



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

Aeronautical Study No.
 2019-WTE-5235-OE
 Prior Study No.
 2018-WTE-11415-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 1
 Location: Highmore , SD
 Latitude: 44-28-16.28N NAD 83
 Longitude: 99-38-27.03W
 Heights: 1952 feet site elevation (SE)
 499 feet above ground level (AGL)
 2451 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5235-OE.

Signature Control No: 406961341-416082688

(DNE -WT)

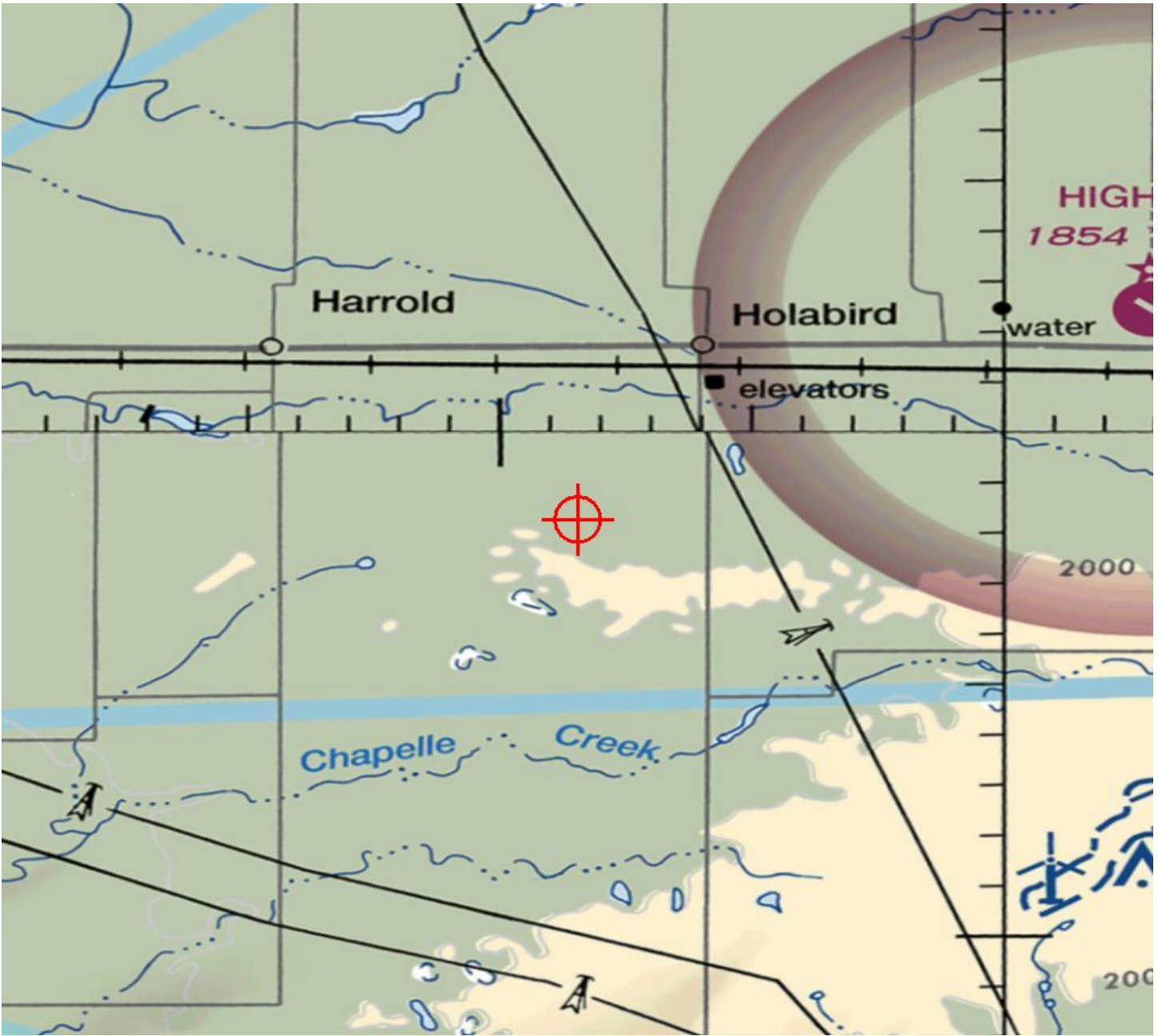
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5235-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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Aeronautical Study No.
 2019-WTE-5236-OE
 Prior Study No.
 2018-WTE-11416-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 2
 Location: Highmore , SD
 Latitude: 44-28-35.32N NAD 83
 Longitude: 99-38-14.43W
 Heights: 1934 feet site elevation (SE)
 499 feet above ground level (AGL)
 2433 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5236-OE.

Signature Control No: 406961342-416082687

(DNE -WT)

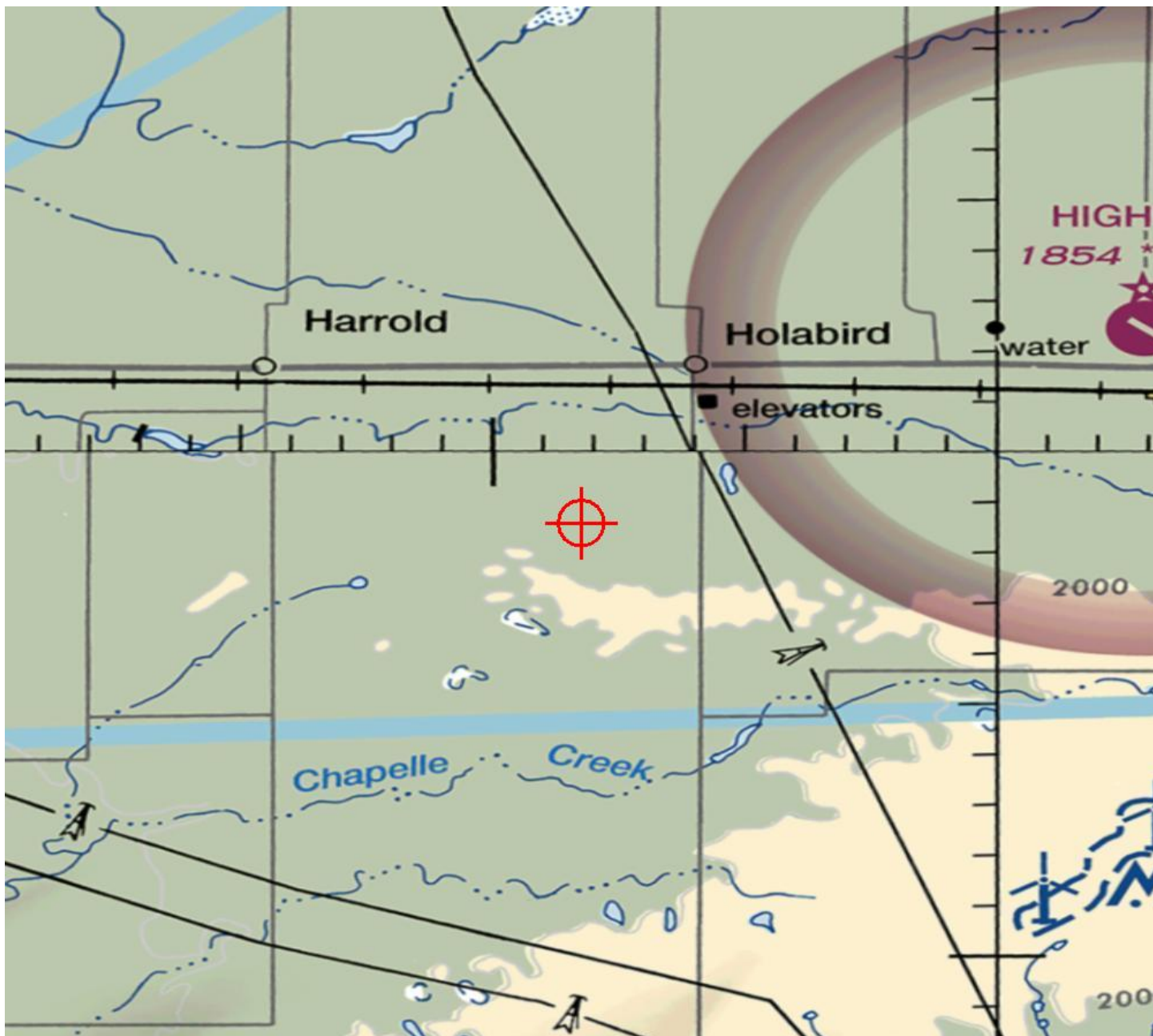
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5236-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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 10101 Hillwood Parkway
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Aeronautical Study No.
 2019-WTE-5237-OE
 Prior Study No.
 2018-WTE-11417-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 3
 Location: Highmore , SD
 Latitude: 44-28-37.07N NAD 83
 Longitude: 99-37-58.00W
 Heights: 1921 feet site elevation (SE)
 499 feet above ground level (AGL)
 2420 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5237-OE.

Signature Control No: 406961343-416082686

(DNE -WT)

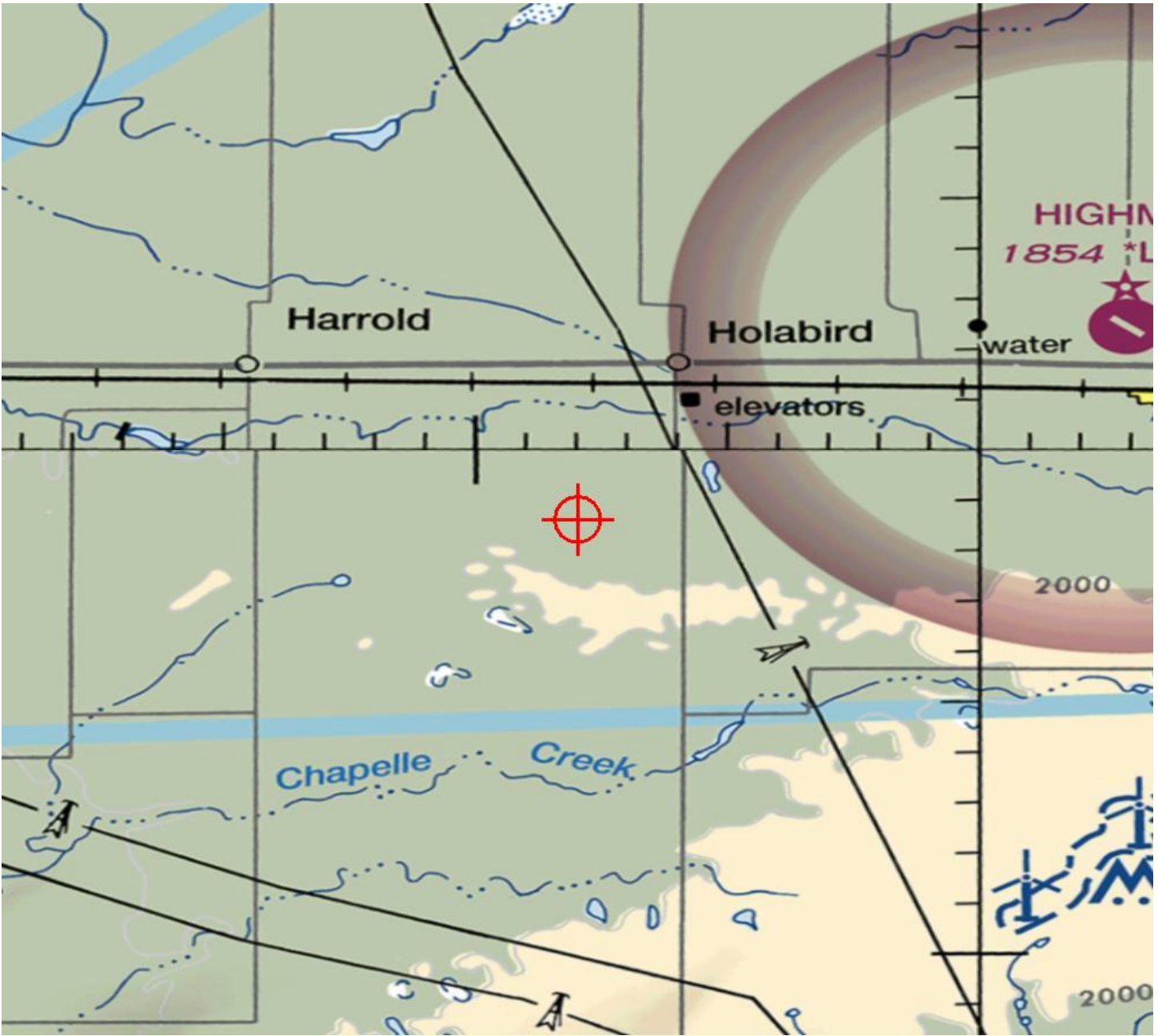
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5237-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2019-WTE-5238-OE
 Prior Study No.
 2018-WTE-11418-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 4
 Location: Highmore , SD
 Latitude: 44-28-46.61N NAD 83
 Longitude: 99-37-36.97W
 Heights: 1898 feet site elevation (SE)
 499 feet above ground level (AGL)
 2397 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5238-OE.

Signature Control No: 406961344-416082693

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

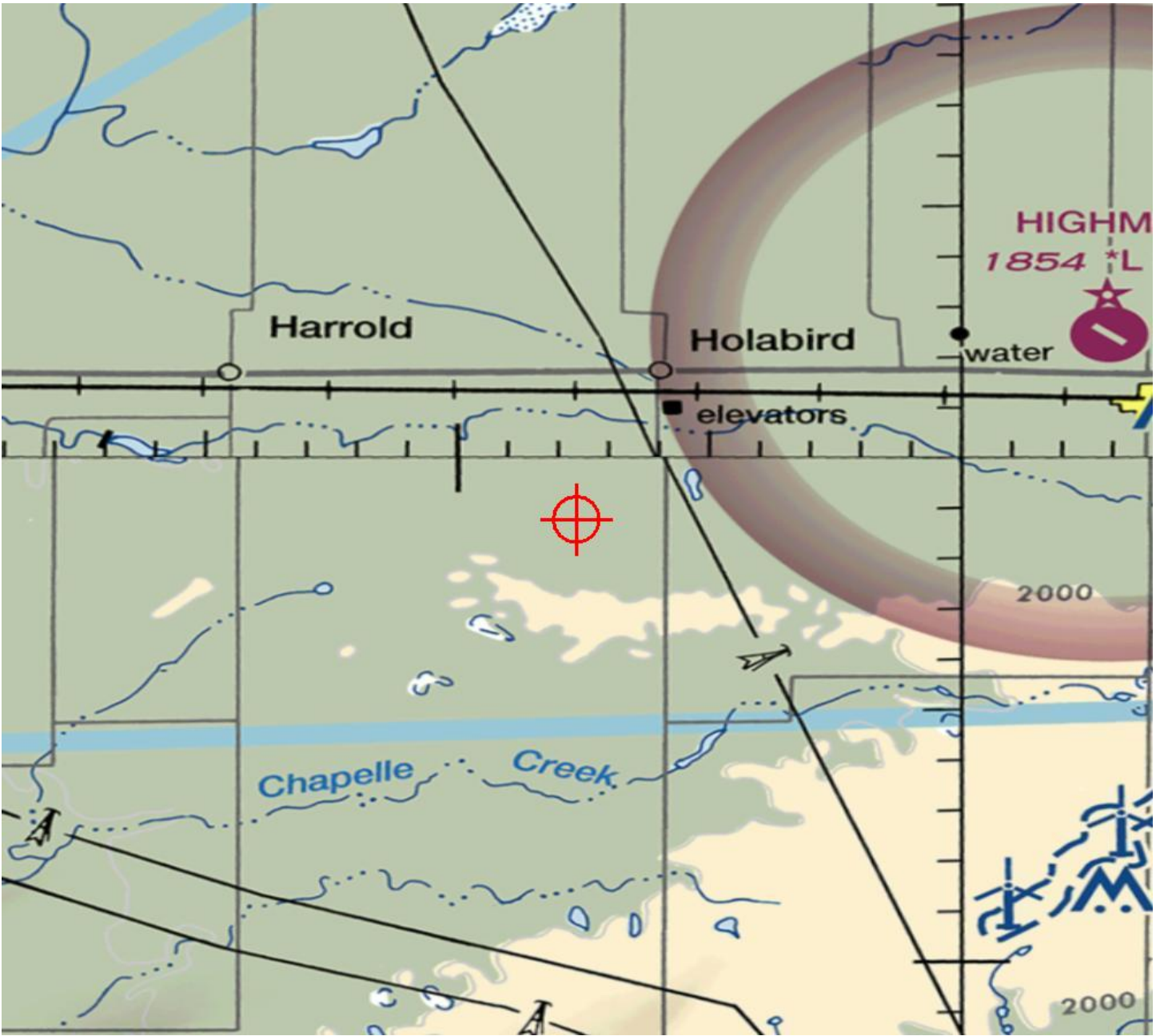
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5238-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-WTE-4648-OE
Prior Study No.
2019-WTE-5238-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 4
Location:	Highmore, SD
Latitude:	44-28-46.61N NAD 83
Longitude:	99-37-36.97W
Heights:	1899 feet site elevation (SE) 499 feet above ground level (AGL) 2398 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4648-OE.

Signature Control No: 448225841-452382876

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

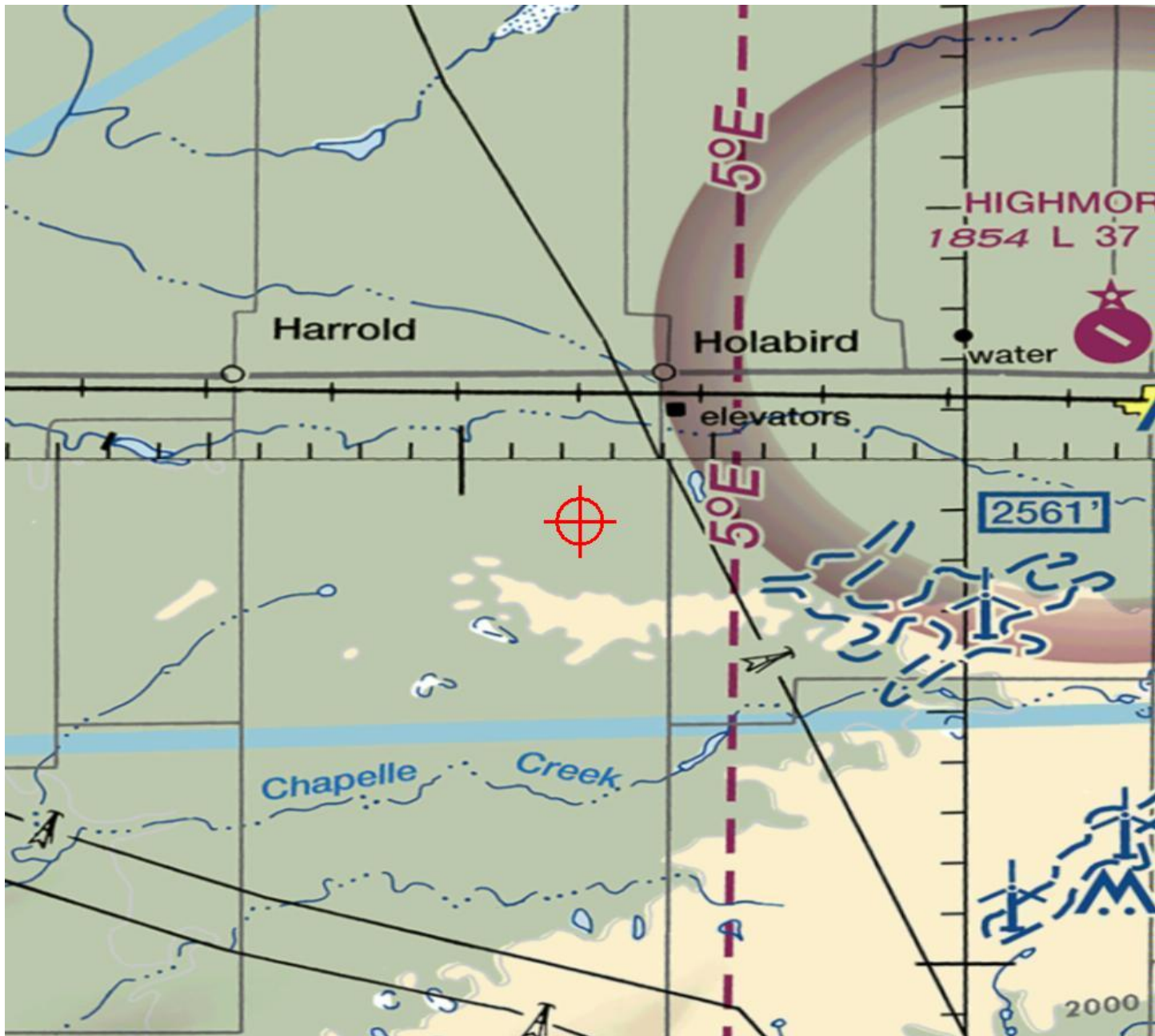
Additional information for ASN 2020-WTE-4648-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4648-OE

The as-built elevation for turbine 4 in the Triple H wind project is 1 foot higher than originally submitted.





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

Aeronautical Study No.
 2019-WTE-5239-OE
 Prior Study No.
 2018-WTE-11419-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 5
 Location: Highmore , SD
 Latitude: 44-27-47.46N NAD 83
 Longitude: 99-37-53.67W
 Heights: 1978 feet site elevation (SE)
 499 feet above ground level (AGL)
 2477 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5239-OE.

Signature Control No: 406961345-416082685

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

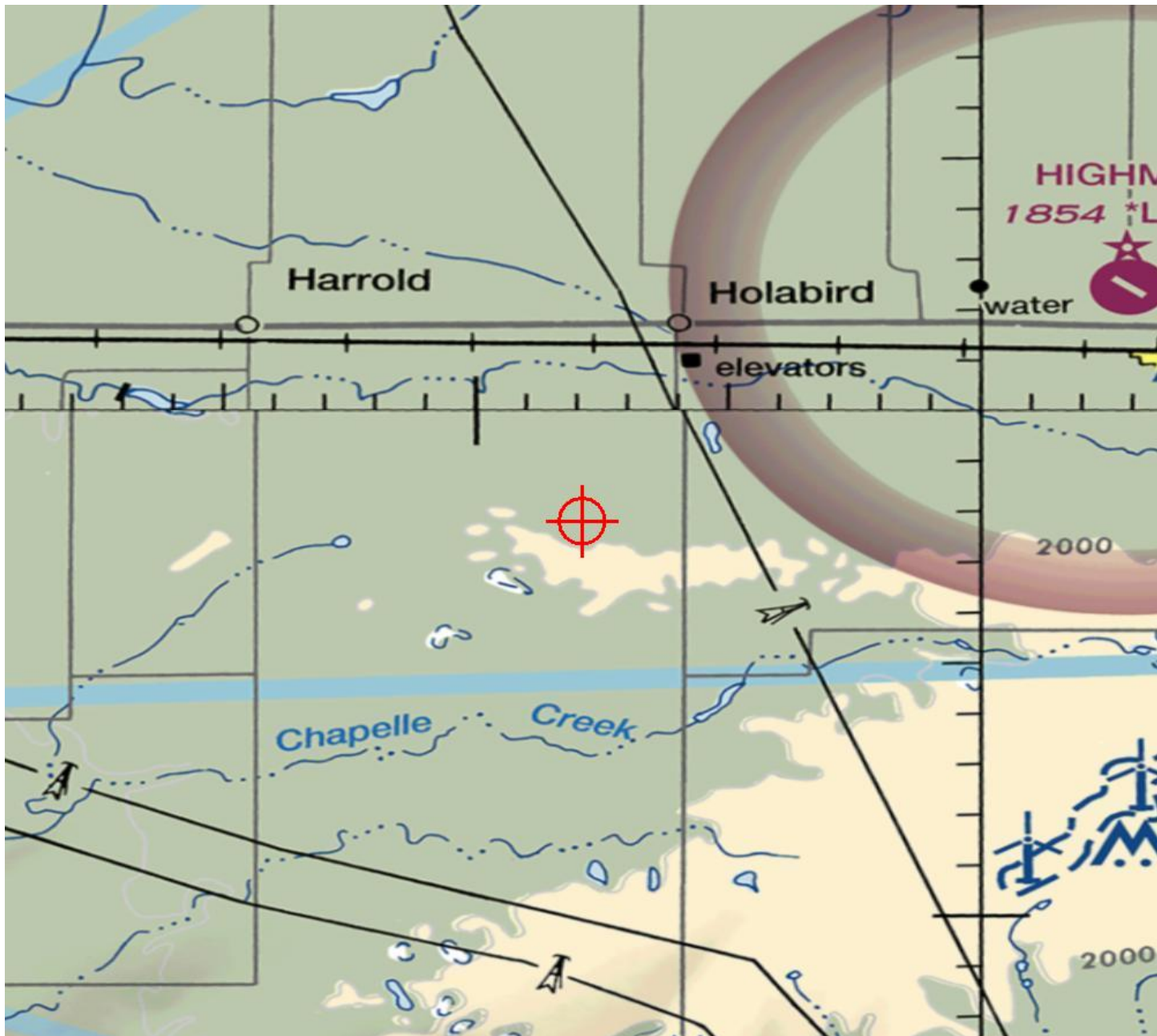
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5239-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4649-OE
Prior Study No.
2019-WTE-5239-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 5
Location:	Highmore, SD
Latitude:	44-27-47.46N NAD 83
Longitude:	99-37-53.66W
Heights:	1980 feet site elevation (SE) 499 feet above ground level (AGL) 2479 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4649-OE.

