-13-12.00W
 Heights: 410 feet above ground level (AGL)
 2210 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-734-OE.

Signature Control No: 561625-102010622

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-734-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-735-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 16
 Location: Forestville, NY
 Latitude: 42-23-22.00N NAD 83
 Longitude: 79-13-23.00W
 Heights: 410 feet above ground level (AGL)
 2210 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-735-OE.

Signature Control No: 561626-102010623

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-735-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-736-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 18AR
 Location: Forestville, NY
 Latitude: 42-23-34.00N NAD 83
 Longitude: 79-13-24.00W
 Heights: 410 feet above ground level (AGL)
 2135 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-736-OE.

Signature Control No: 561627-102010624

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-736-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-741-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 18BR
 Location: Forestville, NY
 Latitude: 42-23-38.00N NAD 83
 Longitude: 79-13-00.00W
 Heights: 410 feet above ground level (AGL)
 2020 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-741-OE.

Signature Control No: 561632-102010629

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-741-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-739-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 19
 Location: Forestville, NY
 Latitude: 42-23-52.00N NAD 83
 Longitude: 79-13-55.00W
 Heights: 410 feet above ground level (AGL)
 2180 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-739-OE.

Signature Control No: 561630-102010627

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-739-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-738-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 21
 Location: Forestville, NY
 Latitude: 42-23-39.00N NAD 83
 Longitude: 79-14-33.00W
 Heights: 410 feet above ground level (AGL)
 2115 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-738-OE.

Signature Control No: 561629-102010626

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-738-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-740-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 22
 Location: Forestville, NY
 Latitude: 42-24-12.00N NAD 83
 Longitude: 79-14-33.00W
 Heights: 410 feet above ground level (AGL)
 2070 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-740-OE.

Signature Control No: 561631-102010628

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-740-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-742-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 25R
 Location: Forestville, NY
 Latitude: 42-24-13.00N NAD 83
 Longitude: 79-12-11.00W
 Heights: 410 feet above ground level (AGL)
 1835 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-742-OE.

Signature Control No: 561633-102010630

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-742-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AEA-749-OE

Issued Date: 02/13/2009

Patrick Doyle
New Grange Wind Farm, LLC
52 James Street
4th Floor
Albany, NY 12207

**** NOTICE OF PRESUMED HAZARD ****

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 New Grange T 34
Location:	Forestville, NY
Latitude:	42-25-20.00N NAD 83
Longitude:	79-13-11.00W
Heights:	410 feet above ground level (AGL) 1790 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 380 feet above ground level (1760 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-749-OE.

Signature Control No: 561640-108248614

(NPH -WT)

Michael Blaich
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2008-AEA-749-OE

Proposal: To construct a Wind Turbine to a height of 410 feet above ground level (AGL), 1790 feet above mean sea level (AMSL).

Location: The structure will be located approximately 4.86 nautical miles (NM) southeast of the Chautauqua County/Dunkirk Airport (DKK) reference point.

Federal Aviation Regulations, FAR Part 77 Obstruction Standard(s) Exceeded:

Section 77.23(a)(2) by 25 feet - a height that exceeds 385 feet above ground level (AGL) within 4.86 NM of DKK.

Proposal has the following Instrument Flight Rule (IFR) Effect at DKK:

Wind Turbine is in the secondary section of the Para 289 7:1 area. We found the following effects: DKK Step-Down Fix Increases Minimums from 1880 to 1920, No Effect Height (NEH): 1760 feet AMSL (without "2C" survey). NEH: 1790 feet AMSL (with "2C" survey).

The "2C" survey we require should meet the following specifications:

1. A registered engineering firm must develop engineering survey data.
2. Survey data must be based on the National Geodetic Datum of 1983, in Latitude and Longitude (degrees, minutes, and seconds).
3. A letter that certifies, both the accuracy of horizontal and vertical data. "2C" accuracy is required, with horizontal accuracy of 50 feet and vertical accuracy of 20 feet. This letter must contain the official seal of the firm and be signed by an engineer.



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AEA-752-OE

Issued Date: 02/13/2009

Patrick Doyle
New Grange Wind Farm, LLC
52 James Street
4th Floor
Albany, NY 12207

**** NOTICE OF PRESUMED HAZARD ****

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 New Grange T 39A
Location:	Forestville, NY
Latitude:	42-25-50.00N NAD 83
Longitude:	79-13-34.00W
Heights:	410 feet above ground level (AGL) 1832 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 328 feet above ground level (1750 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-752-OE.

Signature Control No: 561643-108249712

(NPH -WT)

Michael Blaich
Specialist

Attachment(s)
Additional Information

Additional information for ASN 2008-AEA-752-OE

Proposal: To construct a Wind Turbine to a height of 410 feet above ground level (AGL), 1832 feet above mean sea level (AMSL).

Location: The structure will be located approximately 4.28 nautical miles (NM) southeast of the Chautauqua County/Dunkirk Airport (DKK) reference point.

Federal Aviation Regulations, FAR Part 77 Obstruction Standard(s) Exceeded:

Section 77.23(a)(2) by 82 feet - a height that exceeds 328 feet above ground level (AGL) within 4.28 NM of DKK.

Proposal has the following Instrument Flight Rule (IFR) Effect at DKK:

DKK RNAV RWY 33 Increases Minimum Fix Altitude from 1880 to 1920, No Effect Height (NEH): 1782 feet AMSL (without "2C" survey). NEH: 1832 feet AMSL (with "2C" survey).

The "2C" survey we require should meet the following specifications:

1. A registered engineering firm must develop engineering survey data.
2. Survey data must be based on the National Geodetic Datum of 1983, in Latitude and Longitude (degrees, minutes, and seconds).
3. A letter that certifies, both the accuracy of horizontal and vertical data. "2C" accuracy is required, with horizontal accuracy of 50 feet and vertical accuracy of 20 feet. This letter must contain the official seal of the firm and be signed by an engineer.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-754-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 40R
 Location: Forestville, NY
 Latitude: 42-24-52.00N NAD 83
 Longitude: 79-14-33.00W
 Heights: 410 feet above ground level (AGL)
 2110 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-754-OE.