Signature Control No: 448225881-452382872

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-4649-OE

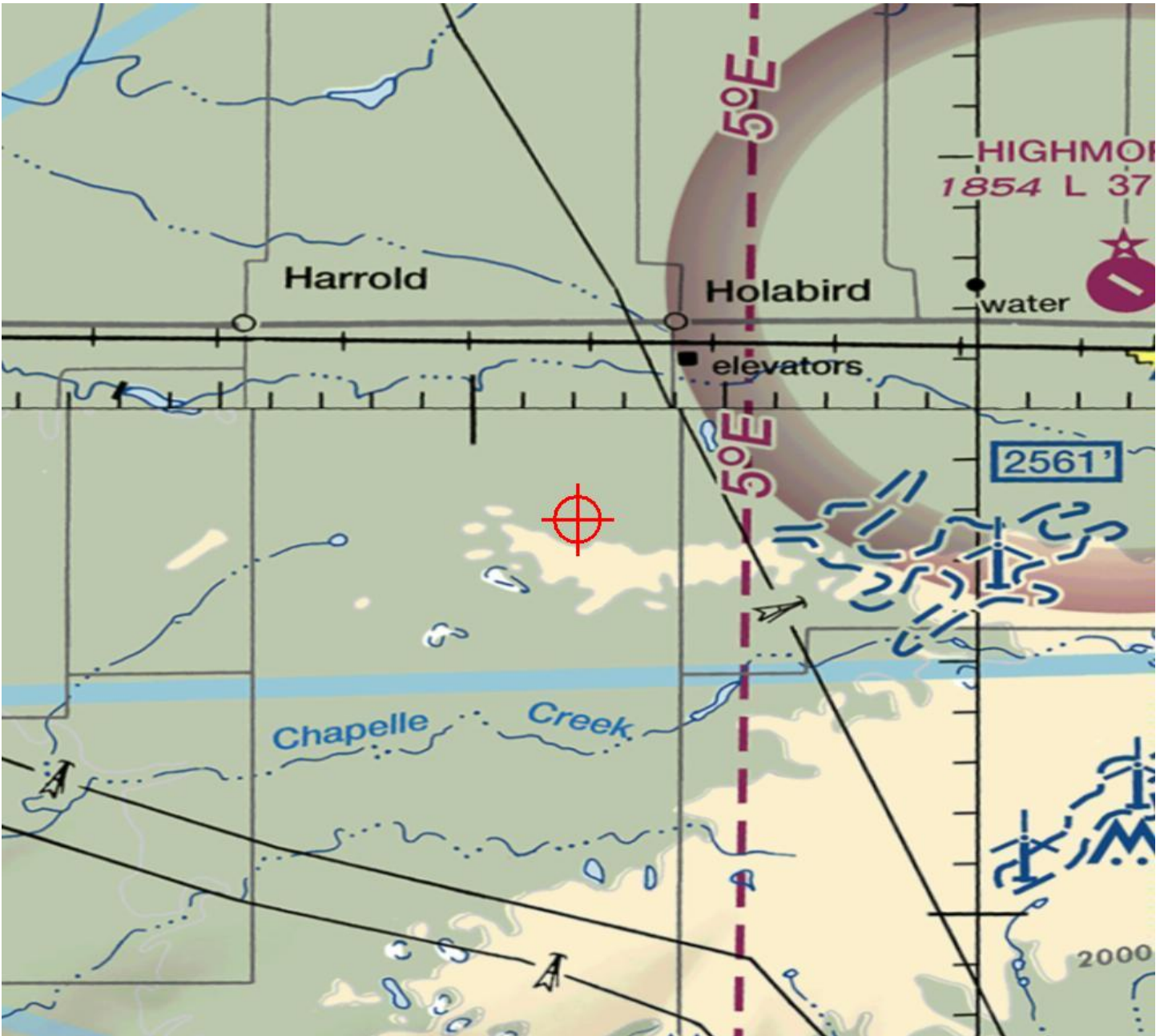
The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4649-OE

The as-built elevation for turbine 5 in the Triple H wind project is 2 ft higher than originally submitted.

Sectional Map for ASN 2020-WTE-4649-OE





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

Aeronautical Study No.
 2019-WTE-5240-OE
 Prior Study No.
 2018-WTE-11420-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 6
 Location: Highmore , SD
 Latitude: 44-27-58.59N NAD 83
 Longitude: 99-37-36.28W
 Heights: 1961 feet site elevation (SE)
 499 feet above ground level (AGL)
 2460 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5240-OE.

Signature Control No: 406961346-416082695

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

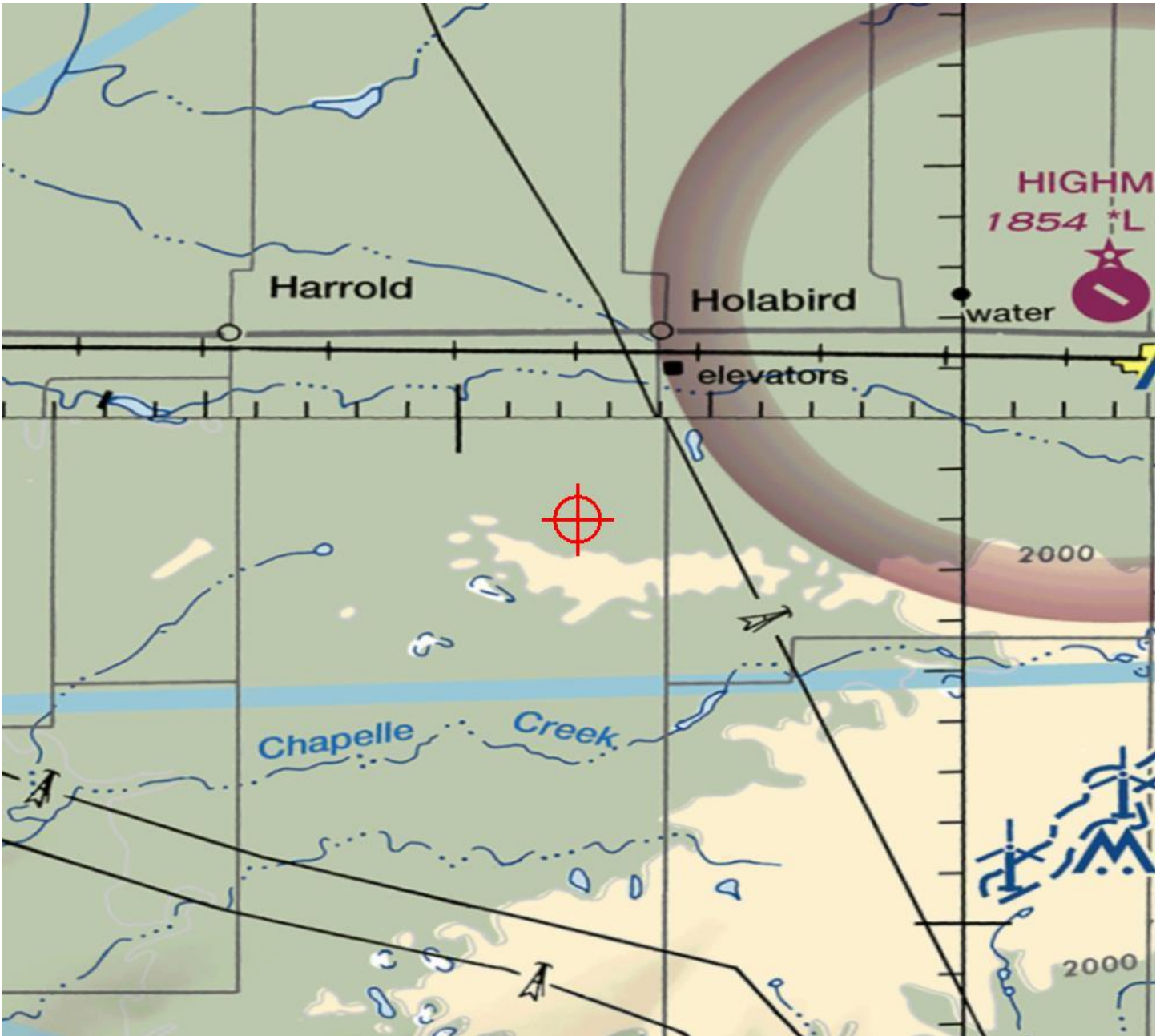
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5240-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4653-OE
Prior Study No.
2019-WTE-5240-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 6
Location:	Highmore, SD
Latitude:	44-28-00.31N NAD 83
Longitude:	99-37-35.96W
Heights:	1959 feet site elevation (SE) 499 feet above ground level (AGL) 2458 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4653-OE.

Signature Control No: 448227096-452382875

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

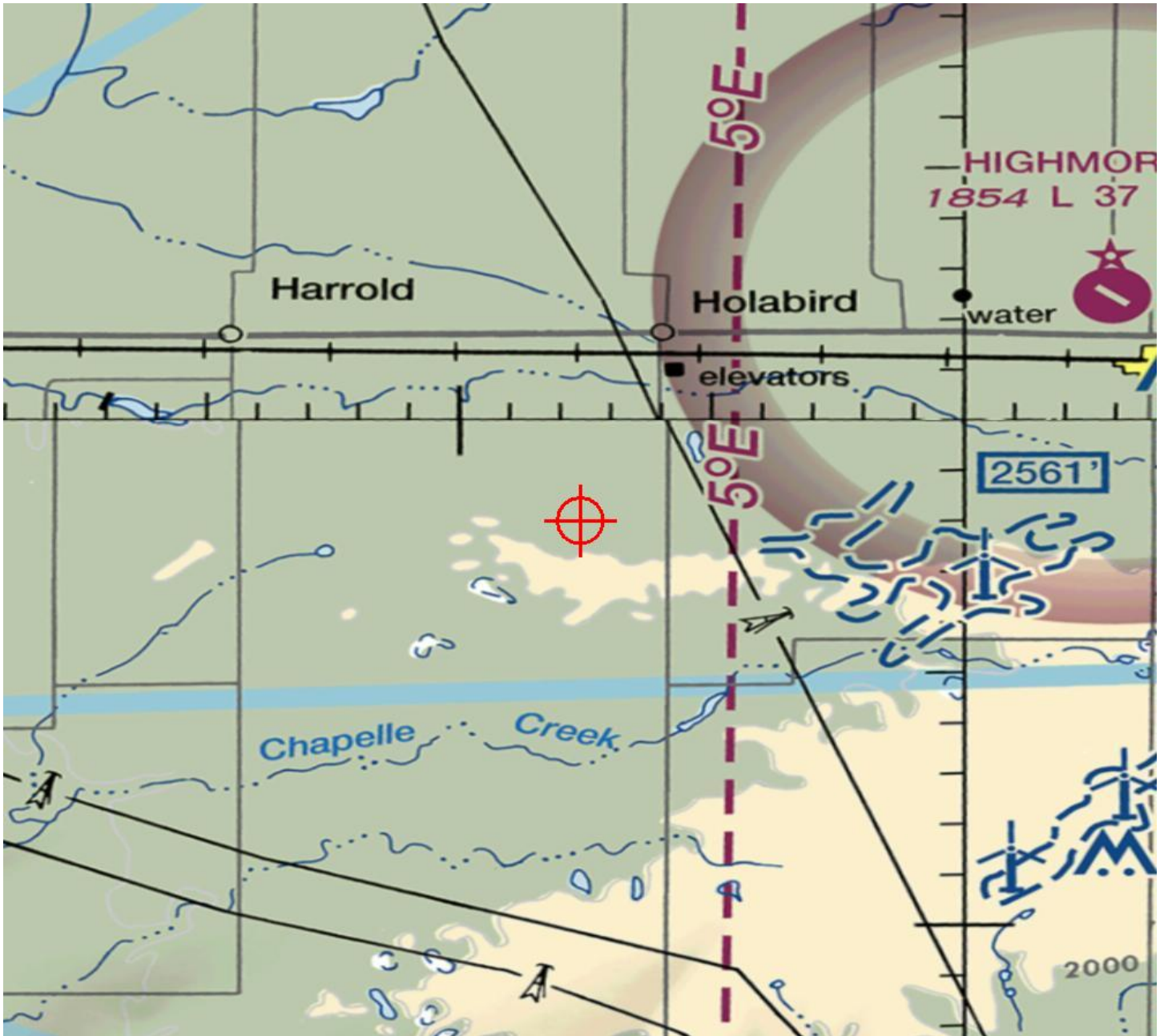
Additional information for ASN 2020-WTE-4653-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4653-OE

The as-built coordinates and elevation for turbine 6 in the Triple H Wind Project differ from what was originally submitted.





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

Aeronautical Study No.
 2019-WTE-5241-OE
 Prior Study No.
 2018-WTE-11421-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 7
 Location: Highmore , SD
 Latitude: 44-28-21.20N NAD 83
 Longitude: 99-37-14.48W
 Heights: 1927 feet site elevation (SE)
 499 feet above ground level (AGL)
 2426 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5241-OE.

Signature Control No: 406961347-416082691

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

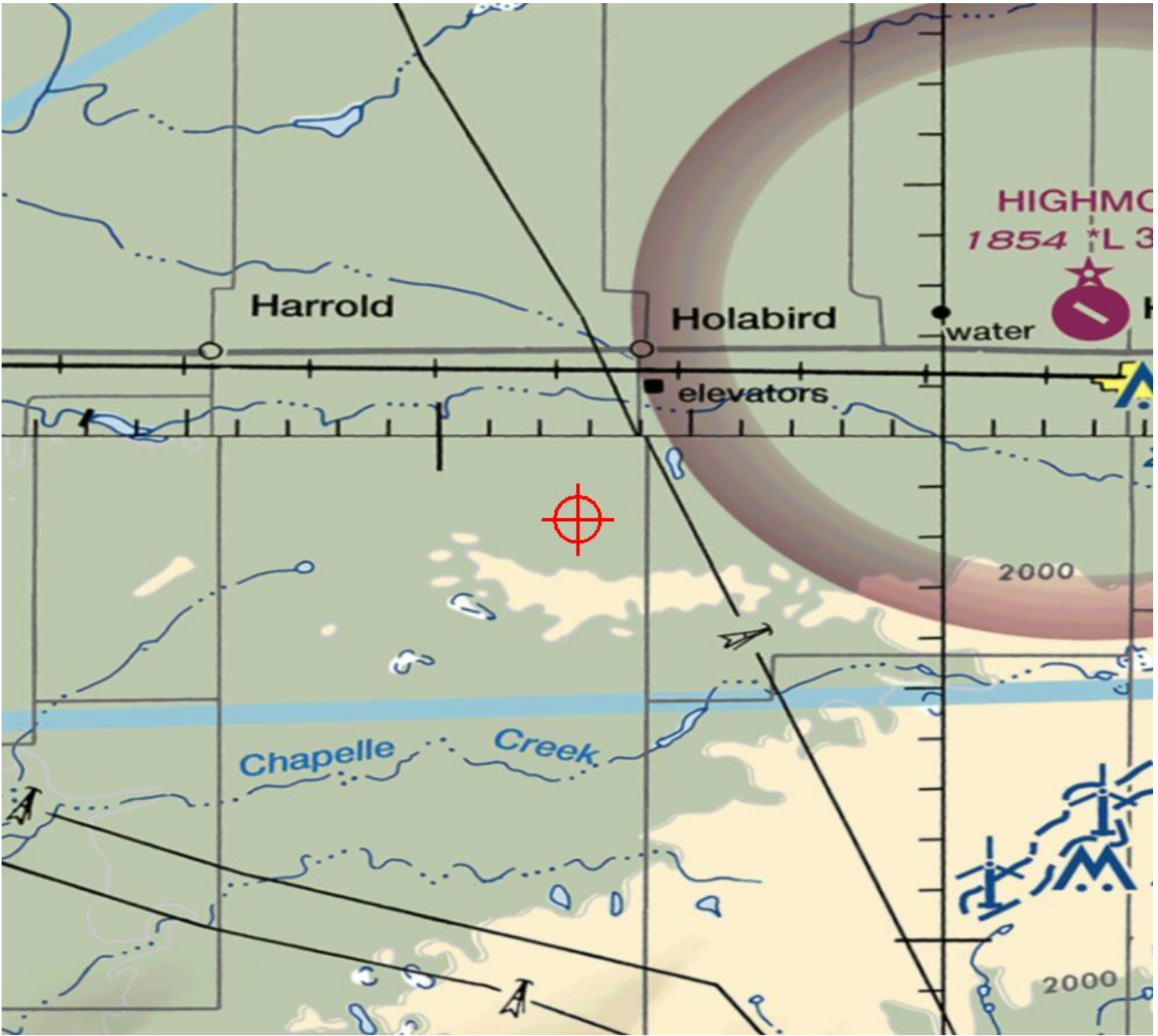
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5241-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4650-OE
Prior Study No.
2019-WTE-5241-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 7
Location:	Highmore, SD
Latitude:	44-28-21.20N NAD 83
Longitude:	99-37-14.48W
Heights:	1929 feet site elevation (SE) 499 feet above ground level (AGL) 2428 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4650-OE.

Signature Control No: 448226191-452382877

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

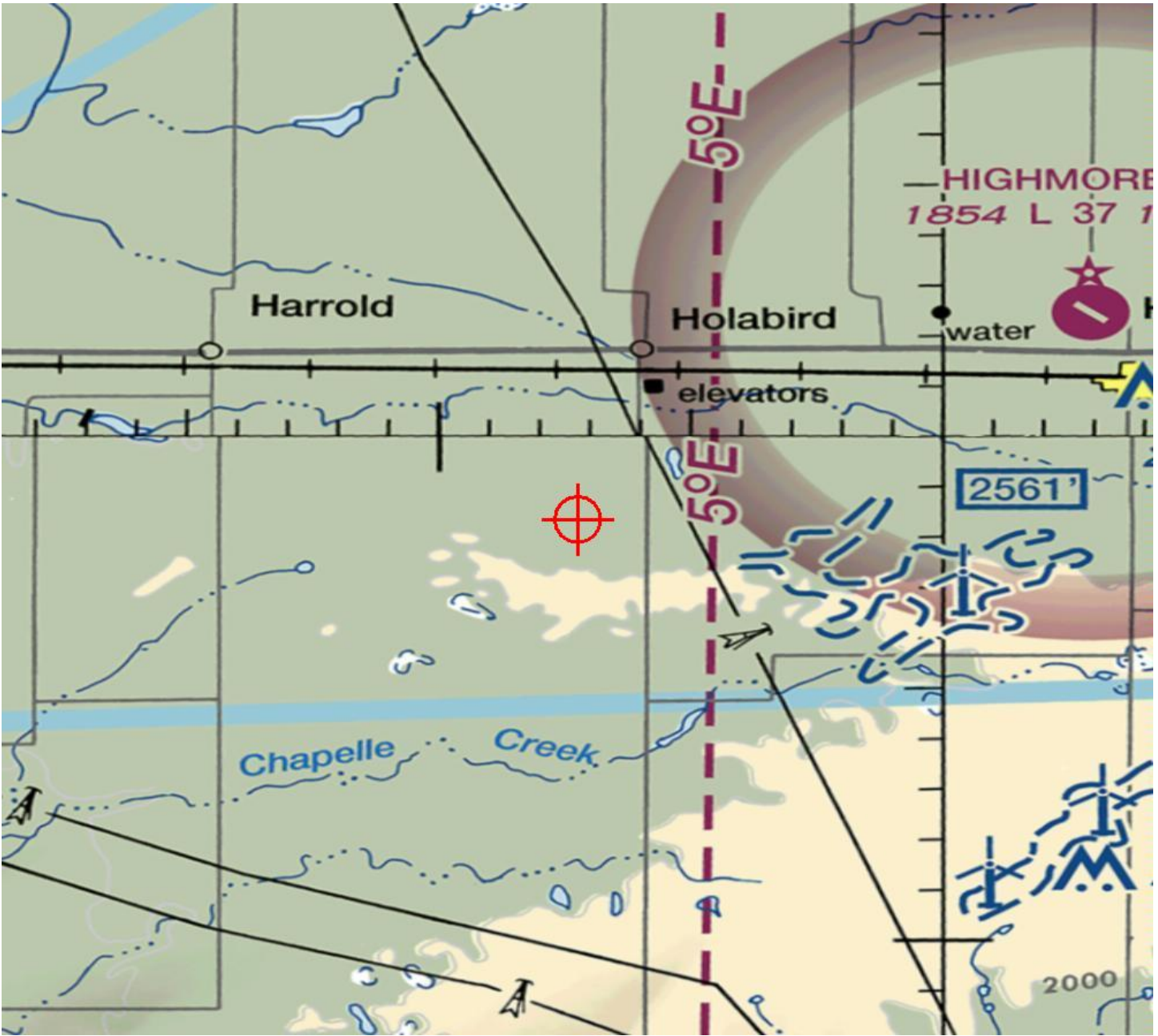
Additional information for ASN 2020-WTE-4650-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4650-OE

The as-built elevation for turbine 7 in the Triple H Wind Project is 2 feet higher than originally submitted.





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

Aeronautical Study No.
 2019-WTE-5242-OE
 Prior Study No.
 2018-WTE-11422-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 8
 Location: Highmore , SD
 Latitude: 44-28-32.10N NAD 83
 Longitude: 99-37-00.57W
 Heights: 1915 feet site elevation (SE)
 499 feet above ground level (AGL)
 2414 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5242-OE.

Signature Control No: 406961348-416082692

(DNE -WT)

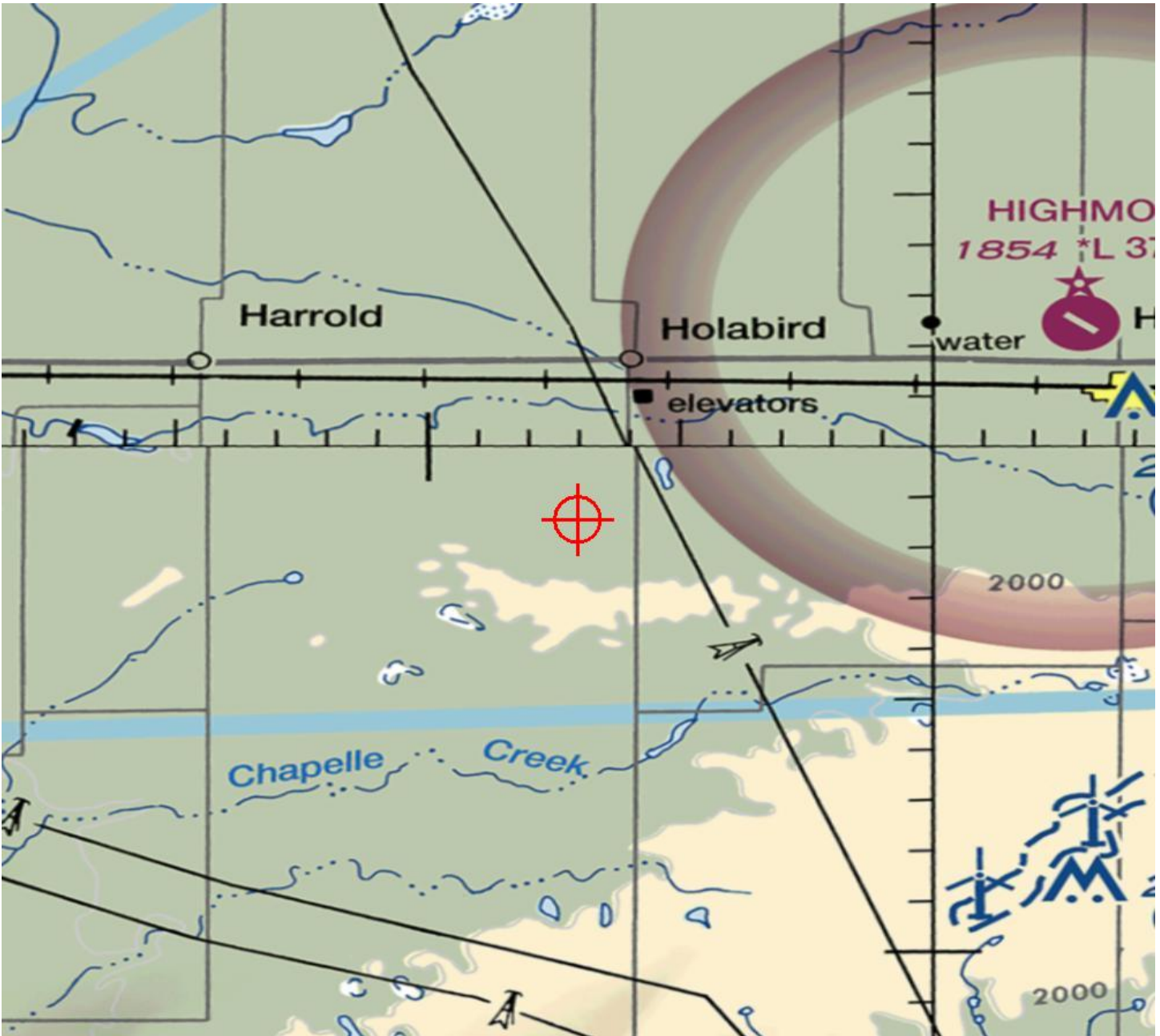
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5242-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4651-OE
Prior Study No.
2019-WTE-5242-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 8
Location:	Highmore, SD
Latitude:	44-28-32.10N NAD 83
Longitude:	99-37-00.57W
Heights:	1917 feet site elevation (SE) 499 feet above ground level (AGL) 2416 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4651-OE.

Signature Control No: 448226212-452382871

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

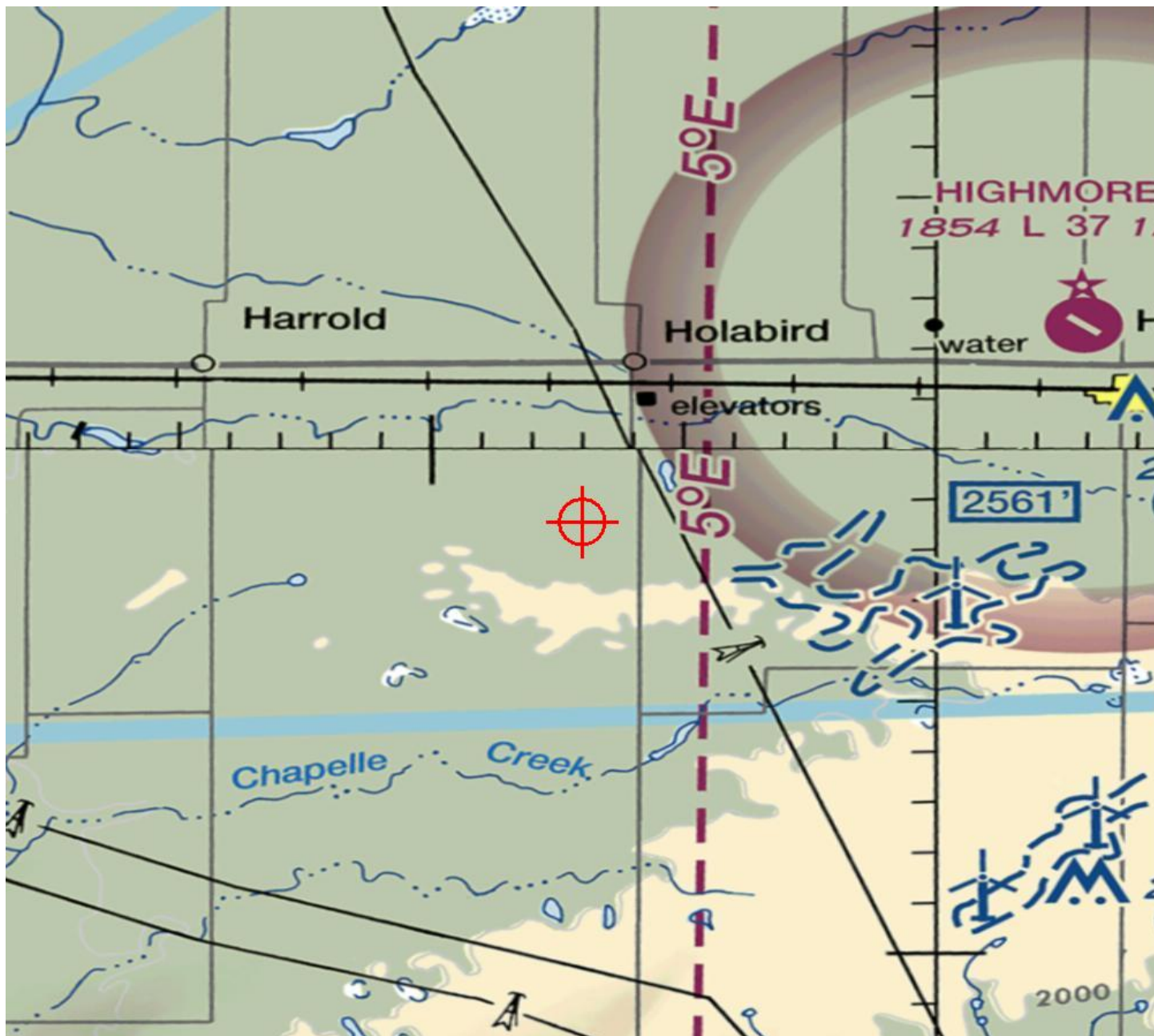
Additional information for ASN 2020-WTE-4651-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4651-OE

Turbine 8 in the Triple H Wind Project has an as-built elevation that is 2ft higher than originally submitted.





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

Aeronautical Study No.
 2019-WTE-5243-OE
 Prior Study No.
 2018-WTE-11423-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 9
 Location: Highmore , SD
 Latitude: 44-28-38.37N NAD 83
 Longitude: 99-35-43.00W
 Heights: 1915 feet site elevation (SE)
 499 feet above ground level (AGL)
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This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5243-OE.

Signature Control No: 406961349-416082698

(DNE -WT)

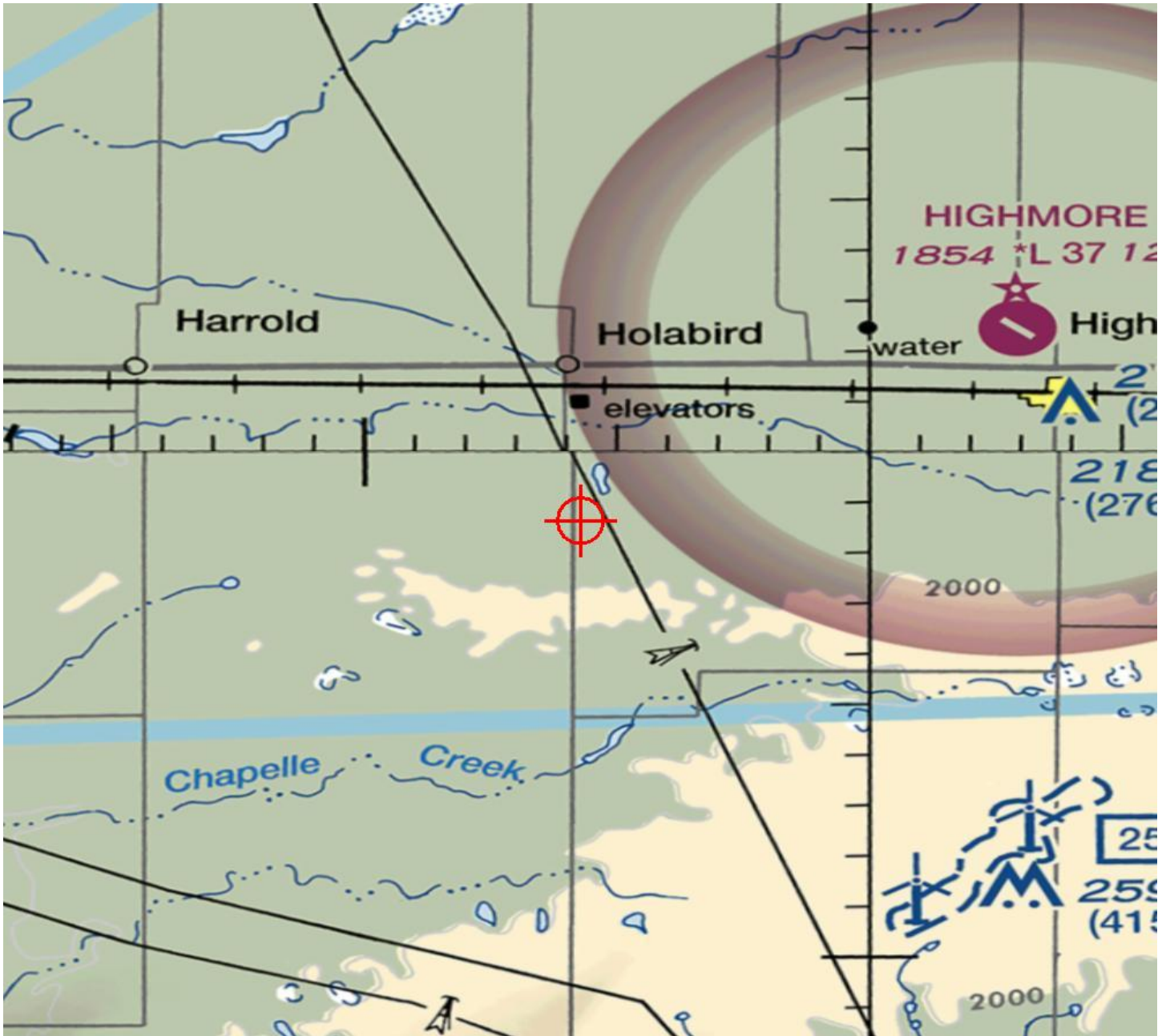
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5243-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5244-OE
 Prior Study No.
 2018-WTE-11424-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 10
 Location: Highmore , SD
 Latitude: 44-28-37.82N NAD 83
 Longitude: 99-35-13.14W
 Heights: 1913 feet site elevation (SE)
 499 feet above ground level (AGL)
 2412 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5244-OE.

Signature Control No: 406961350-416082700

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

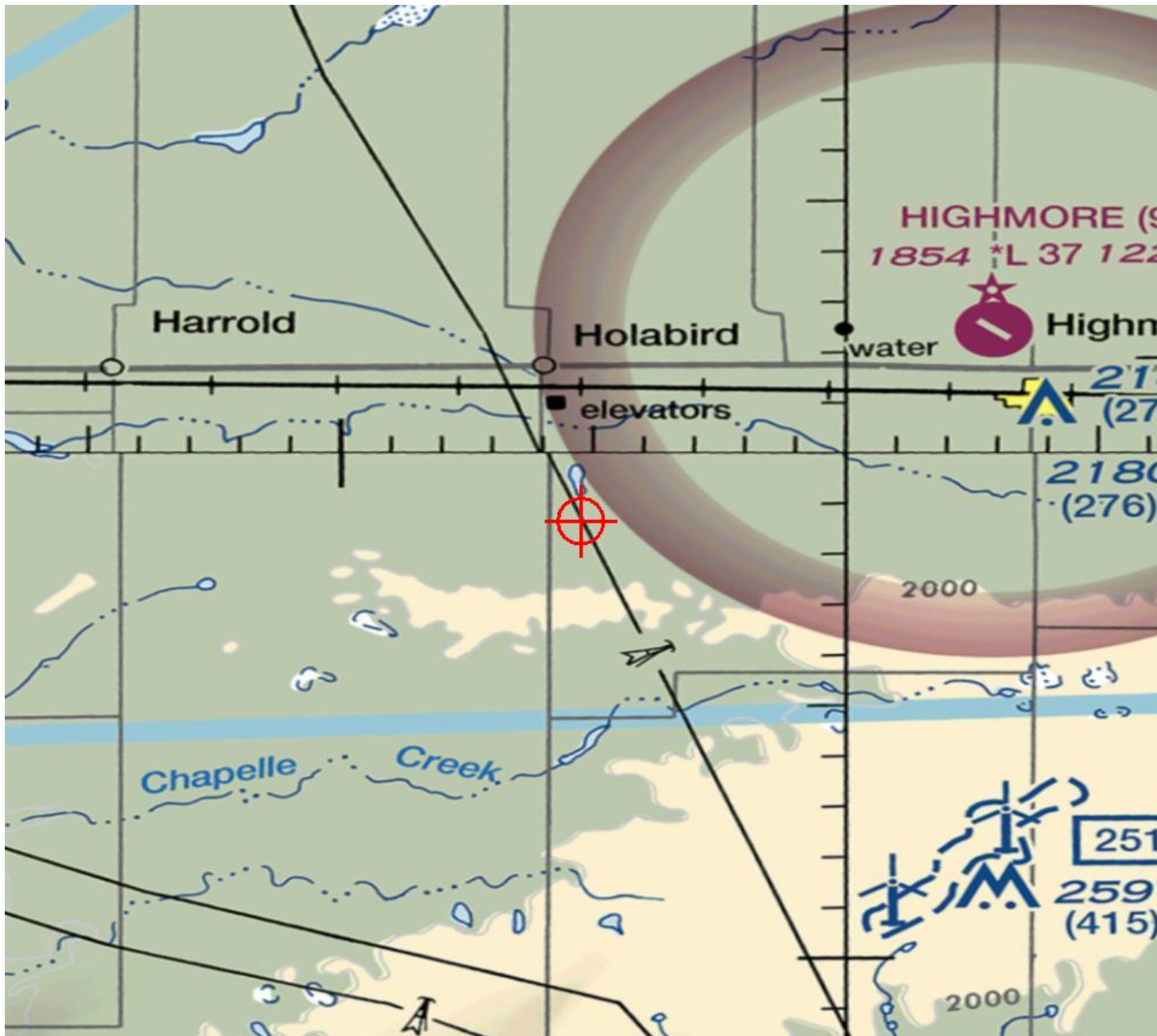
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5244-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5245-OE
 Prior Study No.
 2018-WTE-11425-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 11
 Location: Highmore , SD
 Latitude: 44-28-39.13N NAD 83
 Longitude: 99-34-46.02W
 Heights: 1904 feet site elevation (SE)
 499 feet above ground level (AGL)
 2403 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5245-OE.

Signature Control No: 406961351-416082694

(DNE -WT)

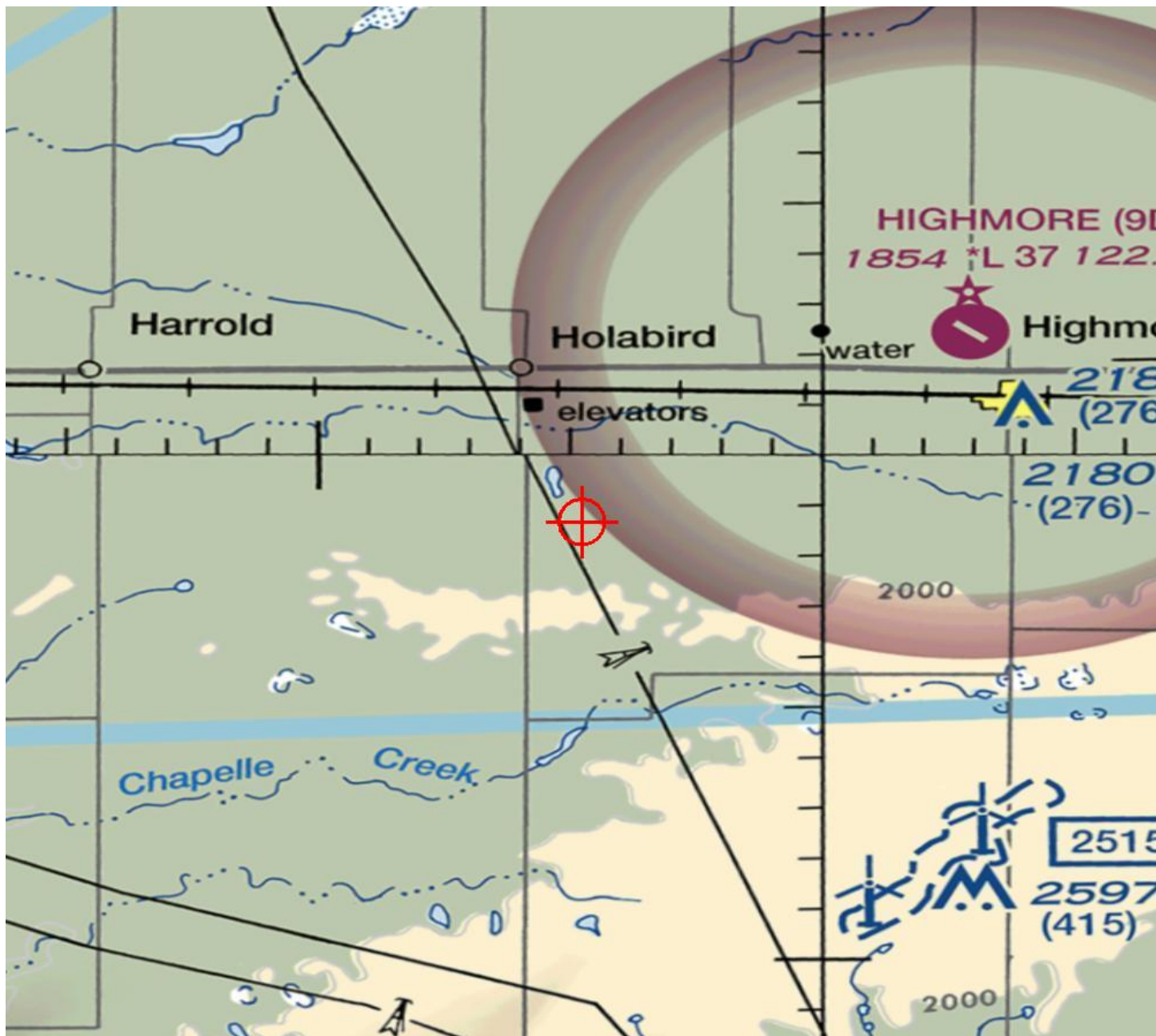
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5245-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5246-OE
 Prior Study No.
 2018-WTE-11426-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 12
 Location: Highmore , SD
 Latitude: 44-28-40.28N NAD 83
 Longitude: 99-34-15.27W
 Heights: 1894 feet site elevation (SE)
 499 feet above ground level (AGL)
 2393 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5246-OE.

Signature Control No: 406961352-416082701

(DNE -WT)

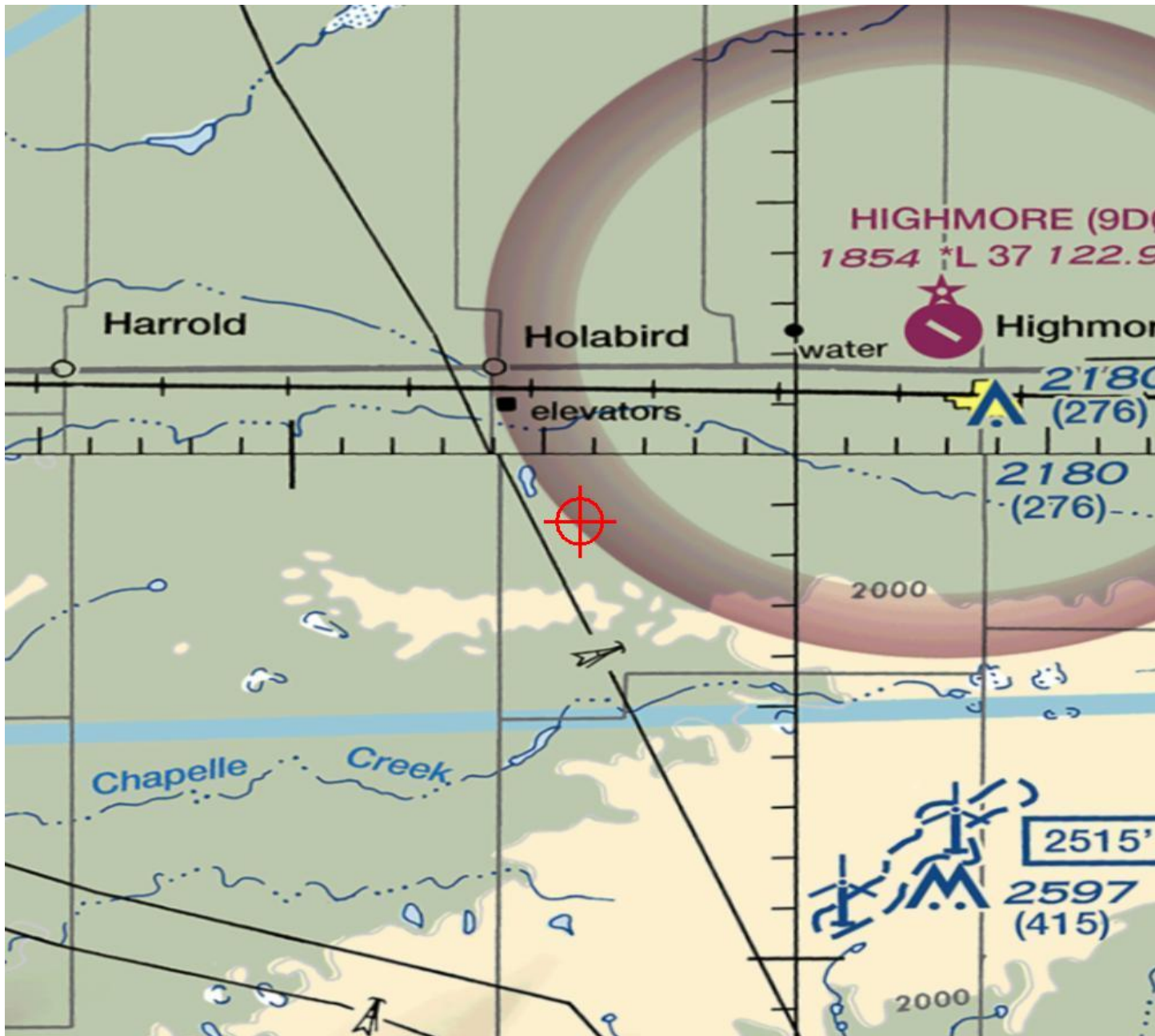
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5246-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5247-OE
 Prior Study No.
 2018-WTE-11427-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 13
 Location: Highmore , SD
 Latitude: 44-28-48.54N NAD 83
 Longitude: 99-33-58.07W
 Heights: 1896 feet site elevation (SE)
 499 feet above ground level (AGL)
 2395 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5247-OE.

Signature Control No: 406961353-416082702

(DNE -WT)

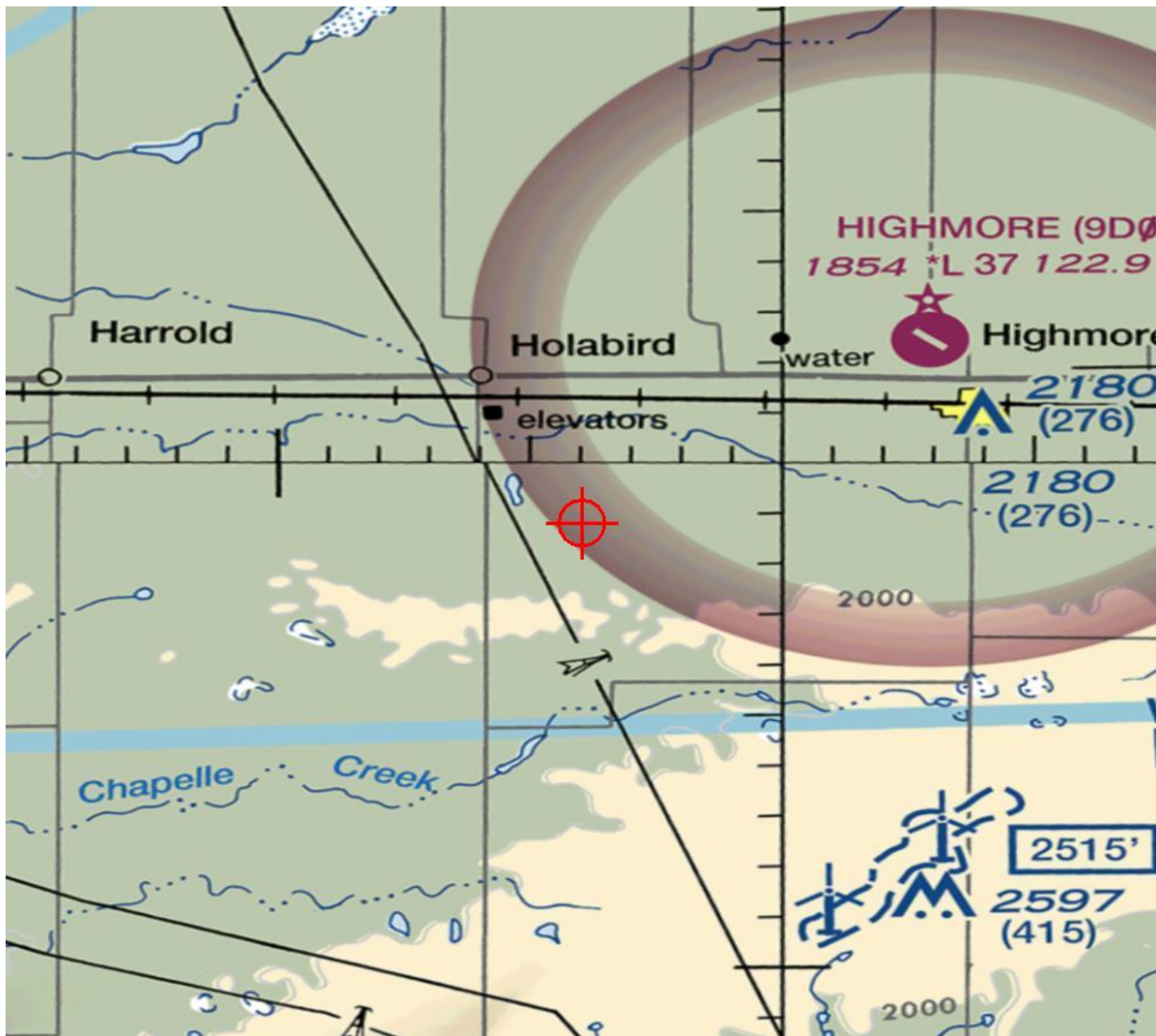
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5247-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2019-WTE-5248-OE
Prior Study No.
2018-WTE-11428-OE

Issued Date: 09/03/2019

Owen Watson
Triple H Wind Project, LLC
3760 State Street, Suite 200
Santa Barbara, CA 93105

**** 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 14
Location:	Highmore, SD
Latitude:	44-28-47.77N NAD 83
Longitude:	99-33-26.11W
Heights:	1893 feet site elevation (SE) 499 feet above ground level (AGL) 2392 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

_____ At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5248-OE.

Signature Control No: 406961354-416081096

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5248-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

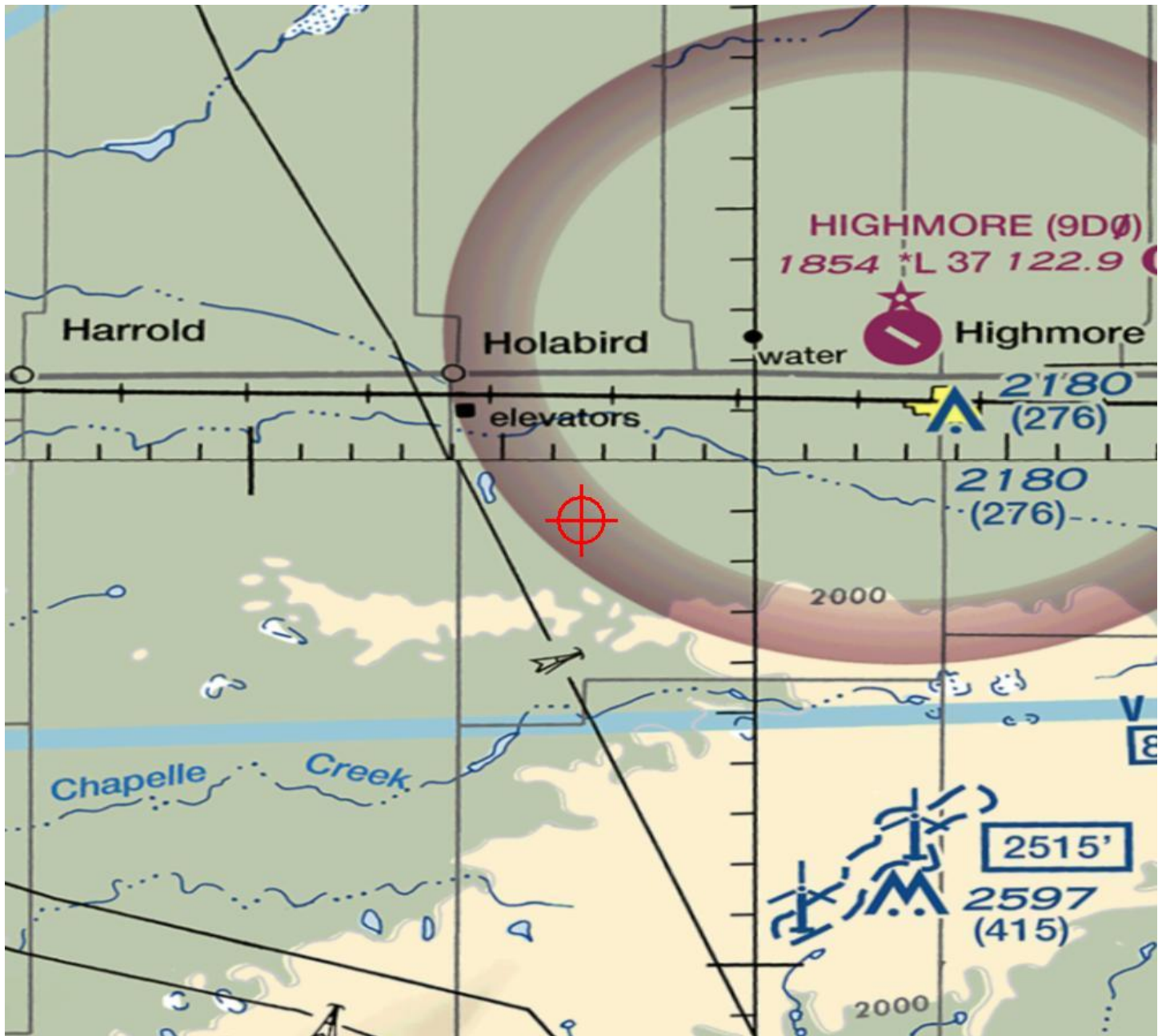
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5249-OE
 Prior Study No.
 2018-WTE-11429-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 15
 Location: Highmore, SD
 Latitude: 44-27-47.52N NAD 83
 Longitude: 99-35-44.16W
 Heights: 1975 feet site elevation (SE)
 499 feet above ground level (AGL)
 2474 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5249-OE.