Signature Control No: 561645-103193899

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-754-OE

The proposed construction would be located approximately 4.91 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 19 feet - a height that exceeds 391 feet above ground level within 4.91 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

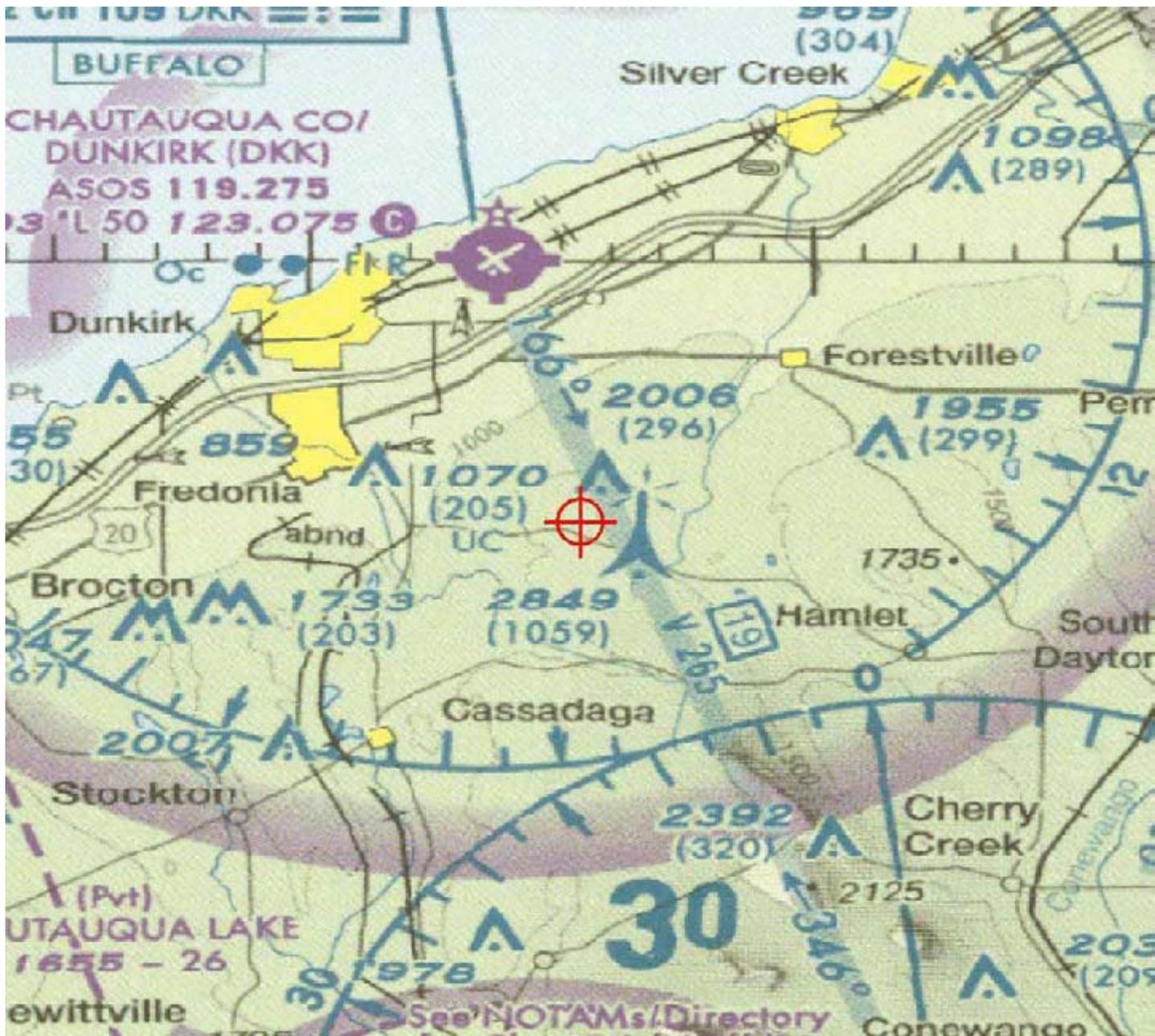
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-755-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 41
 Location: Forestville, NY
 Latitude: 42-24-54.00N NAD 83
 Longitude: 79-14-48.00W
 Heights: 410 feet above ground level (AGL)
 2080 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-755-OE.

Signature Control No: 561646-103193836

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-755-OE

The proposed construction would be located approximately 4.83 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 27 feet - a height that exceeds 383 feet above ground level within 4.83 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

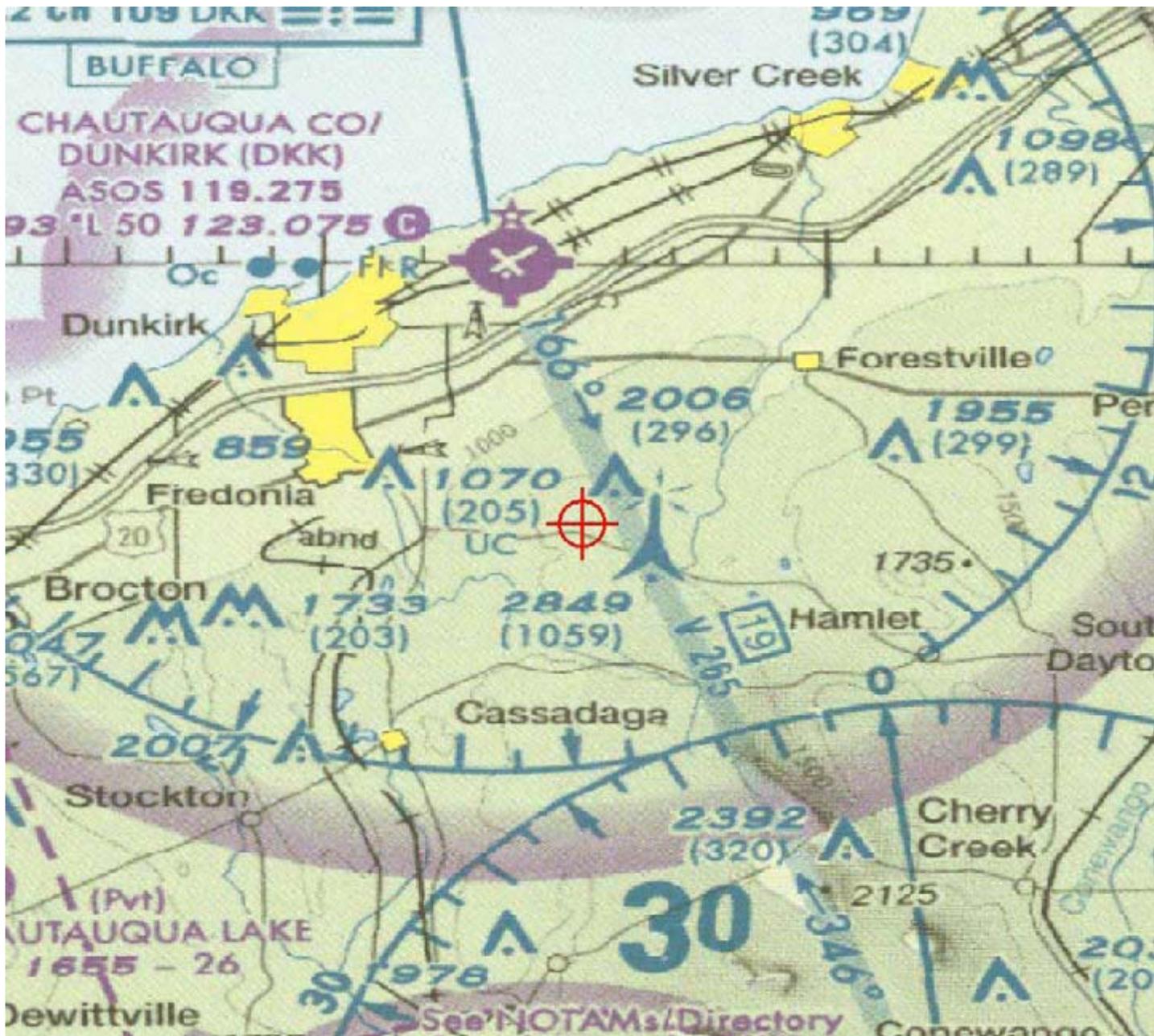
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-756-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 42
 Location: Forestville, NY
 Latitude: 42-25-04.00N NAD 83
 Longitude: 79-14-55.00W
 Heights: 410 feet above ground level (AGL)
 2080 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-756-OE.