Signature Control No: 406961355-416082699

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5249-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5250-OE
 Prior Study No.
 2018-WTE-11430-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 16
 Location: Highmore , SD
 Latitude: 44-27-50.53N NAD 83
 Longitude: 99-35-24.45W
 Heights: 1974 feet site elevation (SE)
 499 feet above ground level (AGL)
 2473 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5250-OE.

Signature Control No: 406961356-416082704

(DNE -WT)

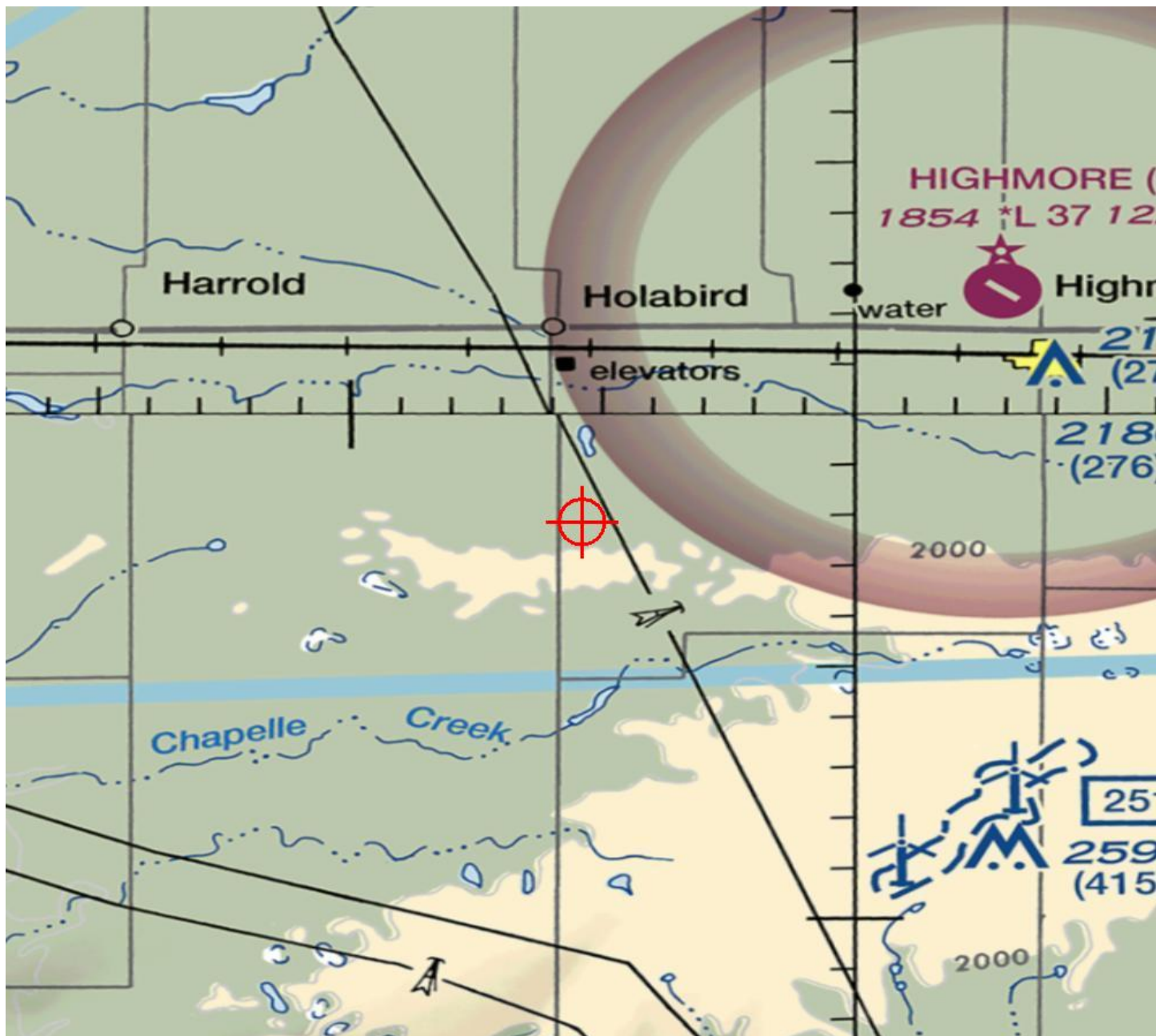
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5250-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4644-OE
Prior Study No.
2019-WTE-5250-OE

Issued Date: 08/31/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 16
Location: Highmore, SD
Latitude: 44-27-50.53N NAD 83
Longitude: 99-35-24.45W
Heights: 1976 feet site elevation (SE)
499 feet above ground level (AGL)
2475 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered

the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

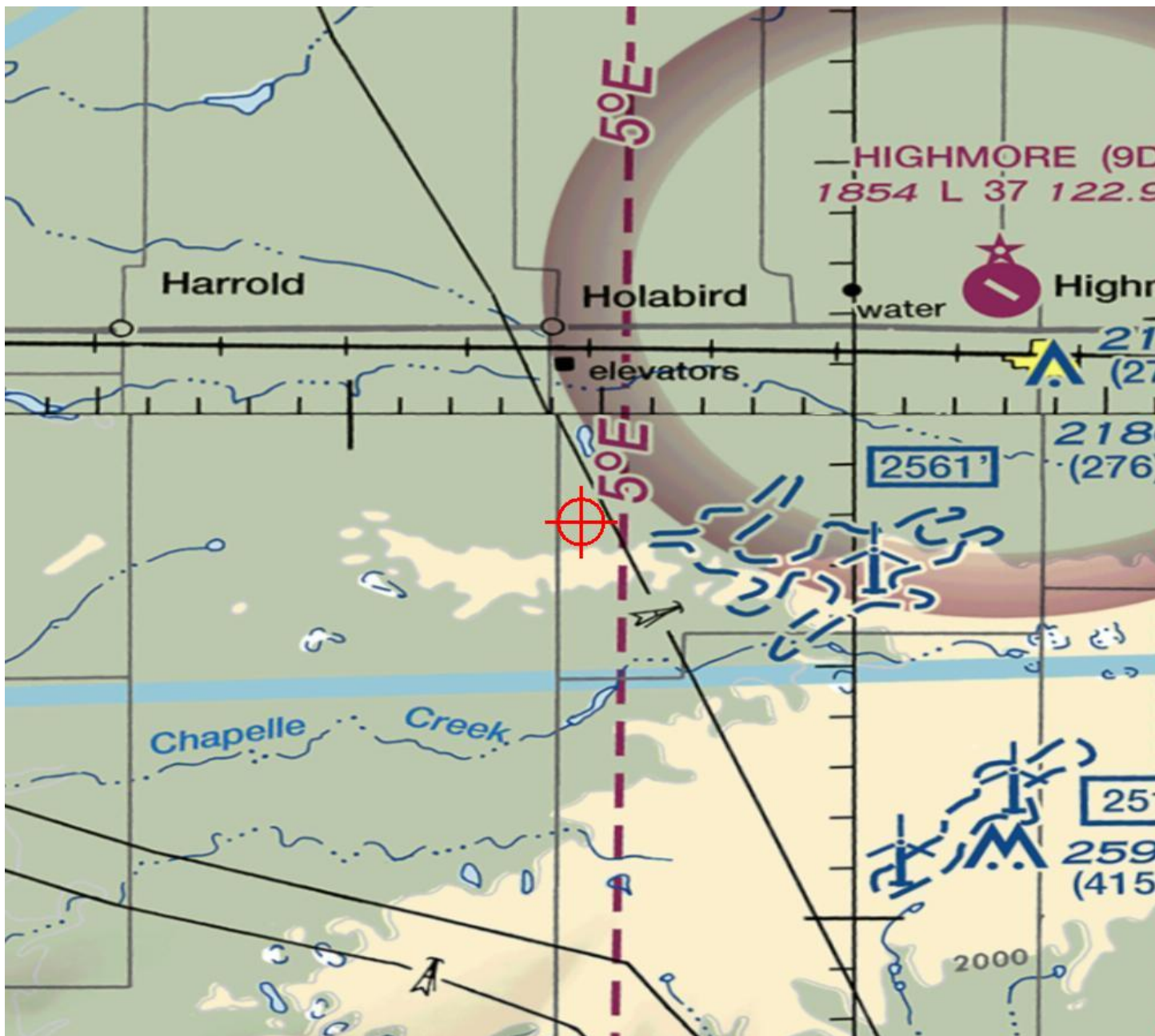
If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4644-OE.

Signature Control No: 447765177-449706633

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
 2019-WTE-5251-OE
 Prior Study No.
 2018-WTE-11431-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 17
 Location: Highmore , SD
 Latitude: 44-27-55.71N NAD 83
 Longitude: 99-34-29.21W
 Heights: 1979 feet site elevation (SE)
 499 feet above ground level (AGL)
 2478 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5251-OE.

Signature Control No: 406961357-416082690

(DNE -WT)

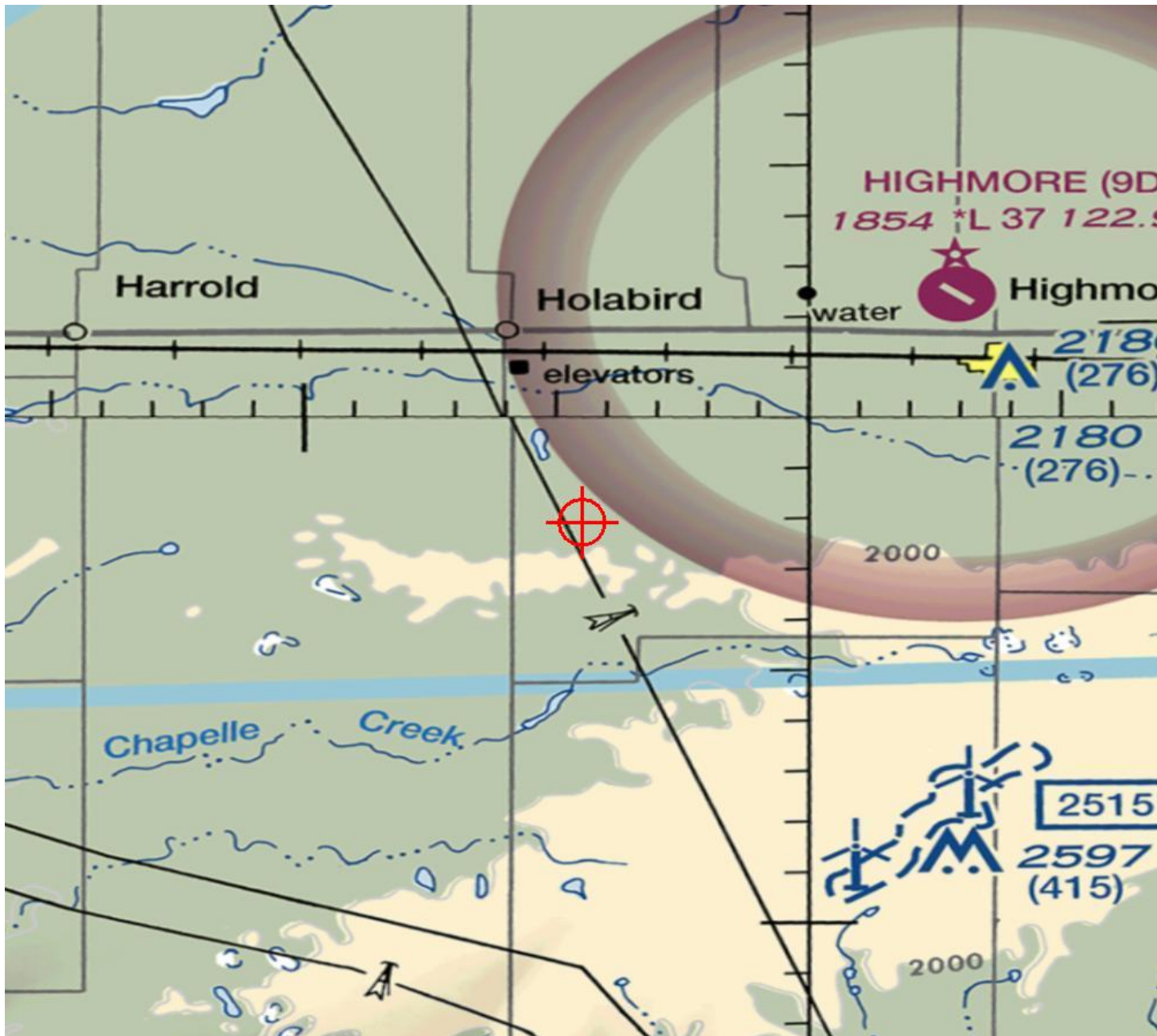
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5251-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5252-OE
 Prior Study No.
 2018-WTE-11432-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 18
 Location: Highmore , SD
 Latitude: 44-27-58.12N NAD 83
 Longitude: 99-34-03.19W
 Heights: 1963 feet site elevation (SE)
 499 feet above ground level (AGL)
 2462 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5252-OE.

Signature Control No: 406961358-416082697

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5252-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5253-OE
 Prior Study No.
 2018-WTE-11433-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 19
 Location: Highmore , SD
 Latitude: 44-26-14.64N NAD 83
 Longitude: 99-36-00.48W
 Heights: 1998 feet site elevation (SE)
 499 feet above ground level (AGL)
 2497 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5253-OE.

Signature Control No: 406961359-416082696

(DNE -WT)

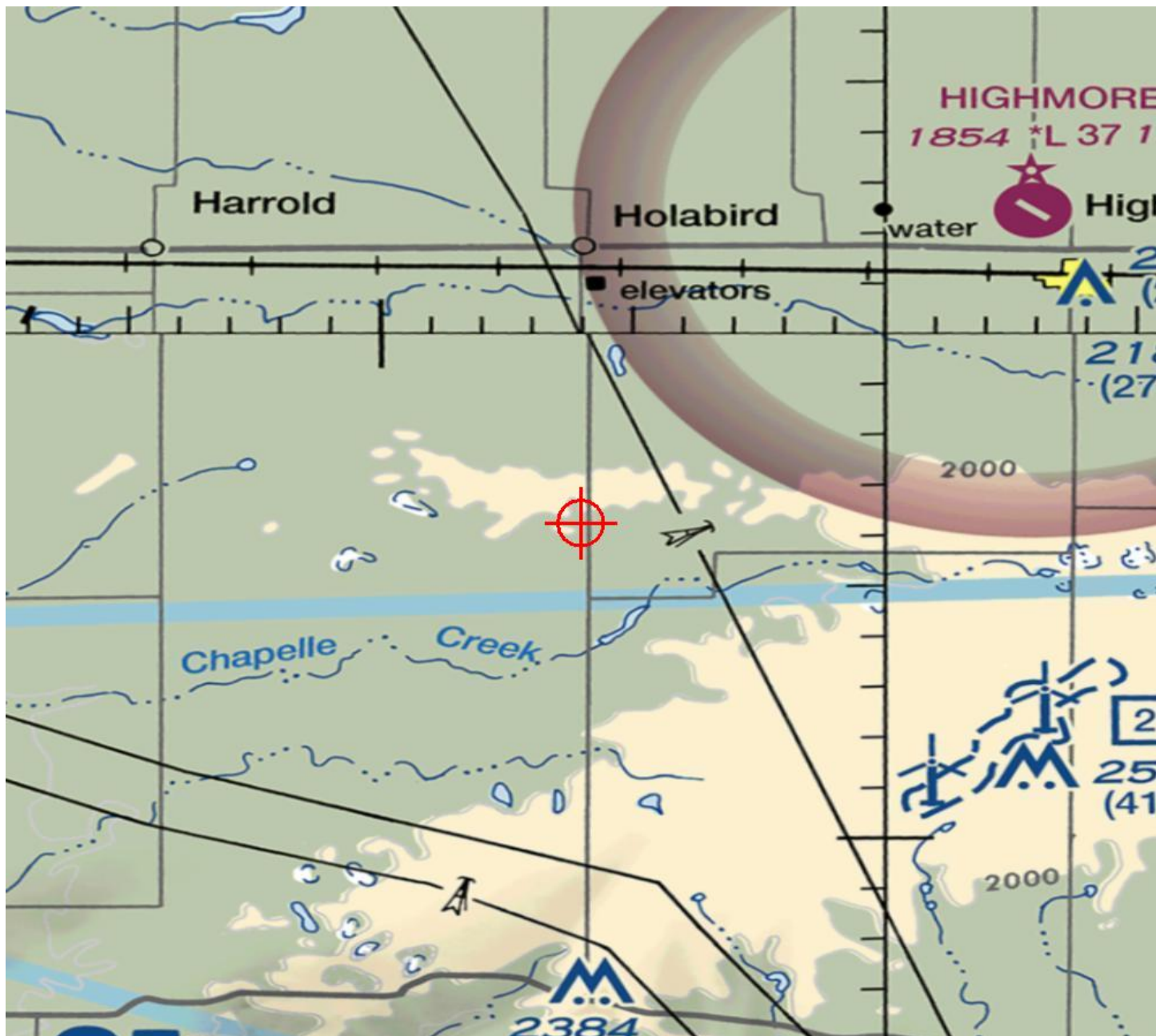
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5253-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5100-OE
Prior Study No.
2019-WTE-5253-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 19
Location:	Highmore, SD
Latitude:	44-26-14.64N NAD 83
Longitude:	99-36-00.48W
Heights:	1999 feet site elevation (SE) 499 feet above ground level (AGL) 2498 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5100-OE.

Signature Control No: 450913893-452382879

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

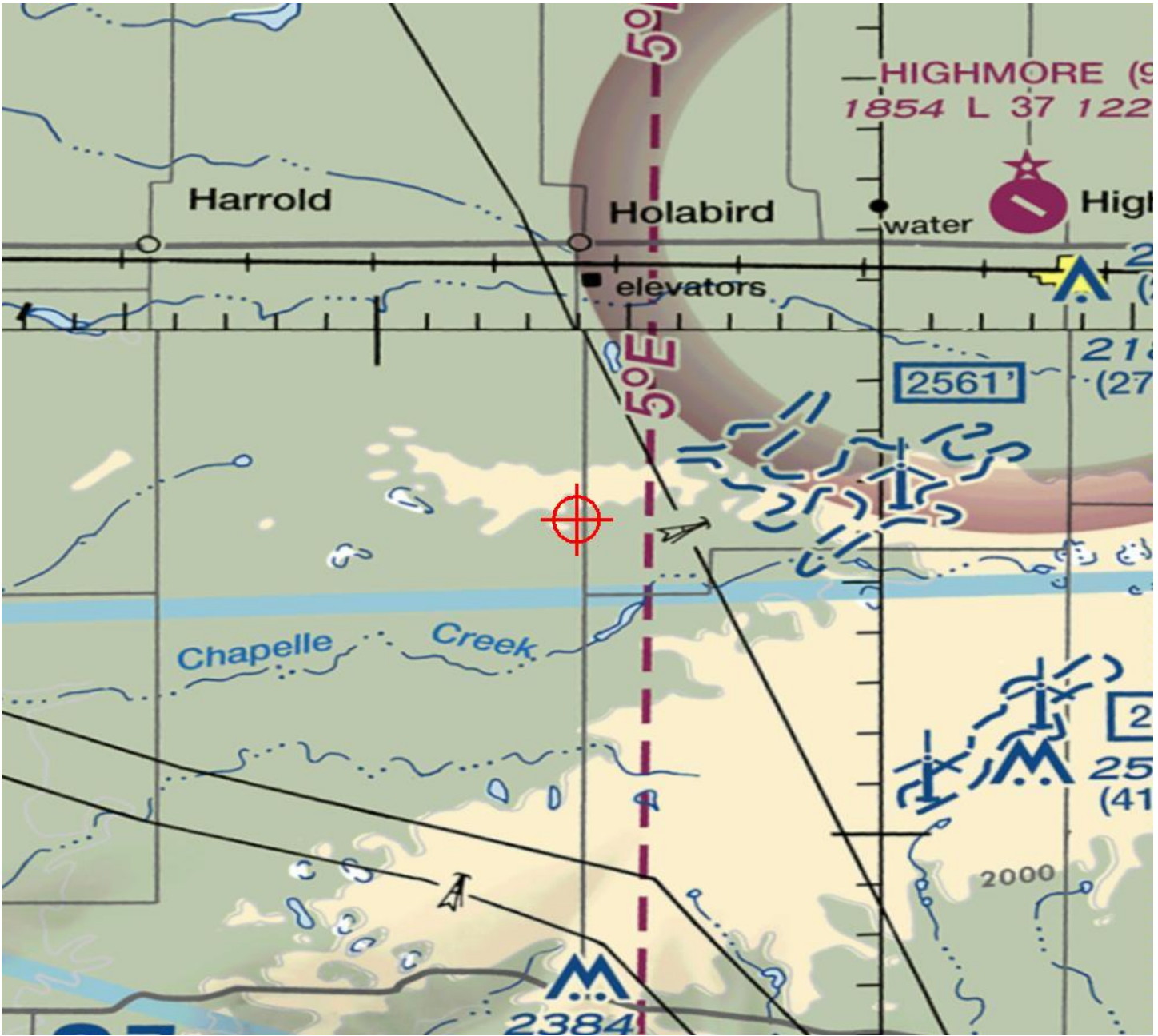
Additional information for ASN 2020-WTE-5100-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-5100-OE

This turbine was constructed at an elevation 1 ft higher than what was submitted to the FAA previously.





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

Aeronautical Study No.
 2019-WTE-5254-OE
 Prior Study No.
 2018-WTE-11434-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 20
 Location: Highmore , SD
 Latitude: 44-26-14.93N NAD 83
 Longitude: 99-35-39.90W
 Heights: 1994 feet site elevation (SE)
 499 feet above ground level (AGL)
 2493 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5254-OE.

Signature Control No: 406961360-416082703

(DNE -WT)

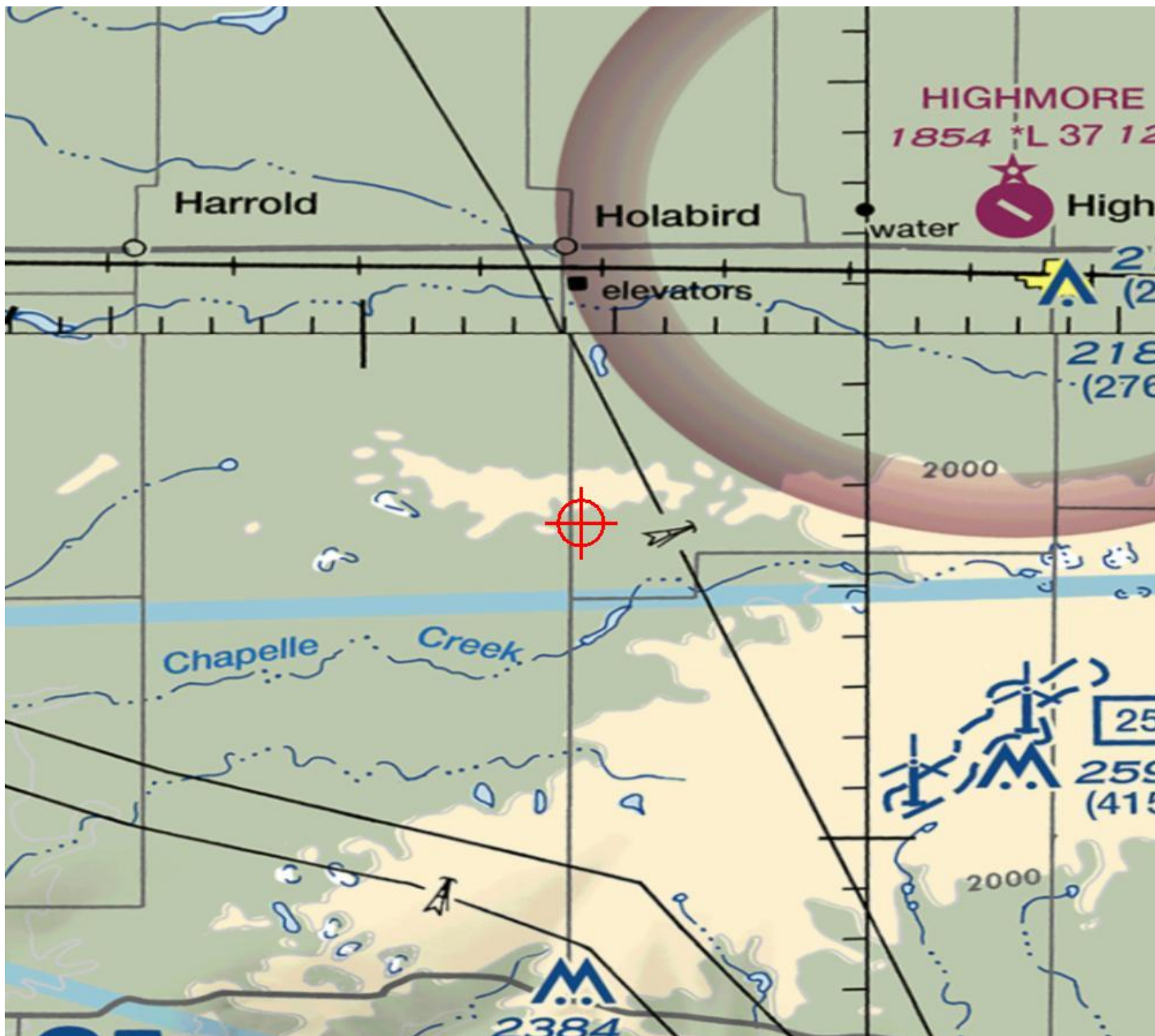
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5254-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5963-OE
Prior Study No.
2019-WTE-5254-OE

Issued Date: 11/05/2020

Lauren Kaapcke
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 20
Location:	Highmore, SD
Latitude:	44-26-14.93N NAD 83
Longitude:	99-35-39.91W
Heights:	1997 feet site elevation (SE) 499 feet above ground level (AGL) 2496 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5963-OE.