Signature Control No: 561647-103193642

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

(DNH)

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-756-OE

The proposed construction would be located approximately 4.65 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 46 feet - a height that exceeds 364 feet above ground level within 4.65 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

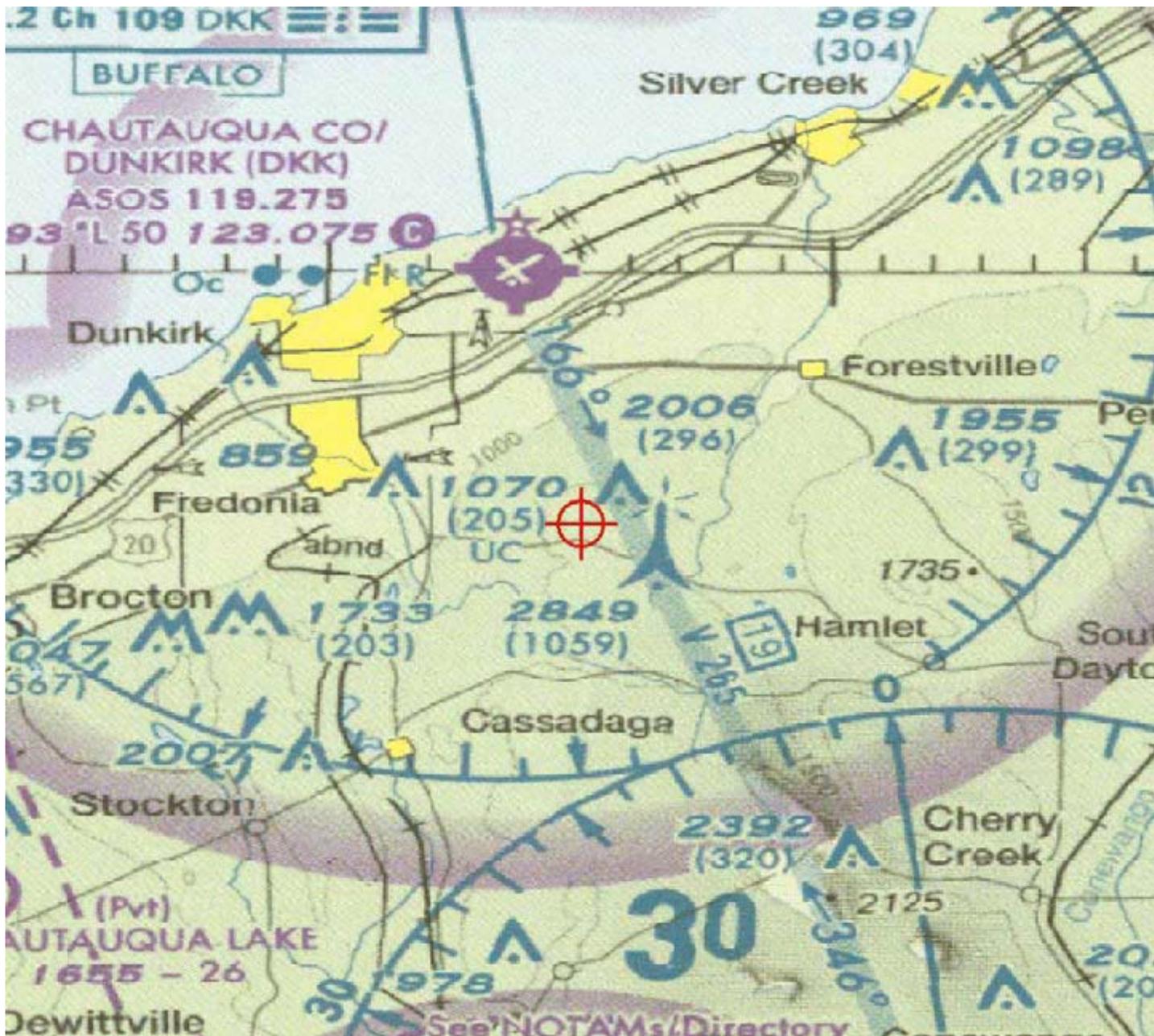
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-758-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 43R
 Location: Forestville, NY
 Latitude: 42-25-11.00N NAD 83
 Longitude: 79-15-01.00W
 Heights: 410 feet above ground level (AGL)
 2052 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-758-OE.

Signature Control No: 561649-103193793

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-758-OE

The proposed construction would be located approximately 4.52 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 59 feet - a height that exceeds 351 feet above ground level within 4.52 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

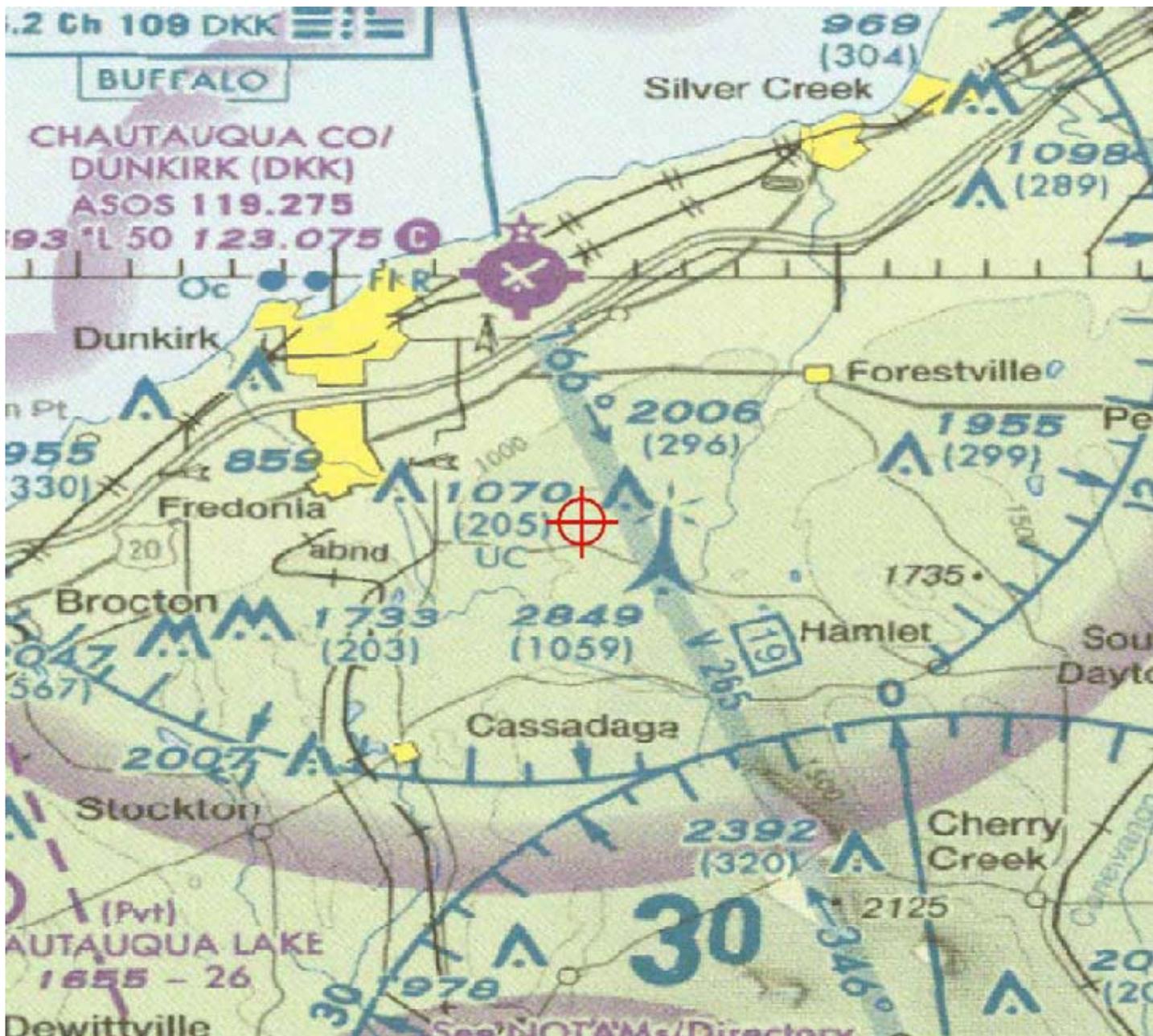
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-761-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 46R
 Location: Forestville, NY
 Latitude: 42-25-19.00N NAD 83
 Longitude: 79-15-10.00W
 Heights: 410 feet above ground level (AGL)
 1990 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-761-OE.

Signature Control No: 561652-103193709

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-761-OE

The proposed construction would be located approximately 4.37 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 74 feet - a height that exceeds 336 feet above ground level within 4.37 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-762-OE

Issued Date: 08/14/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 47R
 Location: Forestville, NY
 Latitude: 42-25-22.00N NAD 83
 Longitude: 79-15-22.00W
 Heights: 410 feet above ground level (AGL)
 1995 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/14/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 23, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-762-OE.

Signature Control No: 561653-103193578

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-762-OE

The proposed construction would be located approximately 4.29 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 81 feet - a height that exceeds 329 feet above ground level within 4.29 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

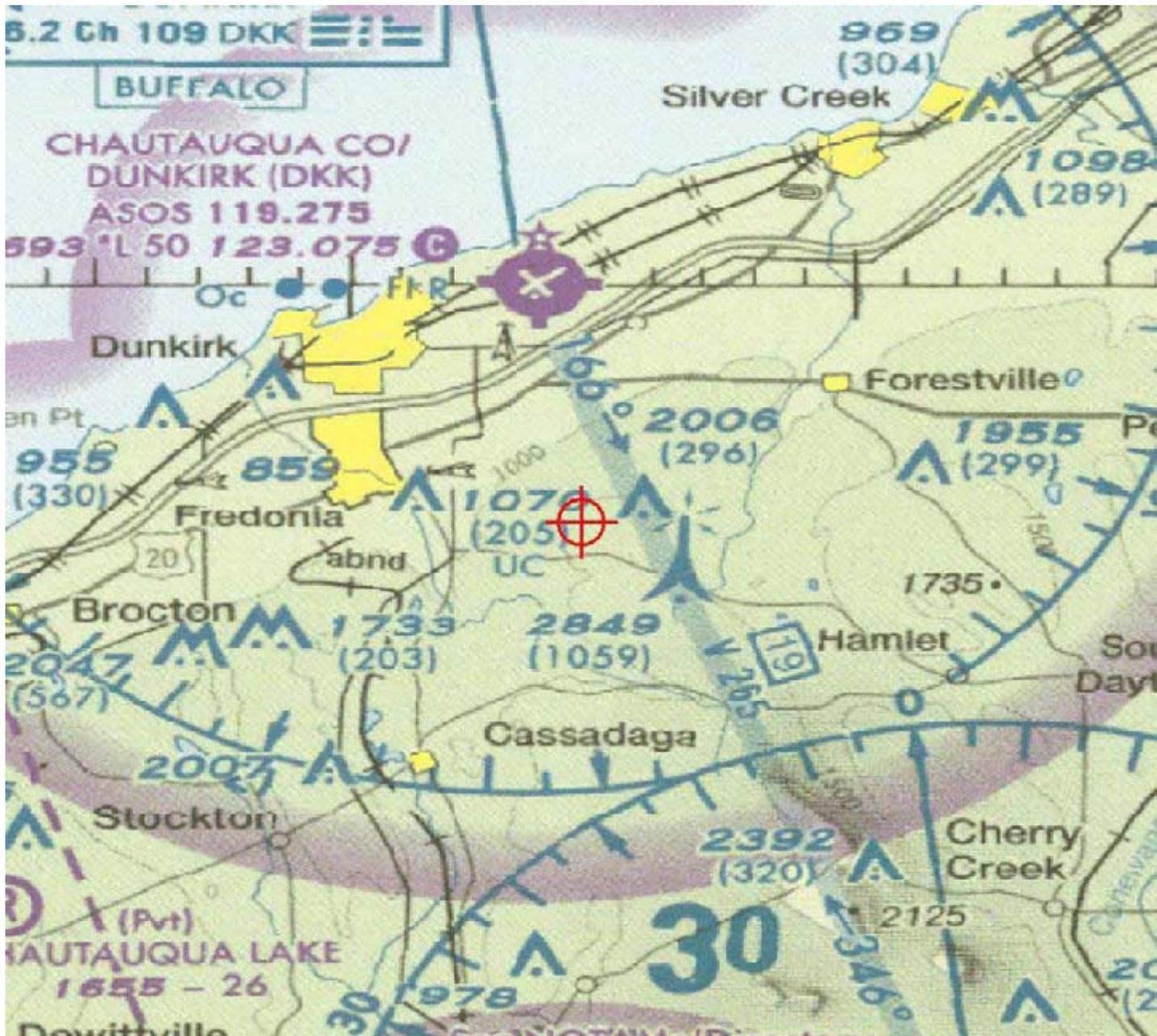
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-765-OE

Issued Date: 08/16/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 49
 Location: Forestville, NY
 Latitude: 42-25-47.00N NAD 83
 Longitude: 79-15-06.00W
 Heights: 410 feet above ground level (AGL)
 1915 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/16/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 15, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 25, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-765-OE.