Signature Control No: 453176953-455886838

(DNE -WT)

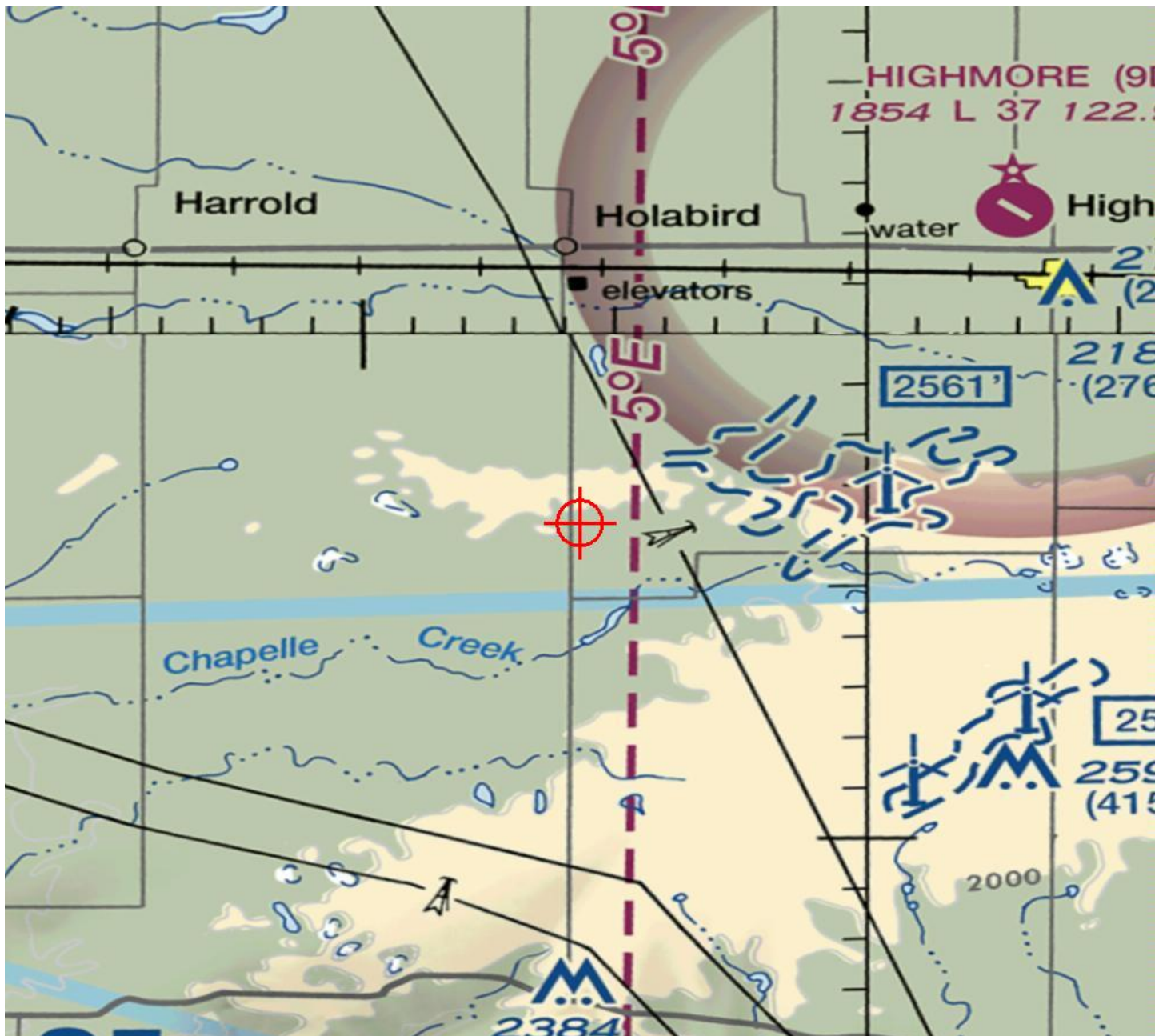
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2020-WTE-5963-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the wind farm.





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

Aeronautical Study No.
 2019-WTE-5255-OE
 Prior Study No.
 2018-WTE-11435-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 21
 Location: Highmore , SD
 Latitude: 44-26-14.88N NAD 83
 Longitude: 99-35-16.32W
 Heights: 1984 feet site elevation (SE)
 499 feet above ground level (AGL)
 2483 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5255-OE.

Signature Control No: 406961361-416082689

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5255-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5997-OE
Prior Study No.
2019-WTE-5255-OE

Issued Date: 11/16/2020

Lauren Kaapcke
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 21
Location:	Highmore, SD
Latitude:	44-26-14.88N NAD 83
Longitude:	99-35-16.32W
Heights:	1986 feet site elevation (SE) 499 feet above ground level (AGL) 2485 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights-Chapters 4,13(Turbines),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5997-OE.

Signature Control No: 454523360-456759386

Lan Norris
Specialist

(DNE -WT)

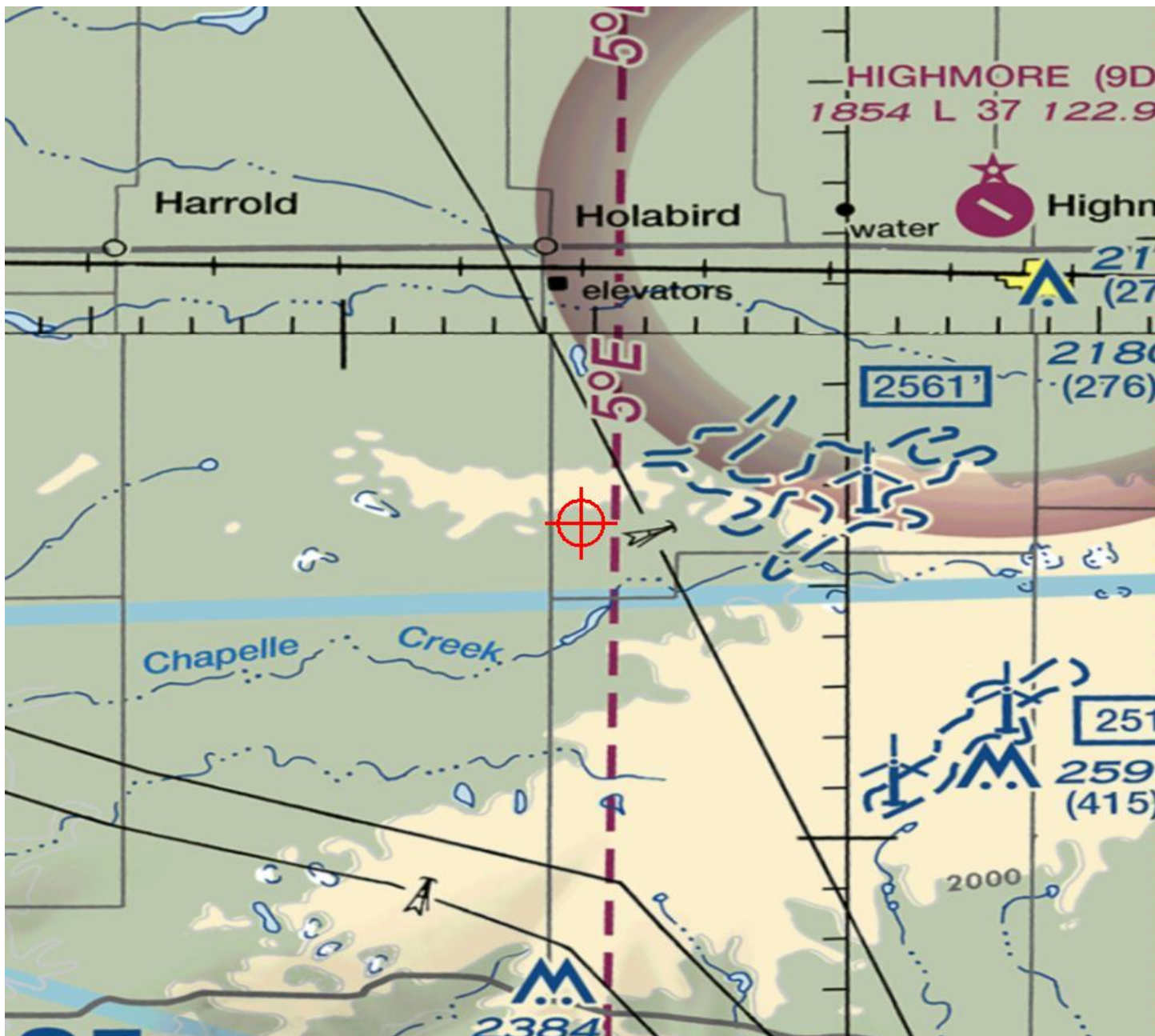
Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-5997-OE

NOTE: Associated ADLS marking & lighting study issued under ASN: 2020-WTE-1120-OE.

Case Description for ASN 2020-WTE-5997-OE

The as-built elevation is 2ft higher than originally submitted to the FAA.





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

Aeronautical Study No.
 2019-WTE-5256-OE
 Prior Study No.
 2018-WTE-11436-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 22
 Location: Highmore , SD
 Latitude: 44-27-01.78N NAD 83
 Longitude: 99-34-48.41W
 Heights: 2040 feet site elevation (SE)
 499 feet above ground level (AGL)
 2539 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5256-OE.

Signature Control No: 406961362-416082738

(DNE -WT)

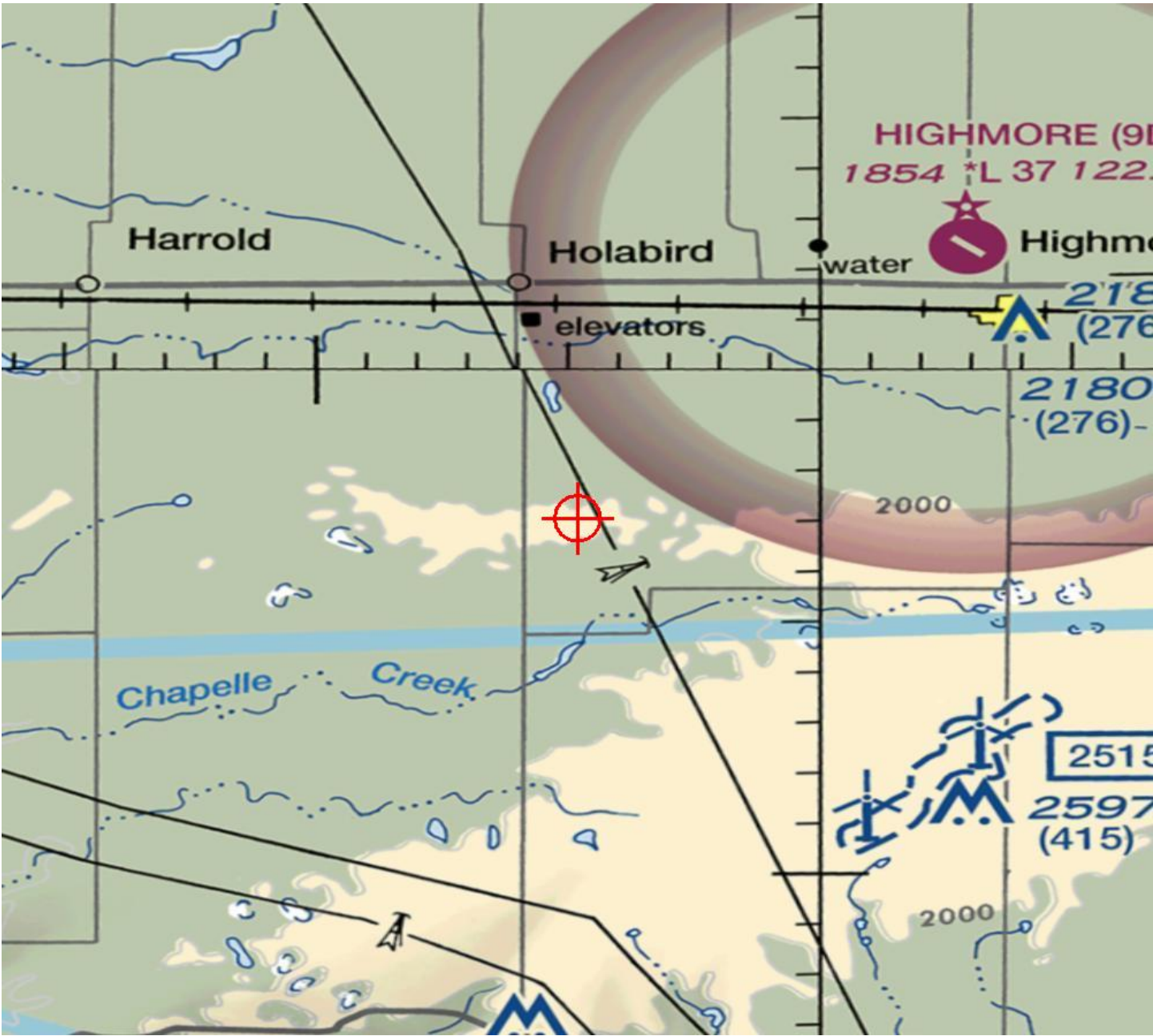
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5256-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4645-OE
Prior Study No.
2019-WTE-5256-OE

Issued Date: 08/31/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 22
Location: Highmore, SD
Latitude: 44-27-01.78N NAD 83
Longitude: 99-34-48.40W
Heights: 2042 feet site elevation (SE)
499 feet above ground level (AGL)
2541 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered

the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

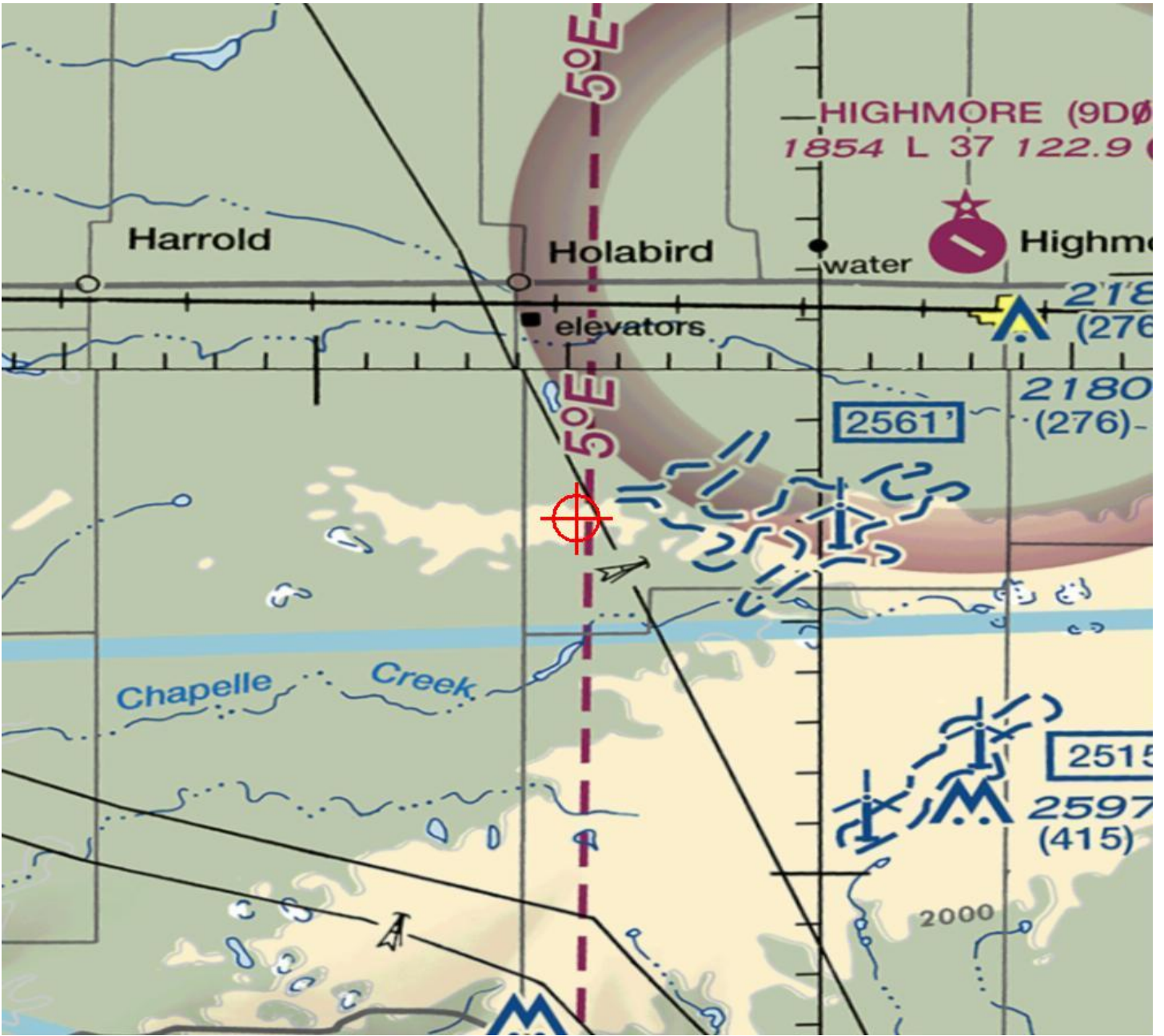
If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4645-OE.

Signature Control No: 447765245-449706632

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Map(s)





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

Aeronautical Study No.
 2019-WTE-5257-OE
 Prior Study No.
 2018-WTE-11437-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 23
 Location: Highmore , SD
 Latitude: 44-27-28.46N NAD 83
 Longitude: 99-33-59.40W
 Heights: 1995 feet site elevation (SE)
 499 feet above ground level (AGL)
 2494 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5257-OE.

Signature Control No: 406961363-416082740

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

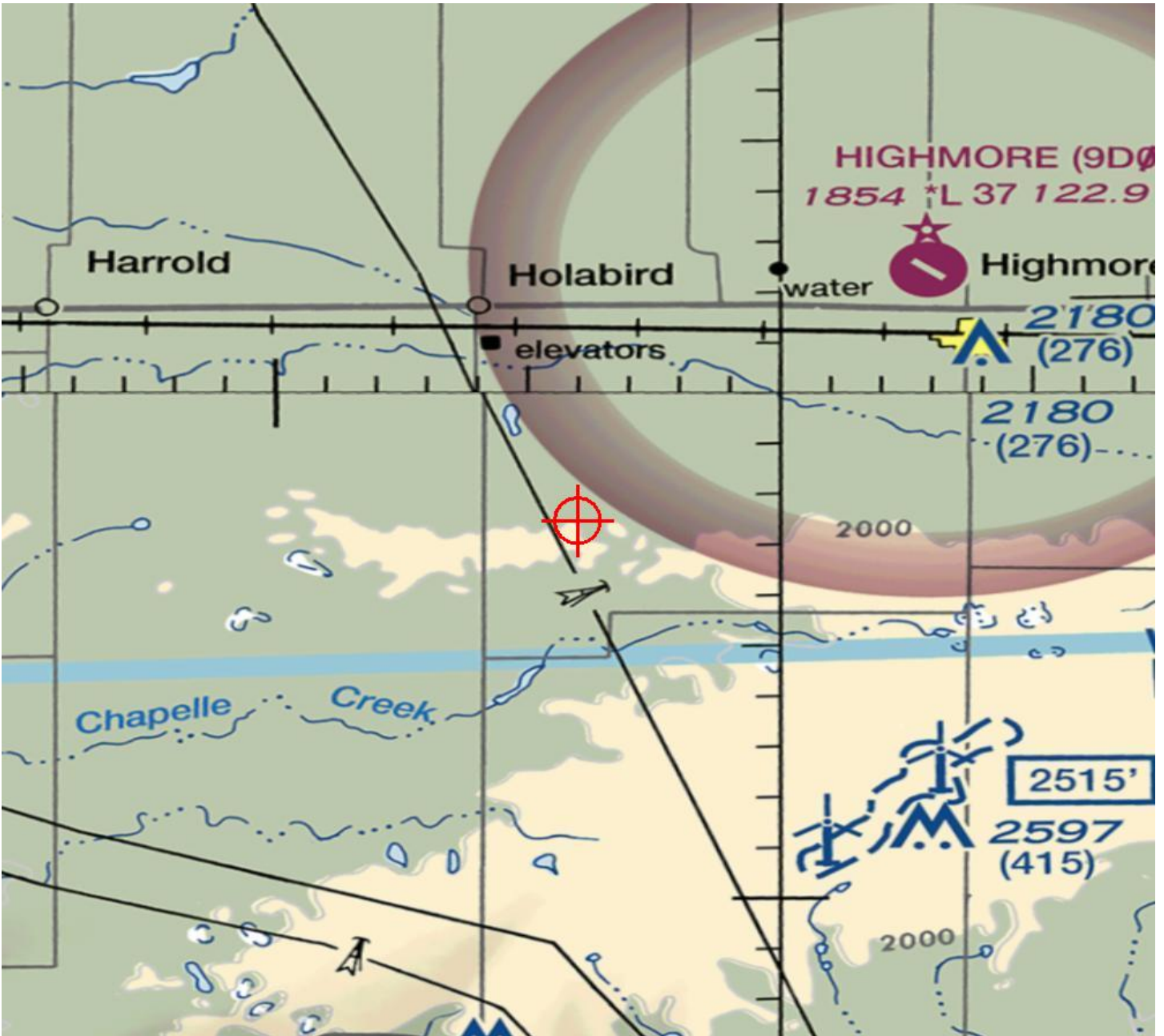
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5257-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5258-OE
 Prior Study No.
 2018-WTE-11438-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 24
 Location: Highmore , SD
 Latitude: 44-27-29.02N NAD 83
 Longitude: 99-33-22.32W
 Heights: 1996 feet site elevation (SE)
 499 feet above ground level (AGL)
 2495 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5258-OE.

Signature Control No: 406961364-416082742

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

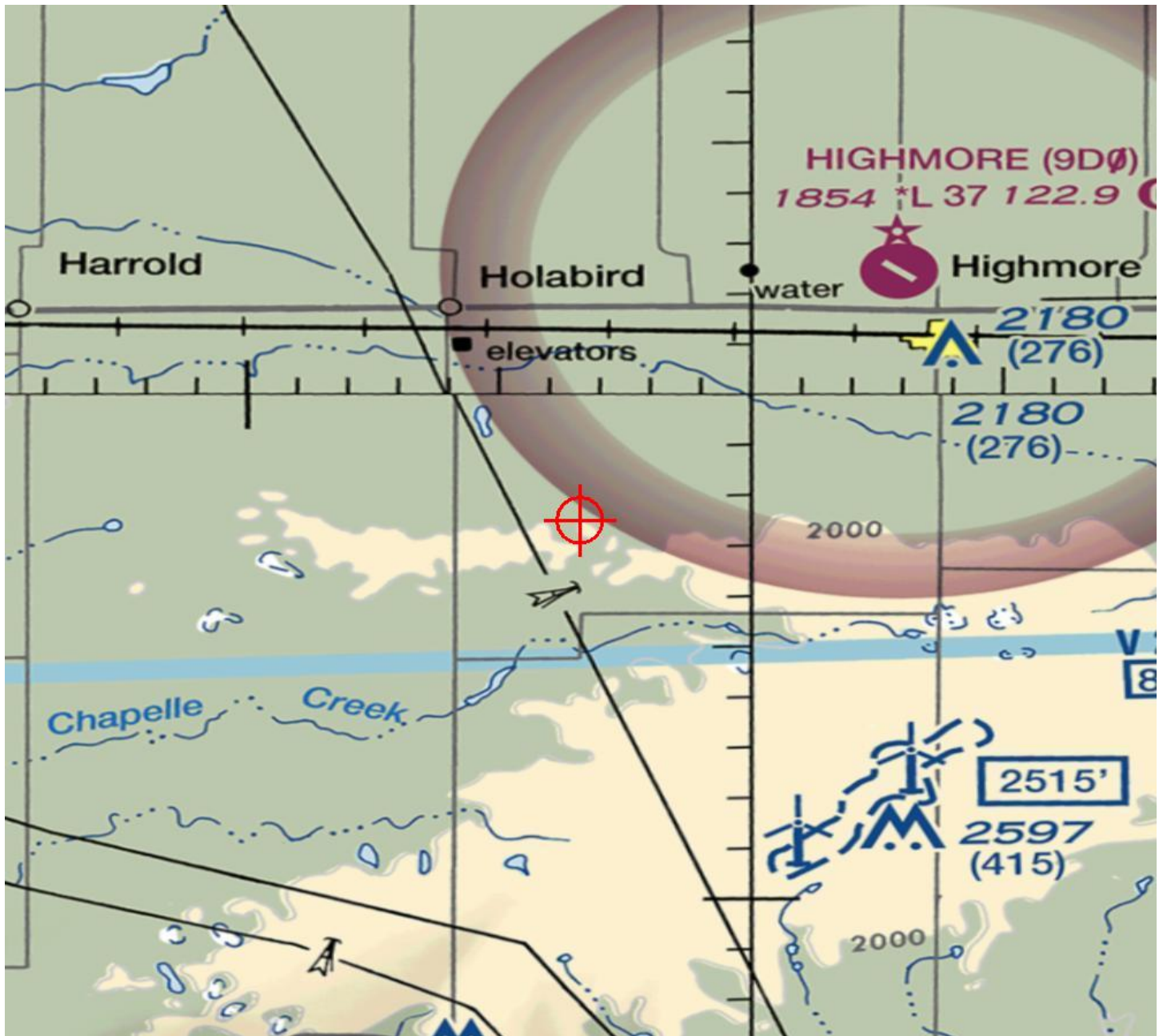
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5258-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5259-OE
 Prior Study No.
 2018-WTE-11439-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 25
 Location: Highmore , SD
 Latitude: 44-27-32.57N NAD 83
 Longitude: 99-32-57.40W
 Heights: 1999 feet site elevation (SE)
 499 feet above ground level (AGL)
 2498 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5259-OE.