Signature Control No: 561656-103199800

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-765-OE

The proposed construction would be located approximately 3.92 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 118 feet - a height that exceeds 292 feet above ground level within 3.92 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-763-OE

Issued Date: 08/16/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 49AR
 Location: Forestville, NY
 Latitude: 42-25-39.00N NAD 83
 Longitude: 79-14-59.00W
 Heights: 410 feet above ground level (AGL)
 2000 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/16/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 15, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 25, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-763-OE.

Signature Control No: 561654-103199765

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-763-OE

The proposed construction would be located approximately 4.07 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 103 feet - a height that exceeds 307 feet above ground level within 4.07 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

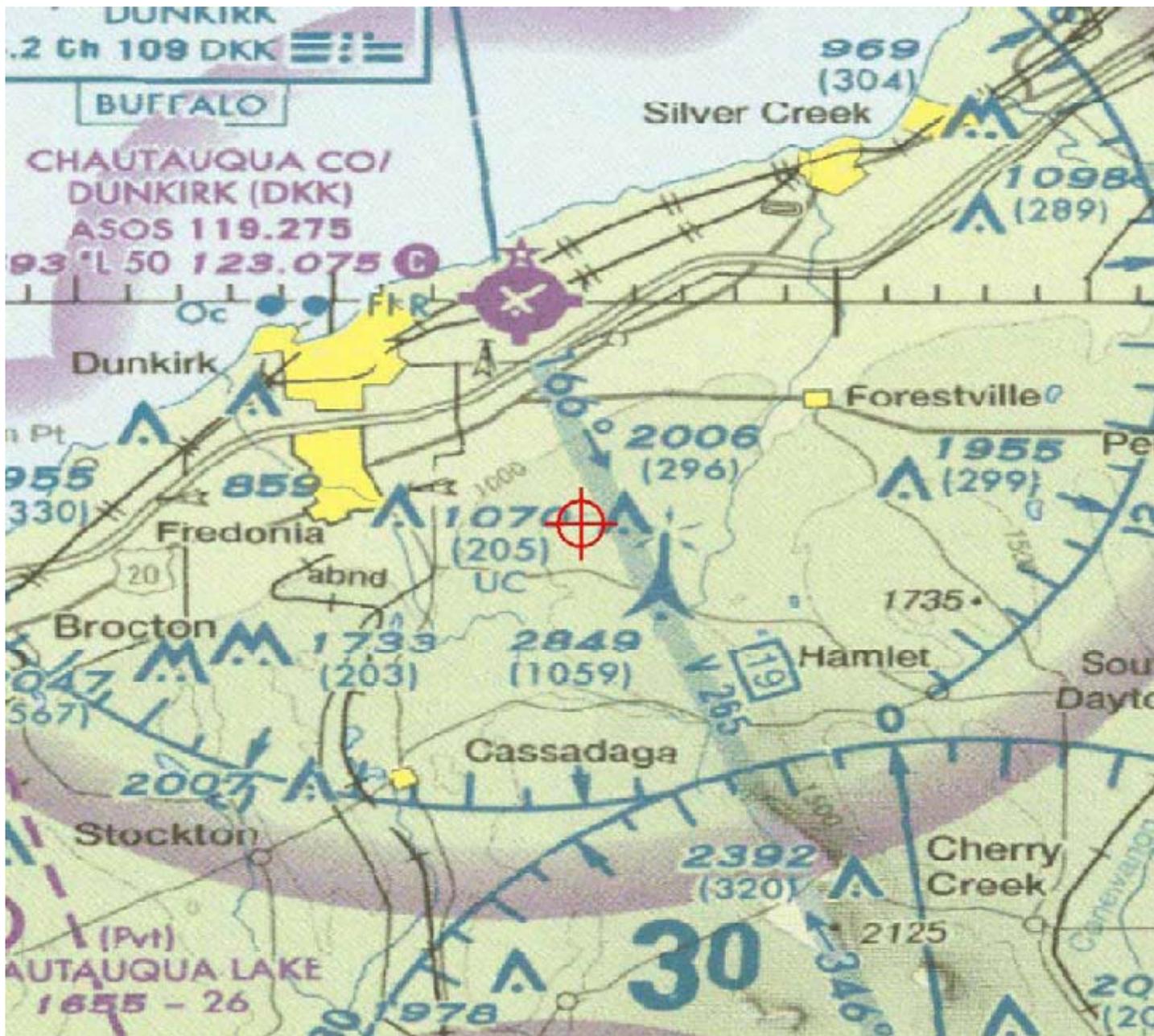
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-764-OE

Issued Date: 08/16/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 50R
 Location: Forestville, NY
 Latitude: 42-25-35.00N NAD 83
 Longitude: 79-15-26.00W
 Heights: 410 feet above ground level (AGL)
 1960 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/16/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 15, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on September 25, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-764-OE.

Signature Control No: 561655-103199786

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-764-OE

The proposed construction would be located approximately 4.07 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 104 feet - a height that exceeds 306 feet above ground level within 4.07 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

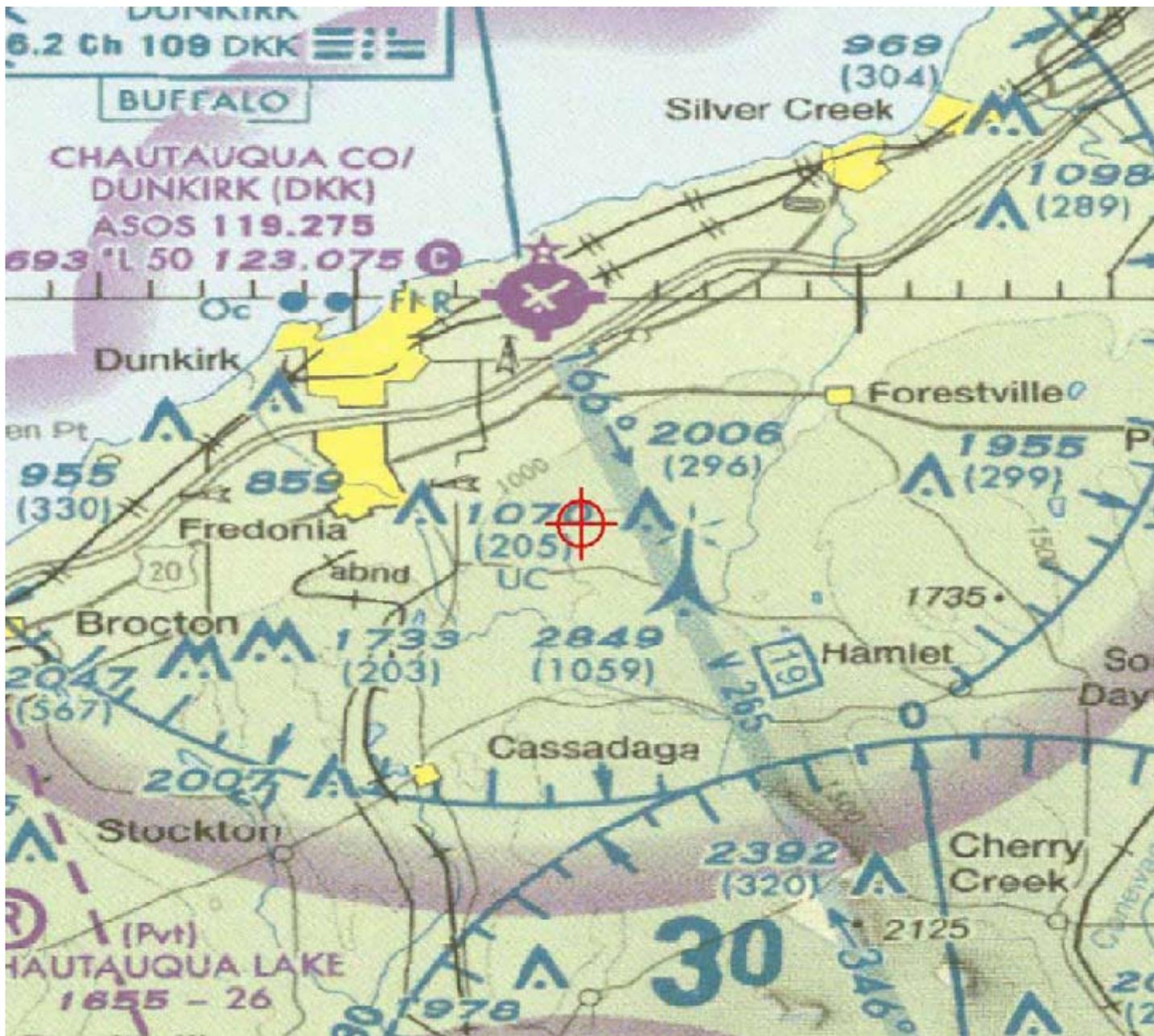
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-766-OE

Issued Date: 08/30/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 52AR
 Location: Forestville, NY
 Latitude: 42-25-50.00N NAD 83
 Longitude: 79-15-35.00W
 Heights: 410 feet above ground level (AGL)
 1775 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 03/02/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 29, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on October 09, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-766-OE.

Signature Control No: 561657-103258925

(DNH)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AEA-766-OE

The proposed construction would be located approximately 3.81 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 130 feet - a height that exceeds 280 feet above ground level within 3.81 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

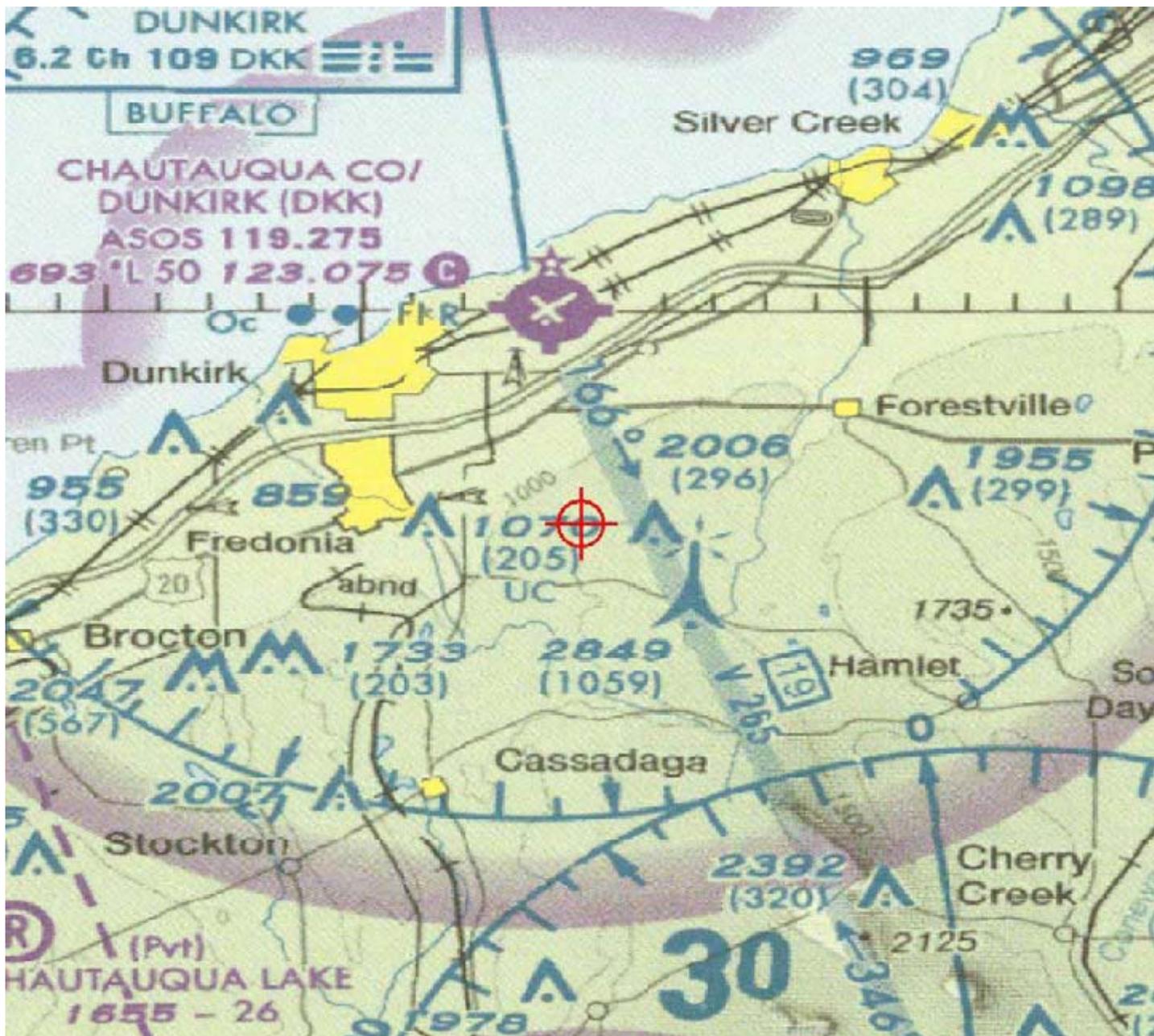
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-737-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 57
 Location: Forestville, NY
 Latitude: 42-23-50.00N NAD 83
 Longitude: 79-13-21.00W
 Heights: 410 feet above ground level (AGL)
 2080 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-737-OE.

Signature Control No: 561628-102010625

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-737-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-726-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 90R
 Location: Forestville, NY
 Latitude: 42-21-26.00N NAD 83
 Longitude: 79-12-12.00W
 Heights: 410 feet above ground level (AGL)
 2130 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-726-OE.