Signature Control No: 406961365-416082744

(DNE -WT)

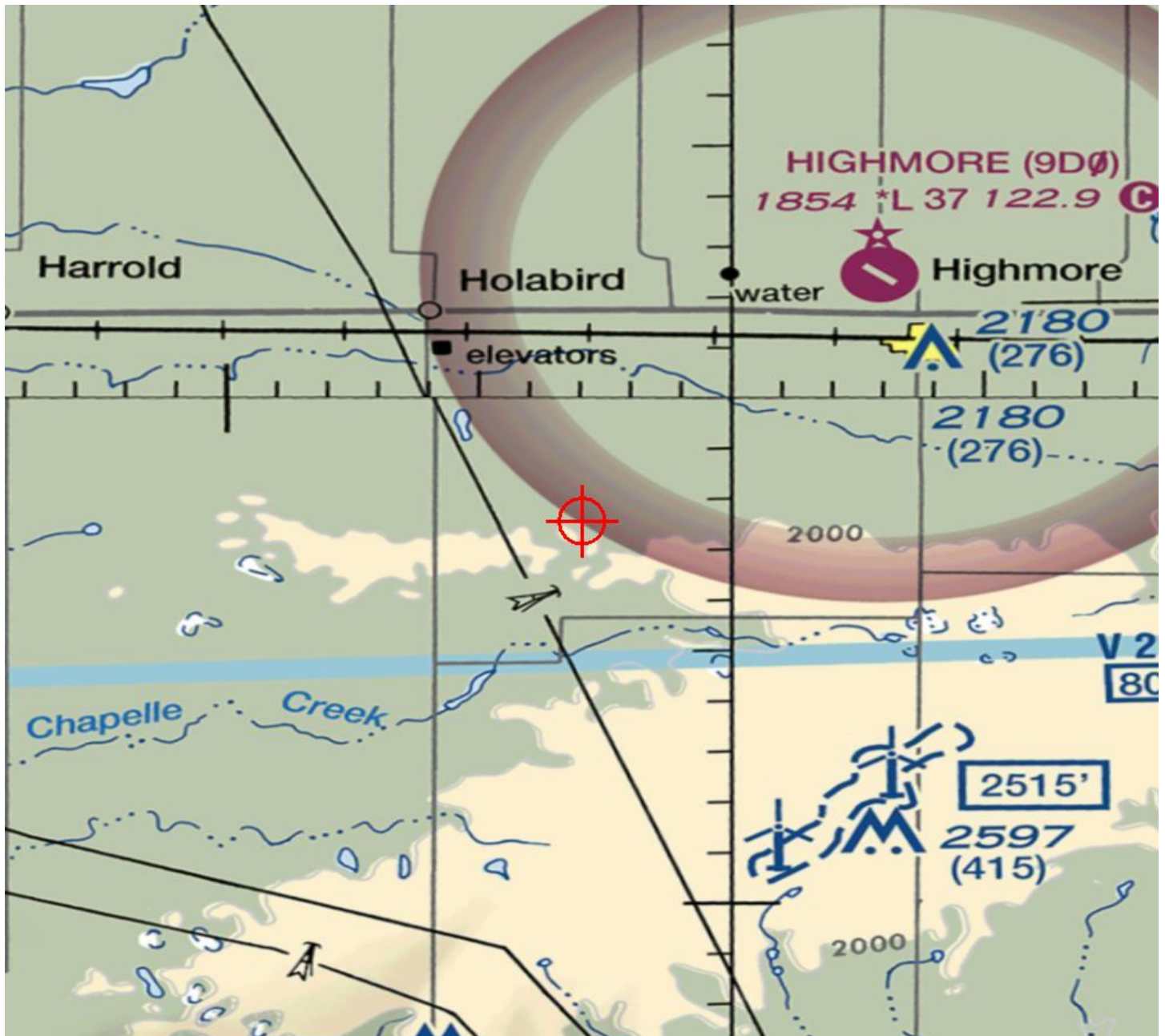
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5259-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5260-OE
 Prior Study No.
 2018-WTE-11440-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 26
 Location: Highmore , SD
 Latitude: 44-27-58.55N NAD 83
 Longitude: 99-32-48.65W
 Heights: 1956 feet site elevation (SE)
 499 feet above ground level (AGL)
 2455 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5260-OE.

Signature Control No: 406961366-416082746

(DNE -WT)

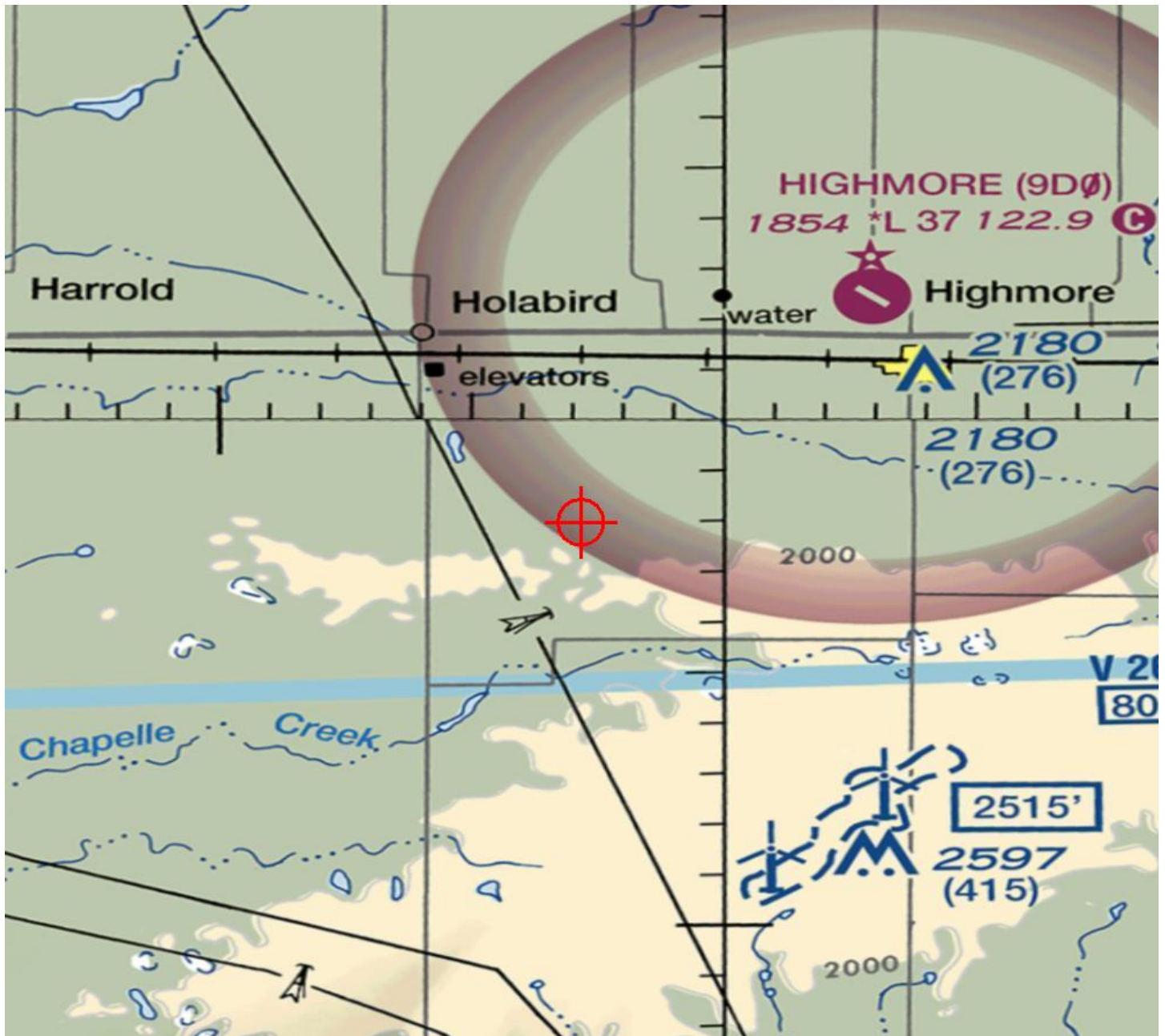
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5260-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5261-OE
 Prior Study No.
 2018-WTE-11441-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 27
 Location: Highmore , SD
 Latitude: 44-27-55.99N NAD 83
 Longitude: 99-32-22.53W
 Heights: 1957 feet site elevation (SE)
 499 feet above ground level (AGL)
 2456 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5261-OE.

Signature Control No: 406961367-416081101

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5261-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
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2019-WTE-5303-OE - 126 feet
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2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5262-OE
 Prior Study No.
 2018-WTE-11442-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 28
 Location: Highmore , SD
 Latitude: 44-27-58.42N NAD 83
 Longitude: 99-32-00.67W
 Heights: 1955 feet site elevation (SE)
 499 feet above ground level (AGL)
 2454 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5262-OE.

Signature Control No: 406961368-416081098

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5262-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
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2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

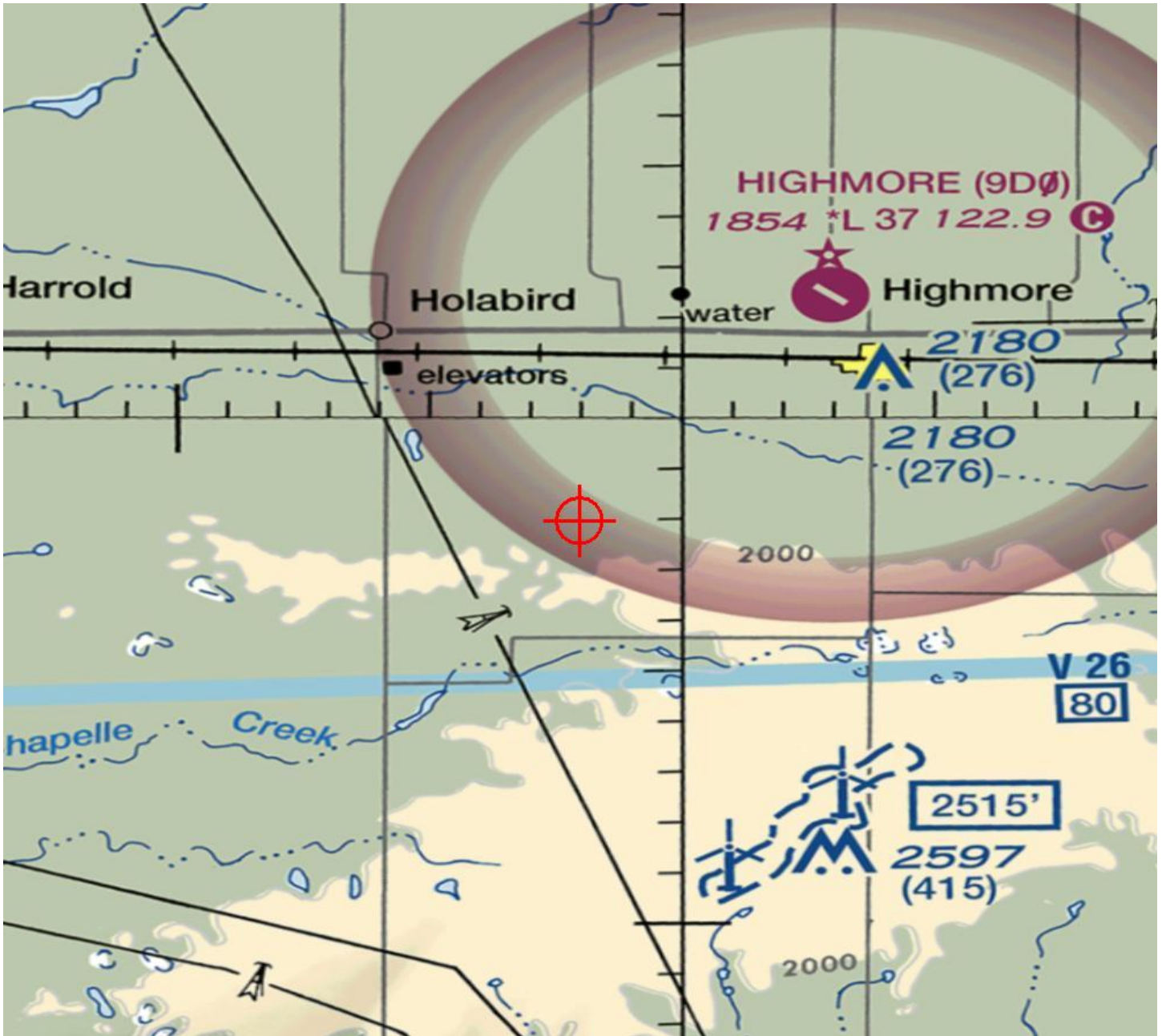
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5263-OE
 Prior Study No.
 2018-WTE-11443-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 29
 Location: Highmore , SD
 Latitude: 44-28-17.96N NAD 83
 Longitude: 99-31-44.70W
 Heights: 1925 feet site elevation (SE)
 499 feet above ground level (AGL)
 2424 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5263-OE.

Signature Control No: 406961369-416081104

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5263-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

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2019-WTE-5314-OE - 121 feet
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2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

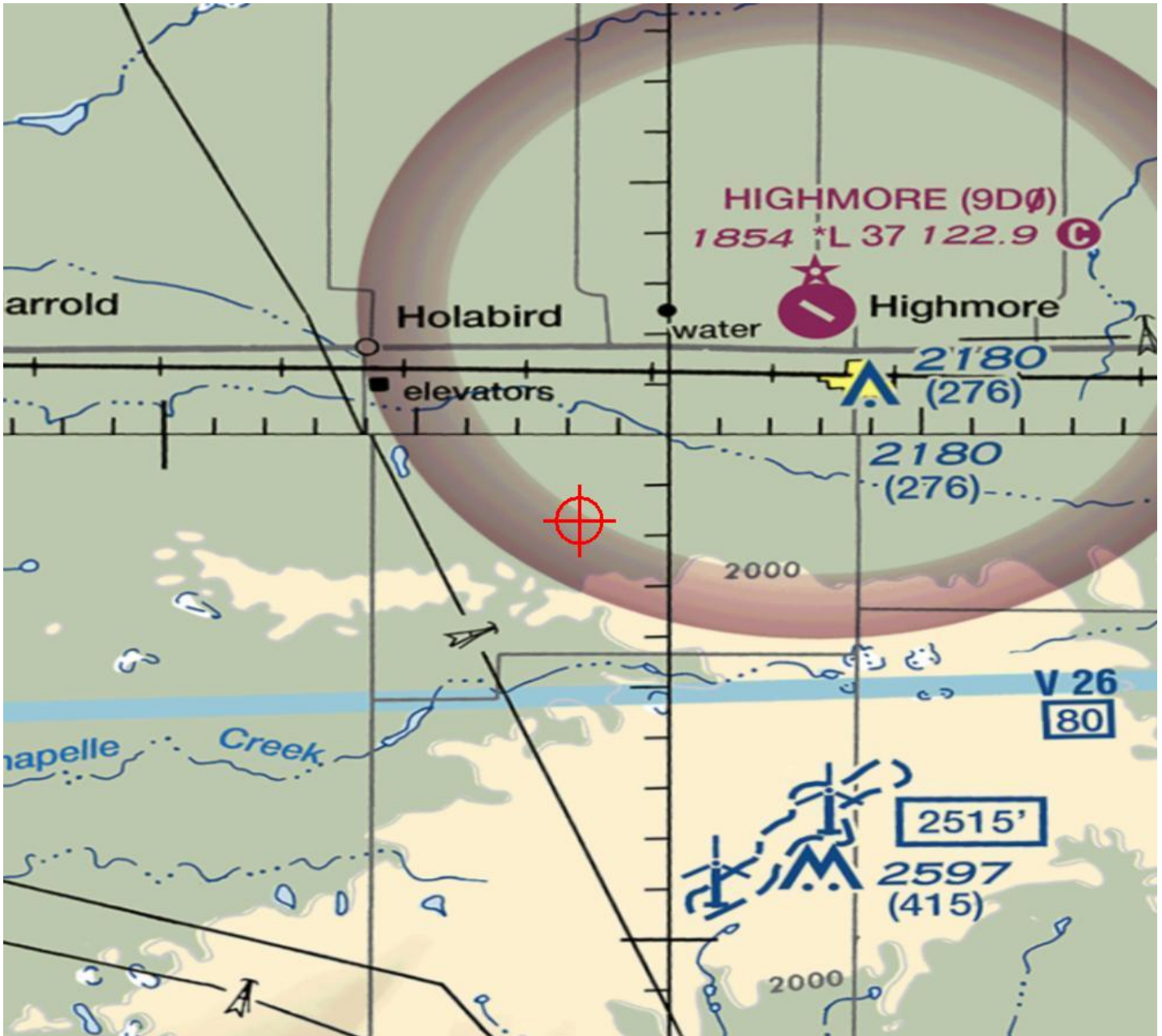
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2019-WTE-5264-OE
Prior Study No.
2018-WTE-11444-OE

Issued Date: 09/03/2019

Owen Watson
Triple H Wind Project, LLC
3760 State Street, Suite 200
Santa Barbara, CA 93105

**** 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 30
Location:	Highmore , SD
Latitude:	44-28-30.67N NAD 83
Longitude:	99-31-33.13W
Heights:	1920 feet site elevation (SE) 499 feet above ground level (AGL) 2419 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

_____ At least 10 days prior to start of construction (7460-2, Part 1)
 _____ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5264-OE.

Signature Control No: 406961370-416081097

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5264-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5265-OE
 Prior Study No.
 2018-WTE-11445-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 31
 Location: Highmore , SD
 Latitude: 44-28-42.98N NAD 83
 Longitude: 99-31-10.55W
 Heights: 1892 feet site elevation (SE)
 499 feet above ground level (AGL)
 2391 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5265-OE.

Signature Control No: 406961371-416081100

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5265-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5266-OE
 Prior Study No.
 2018-WTE-11446-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 32
 Location: Highmore , SD
 Latitude: 44-25-06.98N NAD 83
 Longitude: 99-36-53.57W
 Heights: 1950 feet site elevation (SE)
 499 feet above ground level (AGL)
 2449 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5266-OE.

Signature Control No: 406961372-416082747

(DNE -WT)

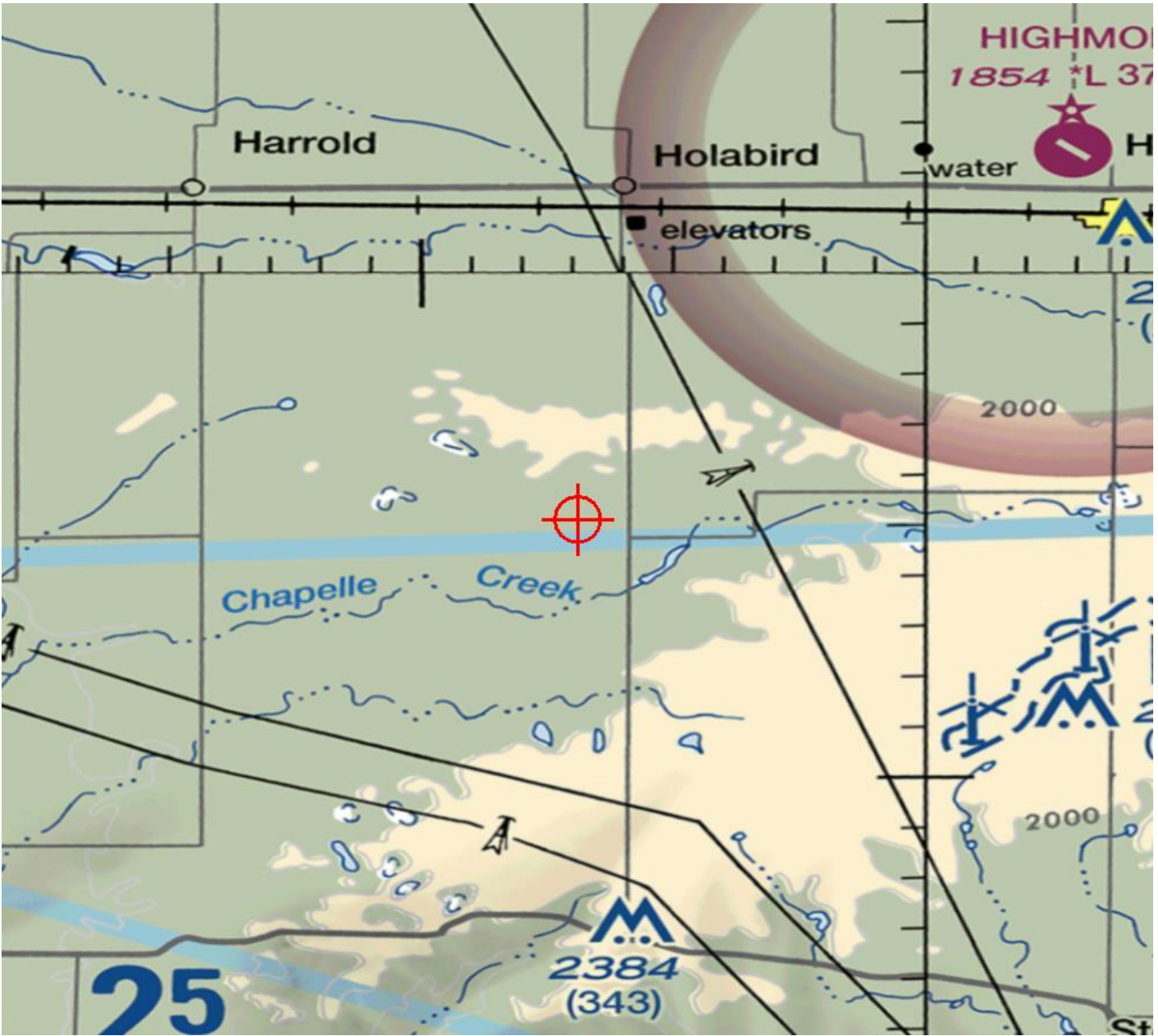
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5266-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5101-OE
Prior Study No.
2019-WTE-5266-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 32
Location:	Highmore, SD
Latitude:	44-25-06.98N NAD 83
Longitude:	99-36-53.59W
Heights:	1952 feet site elevation (SE) 499 feet above ground level (AGL) 2451 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5101-OE.

Signature Control No: 450914046-452382873

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-5101-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-5101-OE

This turbine was constructed at an elevation 2ft higher than what was previously submitted to the FAA.





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

Aeronautical Study No.
 2019-WTE-5267-OE
 Prior Study No.
 2018-WTE-11447-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 33
 Location: Highmore , SD
 Latitude: 44-25-09.53N NAD 83
 Longitude: 99-36-23.16W
 Heights: 1974 feet site elevation (SE)
 499 feet above ground level (AGL)
 2473 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5267-OE.

Signature Control No: 406961373-416082748

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5267-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5102-OE
Prior Study No.
2019-WTE-5267-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 33
Location:	Highmore, SD
Latitude:	44-25-09.52N NAD 83
Longitude:	99-36-23.16W
Heights:	1976 feet site elevation (SE) 499 feet above ground level (AGL) 2475 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5102-OE.

Signature Control No: 450914366-452382878

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-5102-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-5102-OE

This turbine was constructed at an elevation 2ft higher than what was previously submitted to the FAA.





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

Aeronautical Study No.
 2019-WTE-5268-OE
 Prior Study No.
 2018-WTE-11448-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 34
 Location: Highmore , SD
 Latitude: 44-25-12.39N NAD 83
 Longitude: 99-36-00.98W
 Heights: 1984 feet site elevation (SE)
 499 feet above ground level (AGL)
 2483 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5268-OE.

Signature Control No: 406961374-416082751

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5268-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5269-OE
 Prior Study No.
 2018-WTE-11449-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 35
 Location: Highmore , SD
 Latitude: 44-25-22.67N NAD 83
 Longitude: 99-35-48.64W
 Heights: 1972 feet site elevation (SE)
 499 feet above ground level (AGL)
 2471 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5269-OE.

Signature Control No: 406961375-416082756

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5269-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5270-OE
 Prior Study No.
 2018-WTE-11450-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 36
 Location: Highmore , SD
 Latitude: 44-25-38.51N NAD 83
 Longitude: 99-35-29.89W
 Heights: 1978 feet site elevation (SE)
 499 feet above ground level (AGL)
 2477 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5270-OE.

Signature Control No: 406961376-416082757

(DNE -WT)

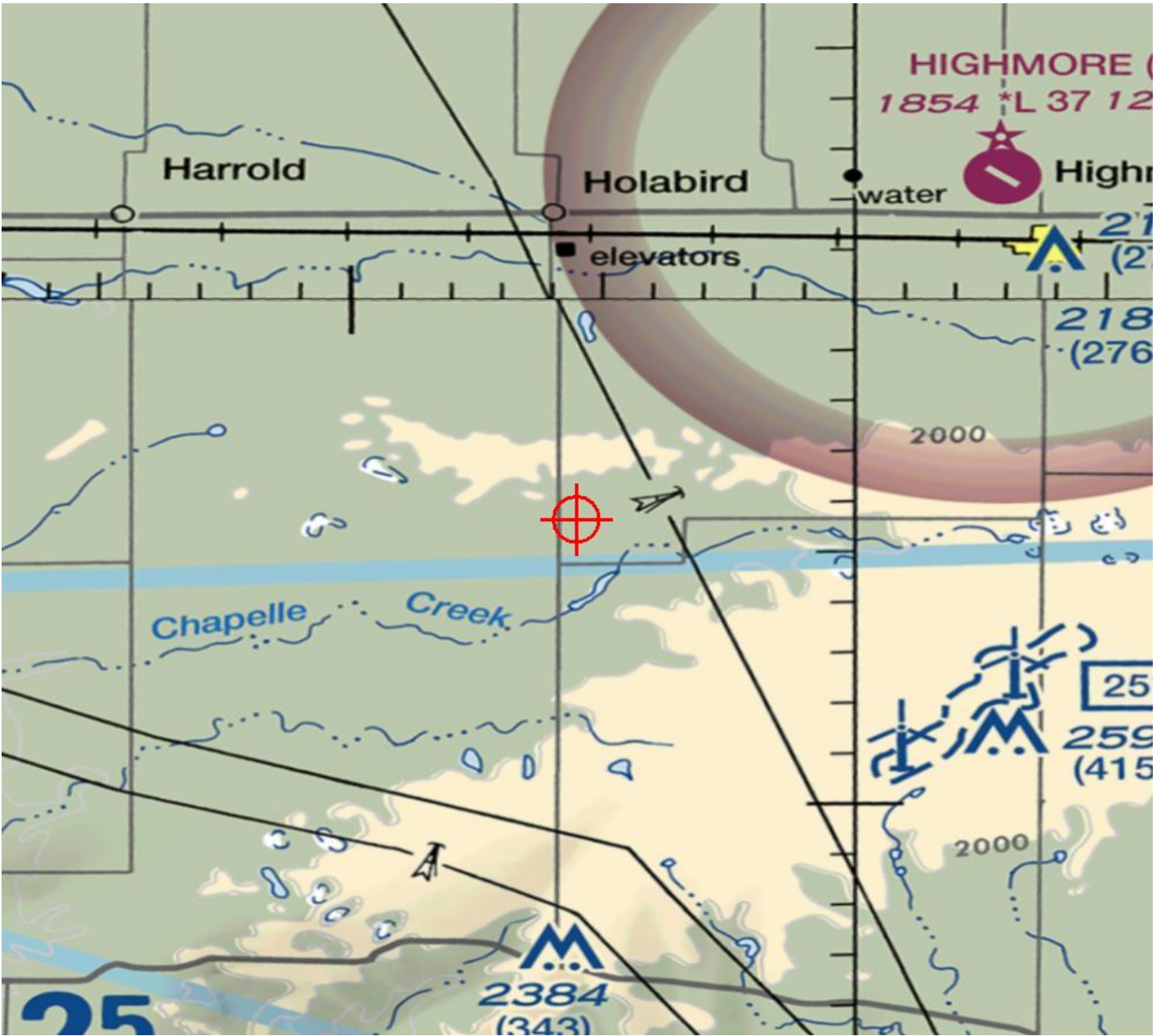
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5270-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5271-OE
 Prior Study No.
 2018-WTE-11451-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 37
 Location: Highmore , SD
 Latitude: 44-25-46.93N NAD 83
 Longitude: 99-34-41.88W
 Heights: 1957 feet site elevation (SE)
 499 feet above ground level (AGL)
 2456 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5271-OE.

Signature Control No: 406961377-416082761

(DNE -WT)

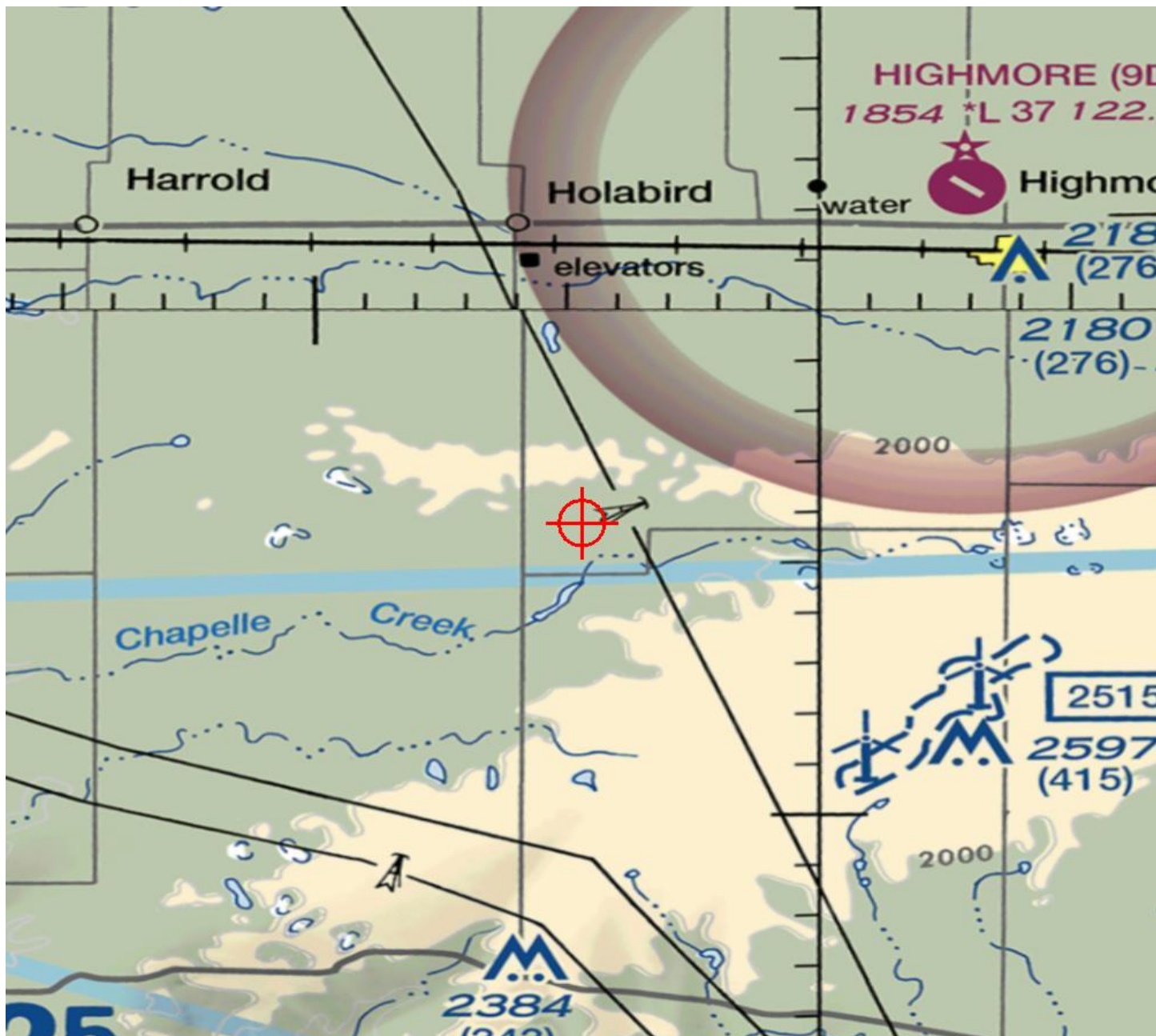
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5271-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5998-OE
Prior Study No.
2019-WTE-5271-OE

Issued Date: 11/16/2020

Lauren Kaapcke
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 37
Location:	Highmore, SD
Latitude:	44-25-46.93N NAD 83
Longitude:	99-34-41.88W
Heights:	1960 feet site elevation (SE) 499 feet above ground level (AGL) 2459 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights-Chapters 4,13(Turbines),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5998-OE.

Signature Control No: 454523572-456760396

(DNE -WT)

Lan Norris
Specialist

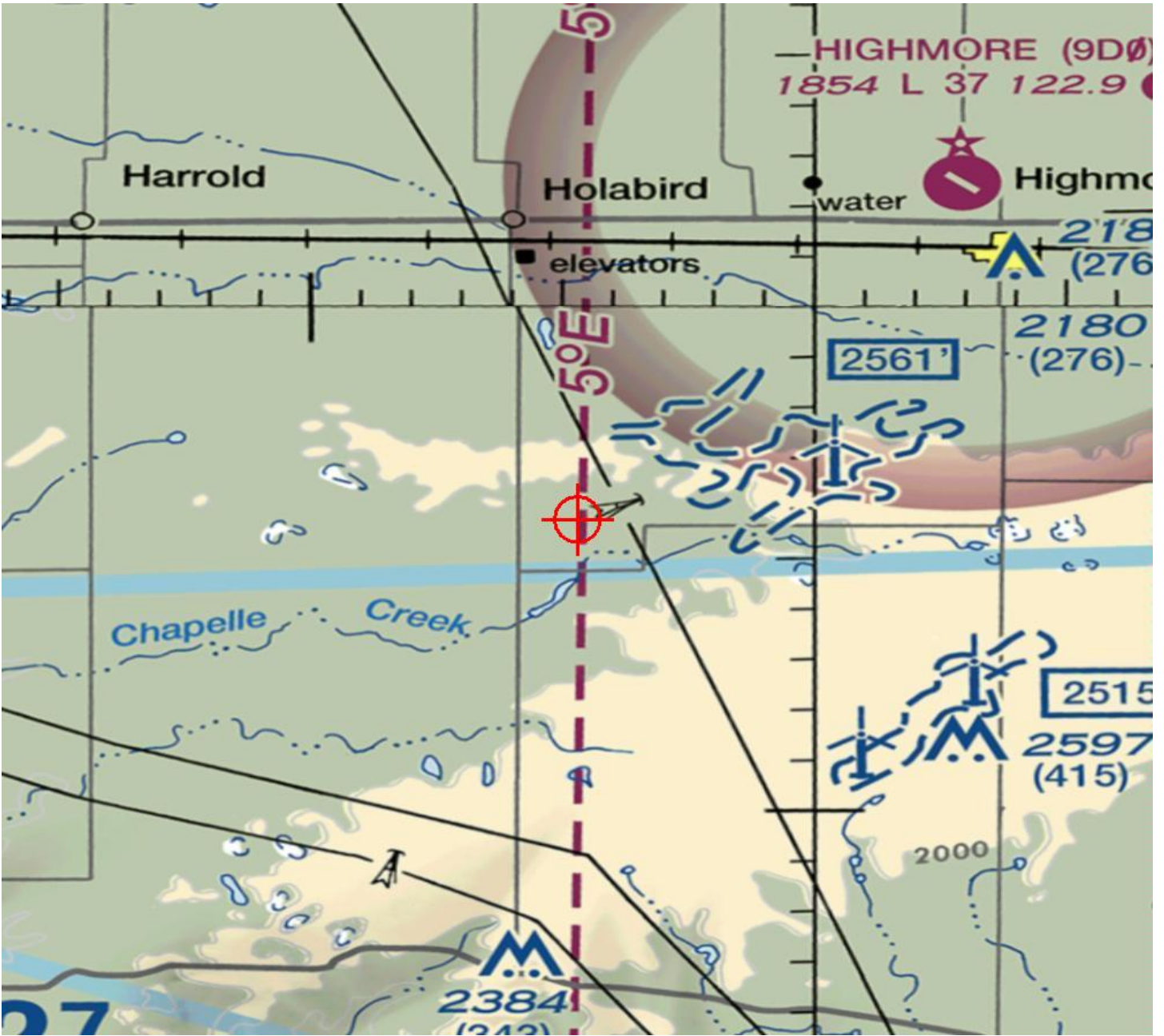
Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-5998-OE

NOTE: Associated ADLS marking & lighting study issued under ASN: 2020-WTE-1136-OE.

Case Description for ASN 2020-WTE-5998-OE

The as-built elevation is 3ft higher than what was originally submitted to the FAA.





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

Aeronautical Study No.
 2019-WTE-5272-OE
 Prior Study No.
 2018-WTE-11452-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 38
 Location: Highmore , SD
 Latitude: 44-26-02.93N NAD 83
 Longitude: 99-34-30.94W
 Heights: 1980 feet site elevation (SE)
 499 feet above ground level (AGL)
 2479 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5272-OE.

Signature Control No: 406961378-416082763

(DNE -WT)

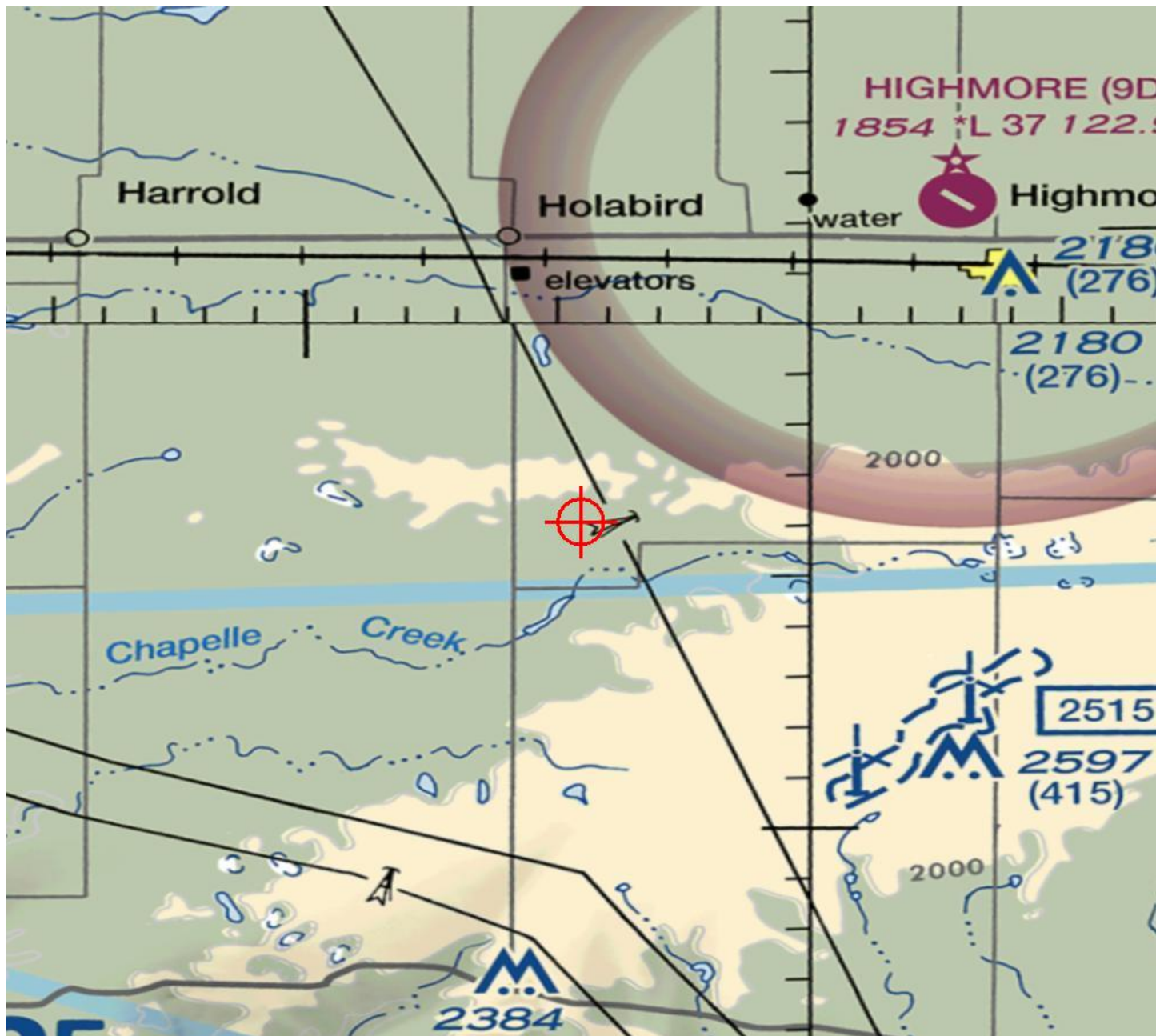
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5272-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-5999-OE
Prior Study No.
2019-WTE-5272-OE

Issued Date: 11/16/2020

Lauren Kaapcke
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** 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 38
Location:	Highmore, SD
Latitude:	44-26-02.94N NAD 83
Longitude:	99-34-30.94W
Heights:	1981 feet site elevation (SE) 499 feet above ground level (AGL) 2480 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights-Chapters 4,13(Turbines),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-5999-OE.

Signature Control No: 454523686-456760647

Lan Norris
Specialist

(DNE -WT)

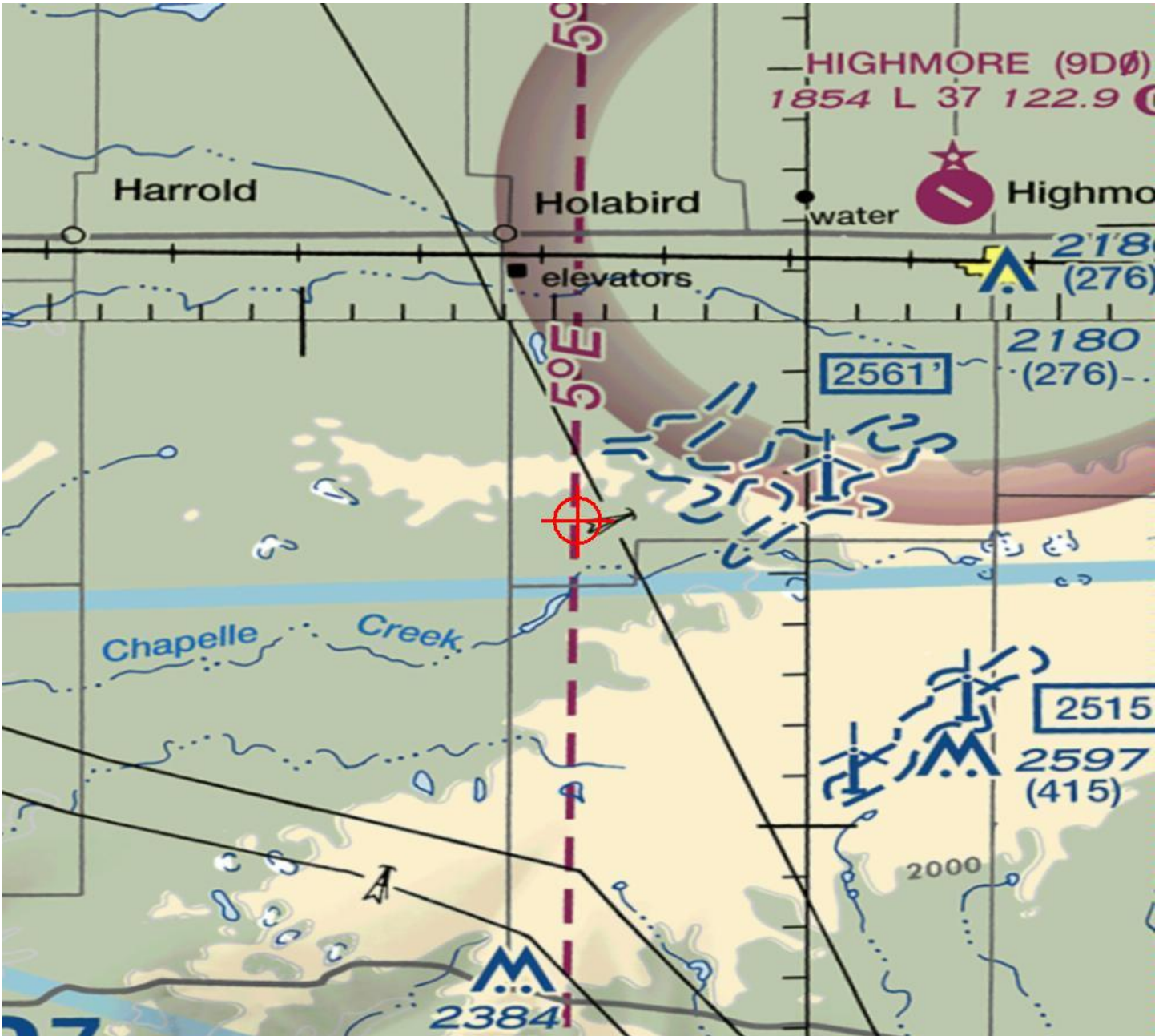
Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-5999-OE

NOTE: Associated ADLS marking & lighting study issued under ASN: 2020-WTE-1137-OE.

Case Description for ASN 2020-WTE-5999-OE

The as-built elevation is 1ft higher than what was originally submitted to the FAA.





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

Aeronautical Study No.
 2019-WTE-5273-OE
 Prior Study No.
 2018-WTE-11453-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 39
 Location: Highmore , SD
 Latitude: 44-26-34.10N NAD 83
 Longitude: 99-34-09.52W
 Heights: 2005 feet site elevation (SE)
 499 feet above ground level (AGL)
 2504 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5273-OE.

Signature Control No: 406961379-416082767

(DNE -WT)

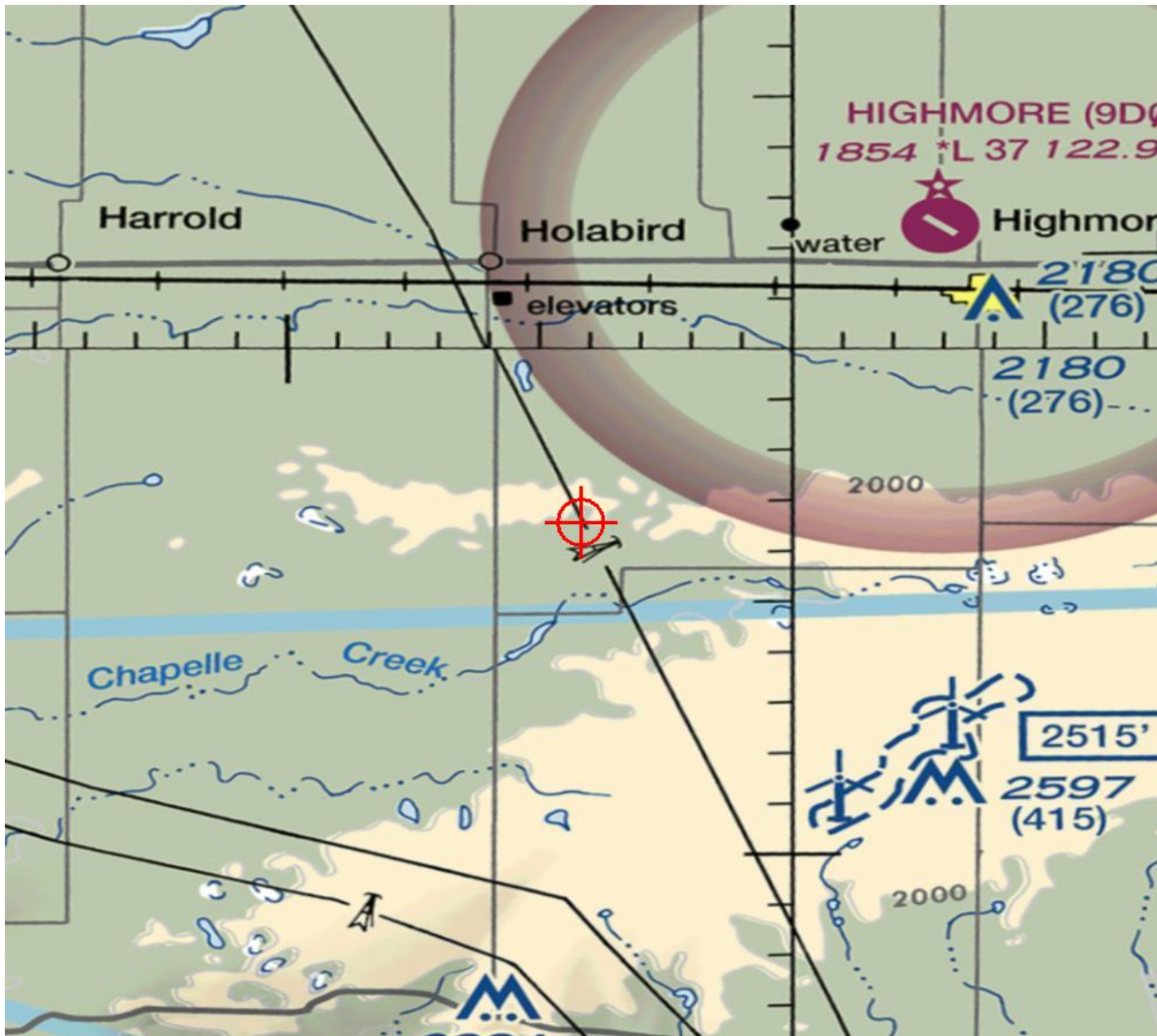
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5273-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5274-OE
 Prior Study No.
 2018-WTE-11454-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 40
 Location: Highmore , SD
 Latitude: 44-26-50.89N NAD 83
 Longitude: 99-34-02.47W
 Heights: 2012 feet site elevation (SE)
 499 feet above ground level (AGL)
 2511 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5274-OE.

Signature Control No: 406961380-416082768

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5274-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5275-OE
 Prior Study No.
 2018-WTE-11455-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 41
 Location: Highmore , SD
 Latitude: 44-26-53.70N NAD 83
 Longitude: 99-33-34.85W
 Heights: 2019 feet site elevation (SE)
 499 feet above ground level (AGL)
 2518 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5275-OE.

Signature Control No: 406961381-416082769

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5275-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5276-OE
 Prior Study No.
 2018-WTE-11456-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 42
 Location: Highmore , SD
 Latitude: 44-26-59.55N NAD 83
 Longitude: 99-32-58.91W
 Heights: 2005 feet site elevation (SE)
 499 feet above ground level (AGL)
 2504 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5276-OE.