Signature Control No: 561617-102010614

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-726-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-725-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 91R
 Location: Forestville, NY
 Latitude: 42-21-15.00N NAD 83
 Longitude: 79-12-11.00W
 Heights: 410 feet above ground level (AGL)
 2110 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-725-OE.

Signature Control No: 561616-102010613

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-725-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-724-OE

Issued Date: 04/17/2008

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 92R
 Location: Forestville, NY
 Latitude: 42-21-12.00N NAD 83
 Longitude: 79-11-57.00W
 Heights: 410 feet above ground level (AGL)
 2190 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 10/17/2009 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-724-OE.

Signature Control No: 561615-102010612

(DNE)

Michael Blaich
Specialist

Attachment(s)
Case Description

7460-2 Attached

Case Description for ASN 2008-AEA-724-OE

Wind farm containing 47 turbines. The project will conform to FAA-required accuracy standards and lighting plan.



Issued Date: 02/13/2009

Patrick Doyle
New Grange Wind Farm, LLC
52 James Street
4th Floor
Albany, NY 12207

**** 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 New Grange T 27
Location: Forestville, NY
Latitude: 42-24-20.00N NAD 83
Longitude: 79-12-58.00W
Heights: 410 feet above ground level (AGL)
1870 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-743-OE.

Signature Control No: 561634-108246341

Michael Blaich
Specialist

(DNE -WT)



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-744-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 28R
 Location: Forestville, NY
 Latitude: 42-24-30.00N NAD 83
 Longitude: 79-13-11.00W
 Heights: 410 feet above ground level (AGL)
 1932 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-744-OE.

Signature Control No: 561635-108246310

(DNE -WT)

Michael Blaich
Specialist



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-746-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 30
 Location: Forestville, NY
 Latitude: 42-24-38.00N NAD 83
 Longitude: 79-13-42.00W
 Heights: 410 feet above ground level (AGL)
 2072 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-746-OE.

Signature Control No: 561637-108246311

Michael Blaich
Specialist

(DNE -WT)



Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 31
 Location: Forestville, NY
 Latitude: 42-24-53.00N NAD 83
 Longitude: 79-13-04.00W
 Heights: 410 feet above ground level (AGL)
 1868 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 and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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.

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.

If we can be of further assistance, please contact our office at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-745-OE.

Signature Control No: 561636-108246342

(DNE -WT)

Michael Blaich
Specialist



Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-748-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 32
 Location: Forestville, NY
 Latitude: 42-25-07.00N NAD 83
 Longitude: 79-13-10.00W
 Heights: 410 feet above ground level (AGL)
 1840 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-748-OE.

Signature Control No: 561639-108246389

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-748-OE

The proposed construction would be located approximately 5.05 nautical miles (NM) southeast of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 5 feet - a height that exceeds 405 feet above ground level within 5.05 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

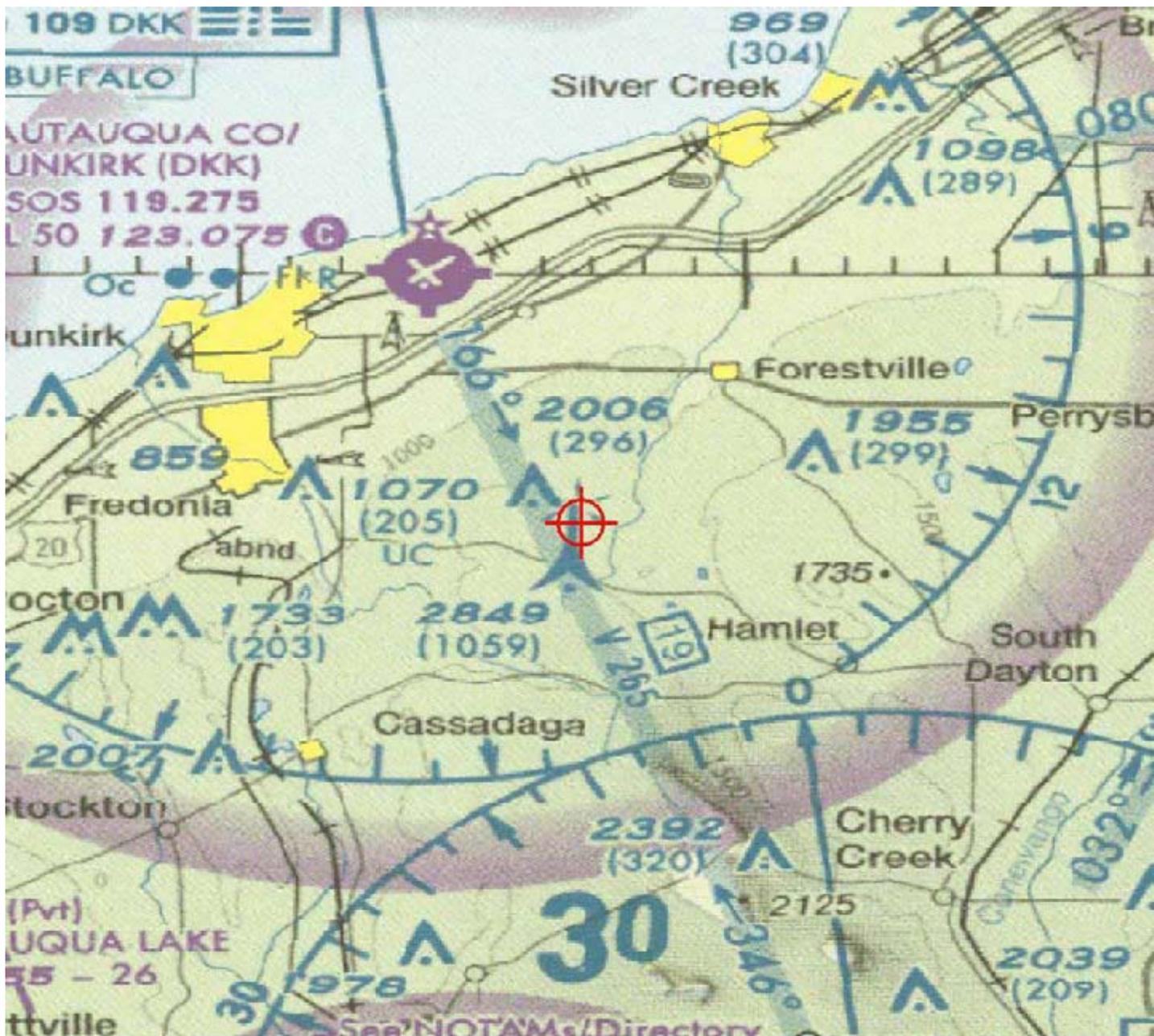
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-747-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 33
 Location: Forestville, NY
 Latitude: 42-25-04.00N NAD 83
 Longitude: 79-13-35.00W
 Heights: 410 feet above ground level (AGL)
 1990 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-747-OE.

Signature Control No: 561638-108246381

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-747-OE

The proposed construction would be located approximately 4.96 nautical miles (NM) southeast of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 14 feet - a height that exceeds 396 feet above ground level within 4.96 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-753-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 39
 Location: Forestville, NY
 Latitude: 42-25-52.00N NAD 83
 Longitude: 79-13-49.00W
 Heights: 410 feet above ground level (AGL)
 1875 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-753-OE.

Signature Control No: 561644-108247440

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-753-OE

The proposed construction would be located approximately 4.17 nautical miles (NM) southeast of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 94 feet - a height that exceeds 316 feet above ground level within 4.17 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-757-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 44R
 Location: Forestville, NY
 Latitude: 42-25-20.00N NAD 83
 Longitude: 79-14-36.00W
 Heights: 410 feet above ground level (AGL)
 2035 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-757-OE.

Signature Control No: 561648-108247513

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-757-OE

The proposed construction would be located approximately 4.45 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 65 feet - a height that exceeds 345 feet above ground level within 4.45 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

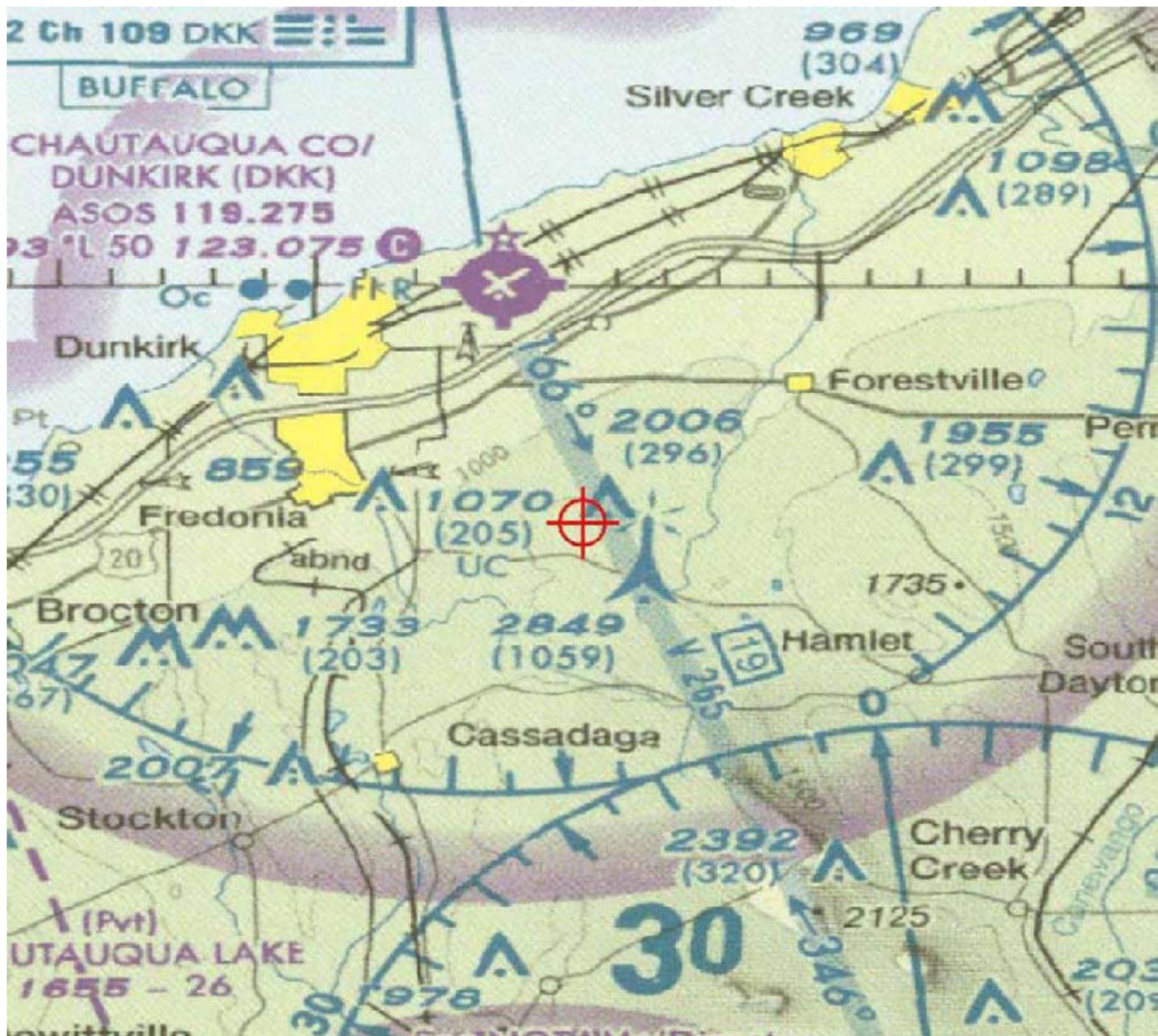
AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-759-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 49BR
 Location: Forestville, NY
 Latitude: 42-25-30.00N NAD 83
 Longitude: 79-14-40.00W
 Heights: 410 feet above ground level (AGL)
 2050 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, 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 completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-759-OE.

Signature Control No: 561650-108247525

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-759-OE

The proposed construction would be located approximately 4.28 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 83 feet - a height that exceeds 327 feet above ground level within 4.28 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AEA-760-OE

Issued Date: 02/13/2009

Patrick Doyle
 New Grange Wind Farm, LLC
 52 James Street
 4th Floor
 Albany, NY 12207

**** 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 New Grange T 51R
 Location: Forestville, NY
 Latitude: 42-25-35.00N NAD 83
 Longitude: 79-14-50.00W
 Heights: 410 feet above ground level (AGL)
 2030 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint only - Chapters 12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

This determination expires on 02/13/2011 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 15, 2009. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on March 25, 2009 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Michael Blaich, at (770) 909-4329. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AEA-760-OE.

Signature Control No: 561651-108247592

(DNH -WT)

Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)

Additional Information
Map(s)

Additional information for ASN 2008-AEA-760-OE

The proposed construction would be located approximately 4.16 nautical miles (NM) south of the Chautauqua County/Dunkirk Airport (DKK). It would exceed the obstruction standards of Title 14 of the Code of Federal Regulations, Part 77 as follows:

Section 77.23(a)(2) by 94 feet - a height that exceeds 316 feet above ground level within 4.16 NM as applied to DKK.

The proposal was not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals which exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure will be appropriately obstruction marked and lighted to make it more conspicuous to airmen flying in VFR weather conditions at night.

The cumulative impact of the proposed structure, when combined with other existing structures is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

This determination, issued in accordance with Part 77, concerns the effect of the proposal on the safe and efficient use of the navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to laws, ordinances, or regulations of any Federal, state, or local governmental bodies. Determinations, which are issued in accordance with Part 77, do not supersede or override any state, county, or local laws or ordinances.