Signature Control No: 406961382-416082786

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

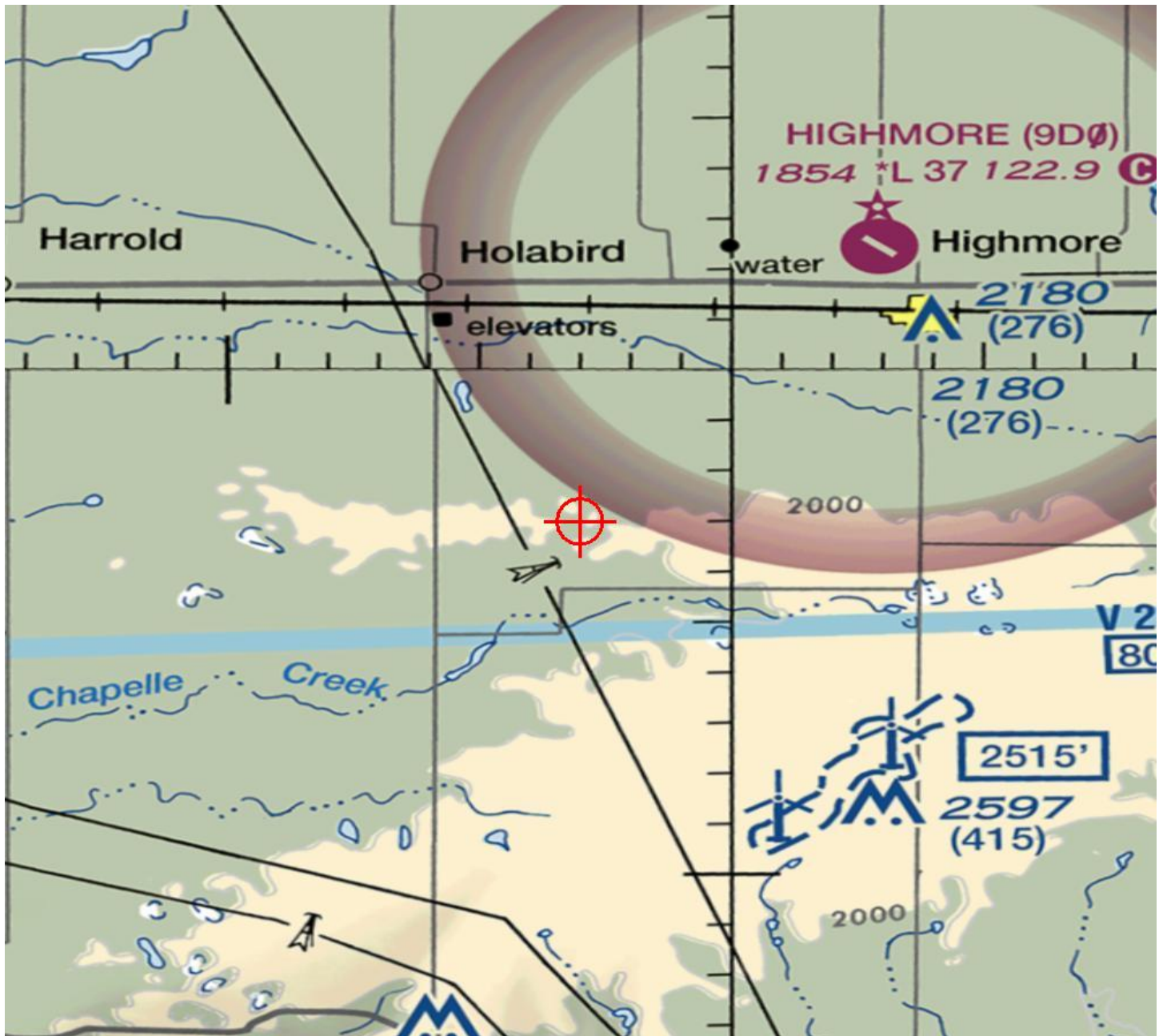
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5276-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5277-OE
 Prior Study No.
 2018-WTE-11457-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 43
 Location: Highmore , SD
 Latitude: 44-26-55.39N NAD 83
 Longitude: 99-32-22.80W
 Heights: 2019 feet site elevation (SE)
 499 feet above ground level (AGL)
 2518 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5277-OE.

Signature Control No: 406961383-416082790

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5277-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5278-OE
 Prior Study No.
 2018-WTE-11458-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 44
 Location: Highmore , SD
 Latitude: 44-26-55.12N NAD 83
 Longitude: 99-31-47.96W
 Heights: 2024 feet site elevation (SE)
 499 feet above ground level (AGL)
 2523 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5278-OE.

Signature Control No: 406961385-416082793

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

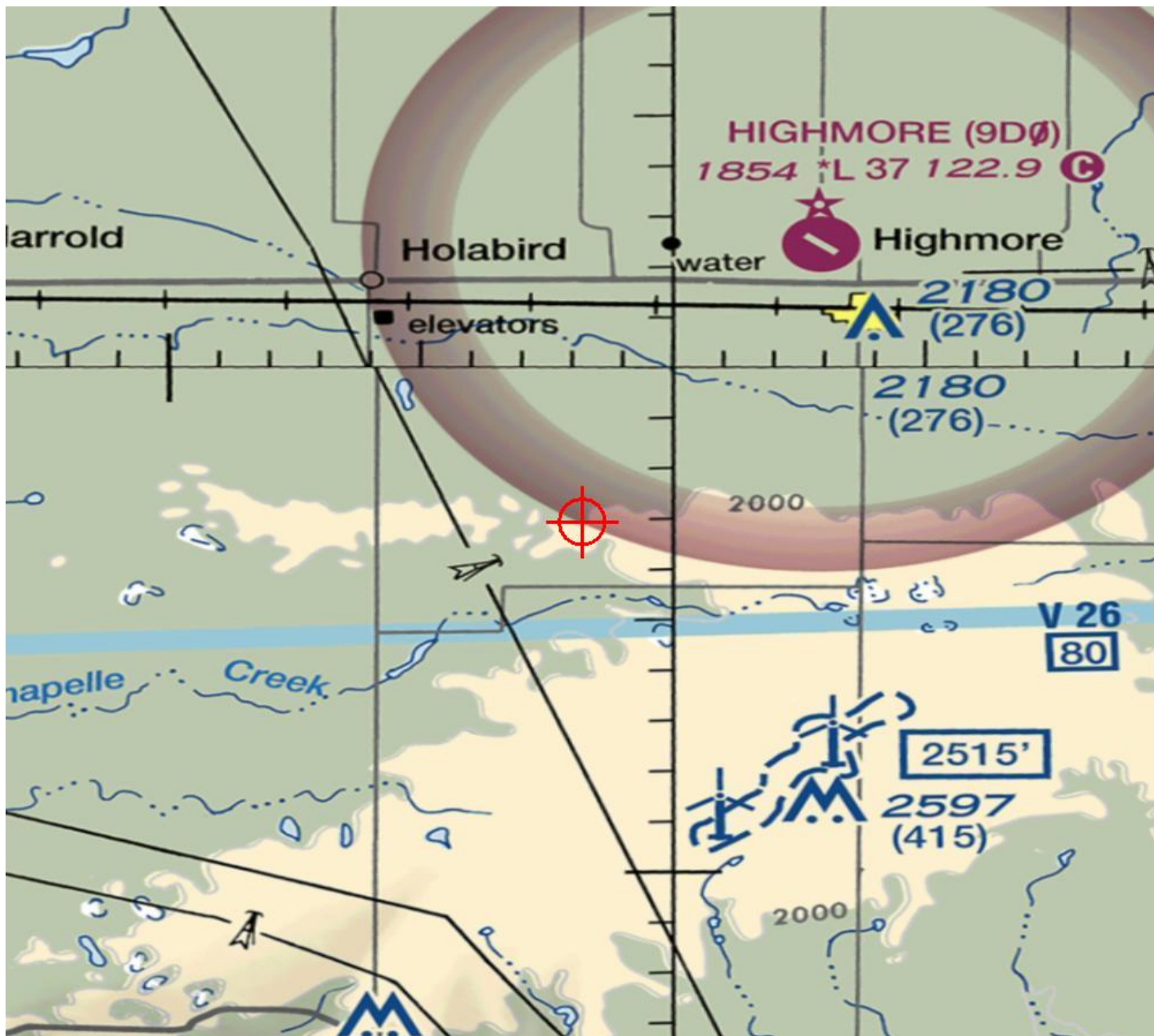
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5278-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5279-OE
 Prior Study No.
 2018-WTE-11459-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 45
 Location: Highmore , SD
 Latitude: 44-27-05.01N NAD 83
 Longitude: 99-31-32.99W
 Heights: 2000 feet site elevation (SE)
 499 feet above ground level (AGL)
 2499 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5279-OE.

Signature Control No: 406961386-416082795

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5279-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5280-OE
 Prior Study No.
 2018-WTE-11460-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 46
 Location: Highmore , SD
 Latitude: 44-26-59.61N NAD 83
 Longitude: 99-30-57.99W
 Heights: 2023 feet site elevation (SE)
 499 feet above ground level (AGL)
 2522 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5280-OE.

Signature Control No: 406961387-416082796

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5280-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5281-OE
 Prior Study No.
 2018-WTE-11461-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 47
 Location: Highmore , SD
 Latitude: 44-27-24.90N NAD 83
 Longitude: 99-30-33.33W
 Heights: 1999 feet site elevation (SE)
 499 feet above ground level (AGL)
 2498 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5281-OE.

Signature Control No: 406961388-416081119

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5281-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5282-OE
 Prior Study No.
 2018-WTE-11462-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 48
 Location: Highmore , SD
 Latitude: 44-27-46.93N NAD 83
 Longitude: 99-30-25.46W
 Heights: 1969 feet site elevation (SE)
 499 feet above ground level (AGL)
 2468 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5282-OE.

Signature Control No: 406961389-416081113

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5282-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
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2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5283-OE
 Prior Study No.
 2018-WTE-11463-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 49
 Location: Highmore , SD
 Latitude: 44-24-30.99N NAD 83
 Longitude: 99-37-44.76W
 Heights: 1983 feet site elevation (SE)
 499 feet above ground level (AGL)
 2482 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5283-OE.

Signature Control No: 406961390-416082816

(DNE -WT)

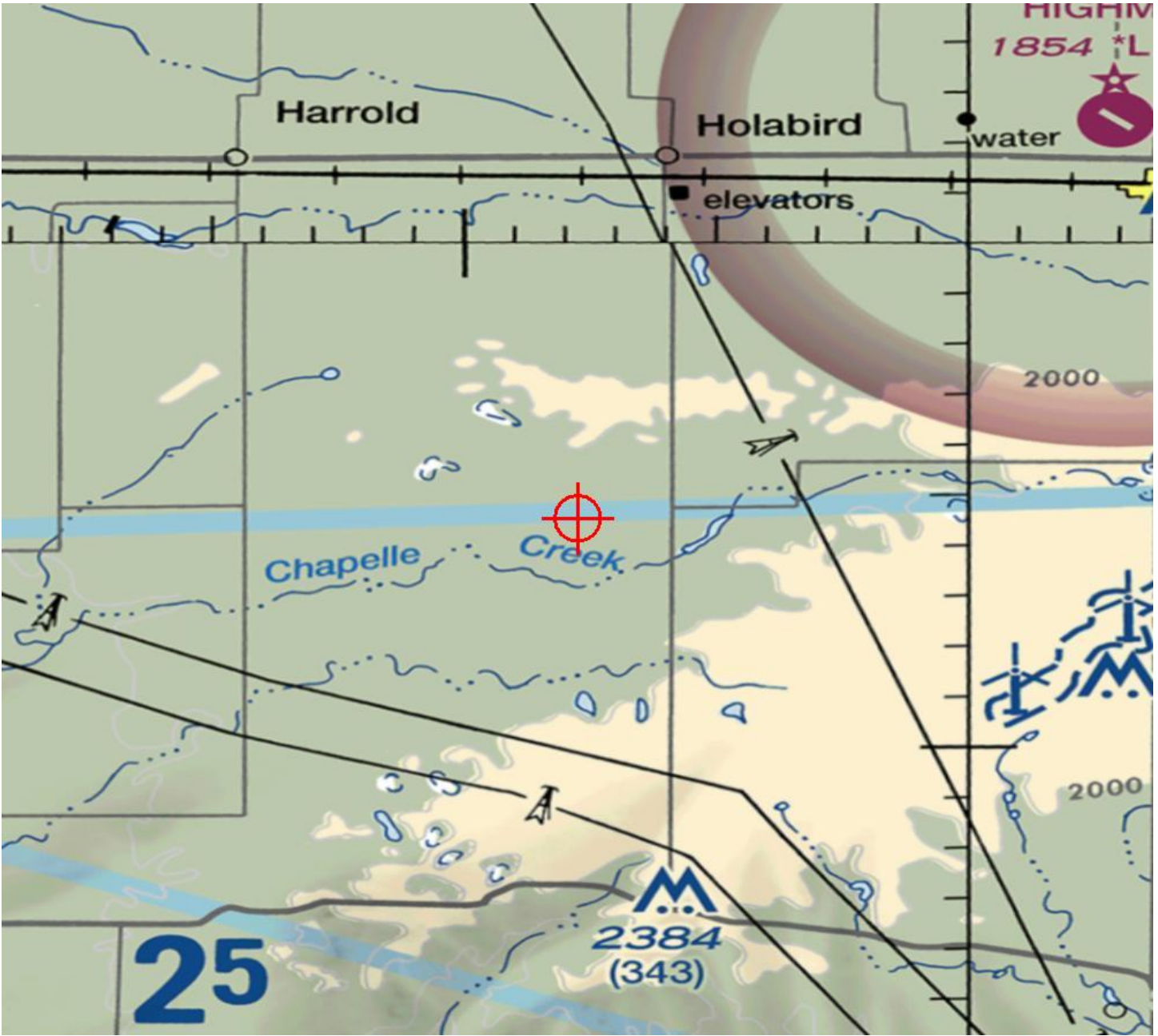
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5283-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2020-WTE-4652-OE
Prior Study No.
2019-WTE-5283-OE

Issued Date: 09/29/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 49
Location:	Highmore, SD
Latitude:	44-24-29.95N NAD 83
Longitude:	99-37-46.23W
Heights:	1977 feet site elevation (SE) 499 feet above ground level (AGL) 2476 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-4652-OE.

Signature Control No: 448227084-452382874

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-4652-OE

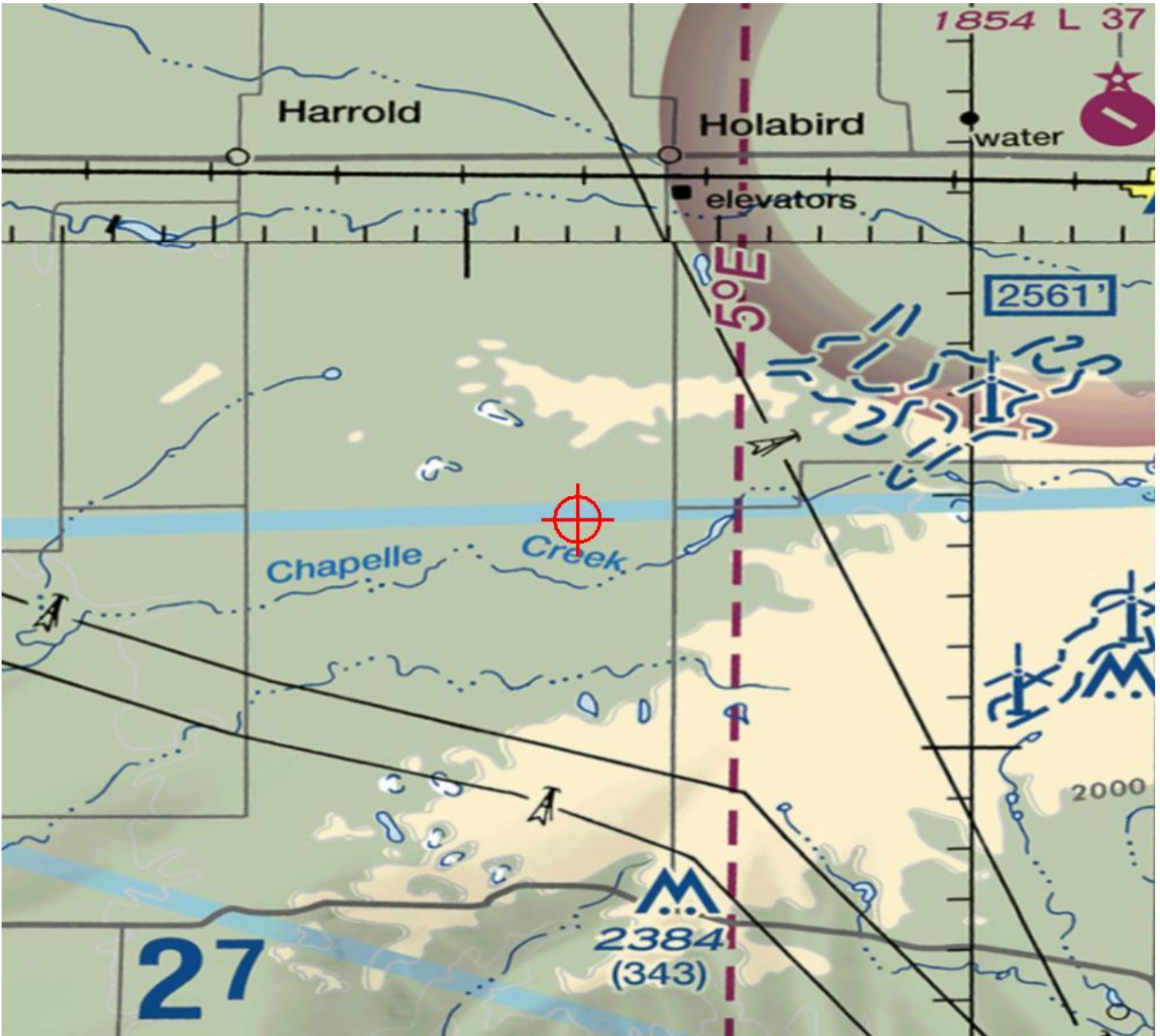
The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

There is no objection to the use of an Aircraft Detection Lighting System (ADLS) to operate the obstruction lighting for this structure and/or the associated wind farm, so as long as the system meets the specifications of the latest technical note. The sponsor is responsible for ensuring the ADLS is continuously monitored and meets the aircraft detection capabilities for the volume of airspace defined in the current version of FAA Advisory Circular 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-4652-OE

The as-built coordinates and elevation for turbine 49 in the Triple H Wind Project differ from what was originally submitted.

Sectional Map for ASN 2020-WTE-4652-OE





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

Aeronautical Study No.
 2019-WTE-5284-OE
 Prior Study No.
 2018-WTE-11464-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 50
 Location: Highmore , SD
 Latitude: 44-24-30.84N NAD 83
 Longitude: 99-37-13.69W
 Heights: 1955 feet site elevation (SE)
 499 feet above ground level (AGL)
 2454 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5284-OE.

Signature Control No: 406961391-416082818

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

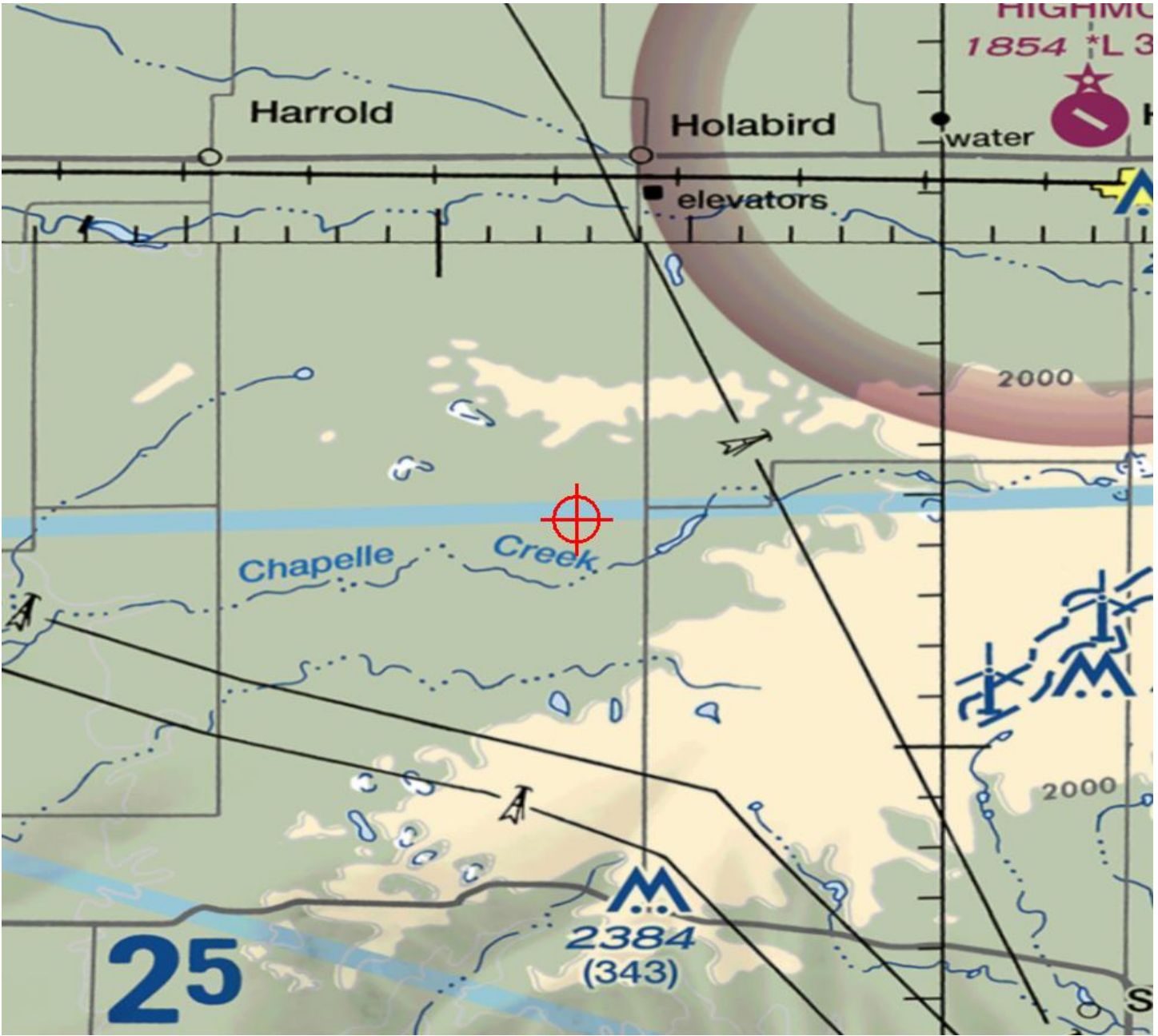
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5284-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5285-OE
 Prior Study No.
 2018-WTE-11465-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 51
 Location: Highmore , SD
 Latitude: 44-24-30.22N NAD 83
 Longitude: 99-36-22.85W
 Heights: 1977 feet site elevation (SE)
 499 feet above ground level (AGL)
 2476 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5285-OE.

Signature Control No: 406961392-416082821

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

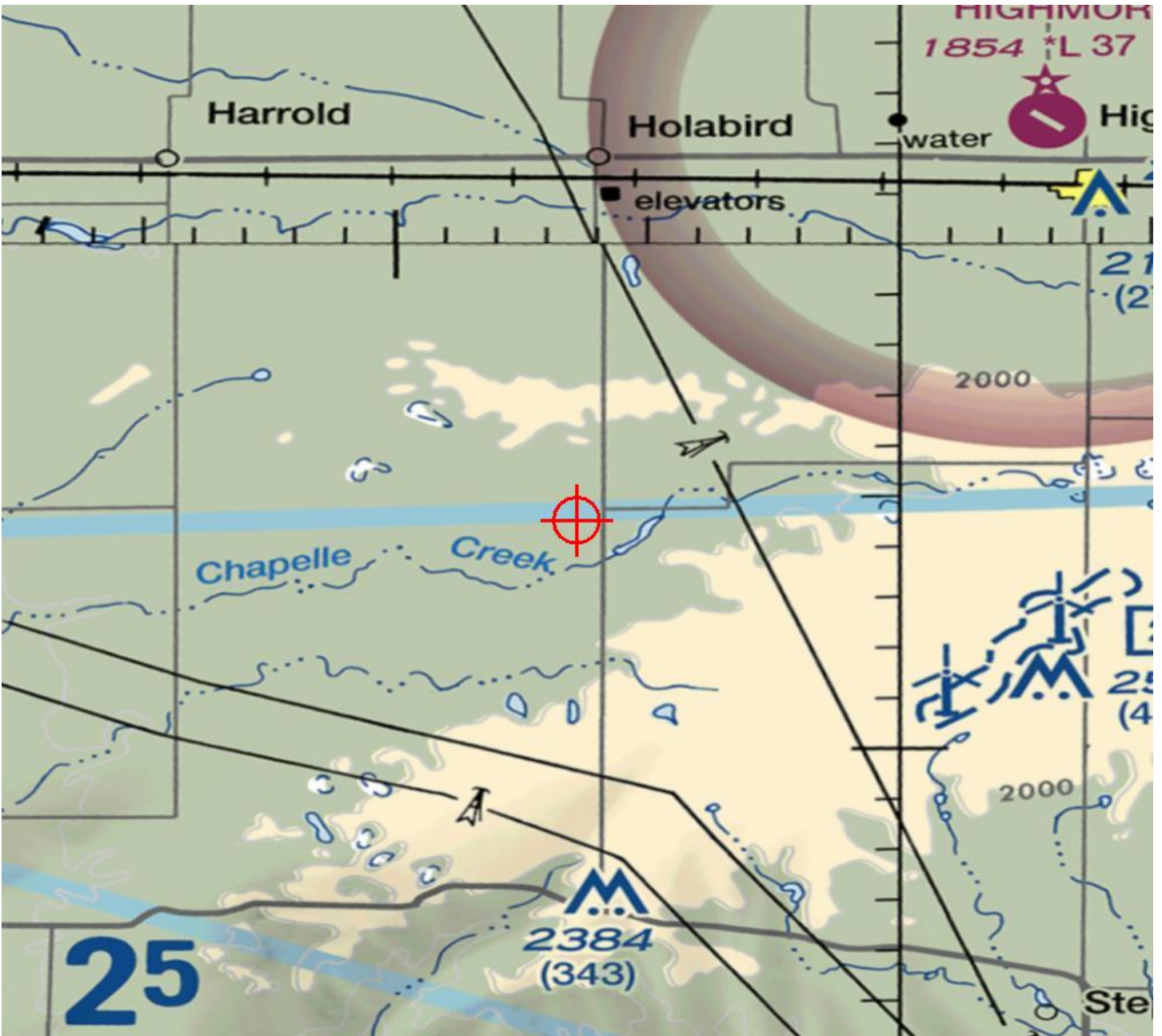
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5285-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5286-OE
 Prior Study No.
 2018-WTE-11466-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 52
 Location: Highmore , SD
 Latitude: 44-24-29.60N NAD 83
 Longitude: 99-35-58.52W
 Heights: 1980 feet site elevation (SE)
 499 feet above ground level (AGL)
 2479 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5286-OE.

Signature Control No: 406961393-416082832

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

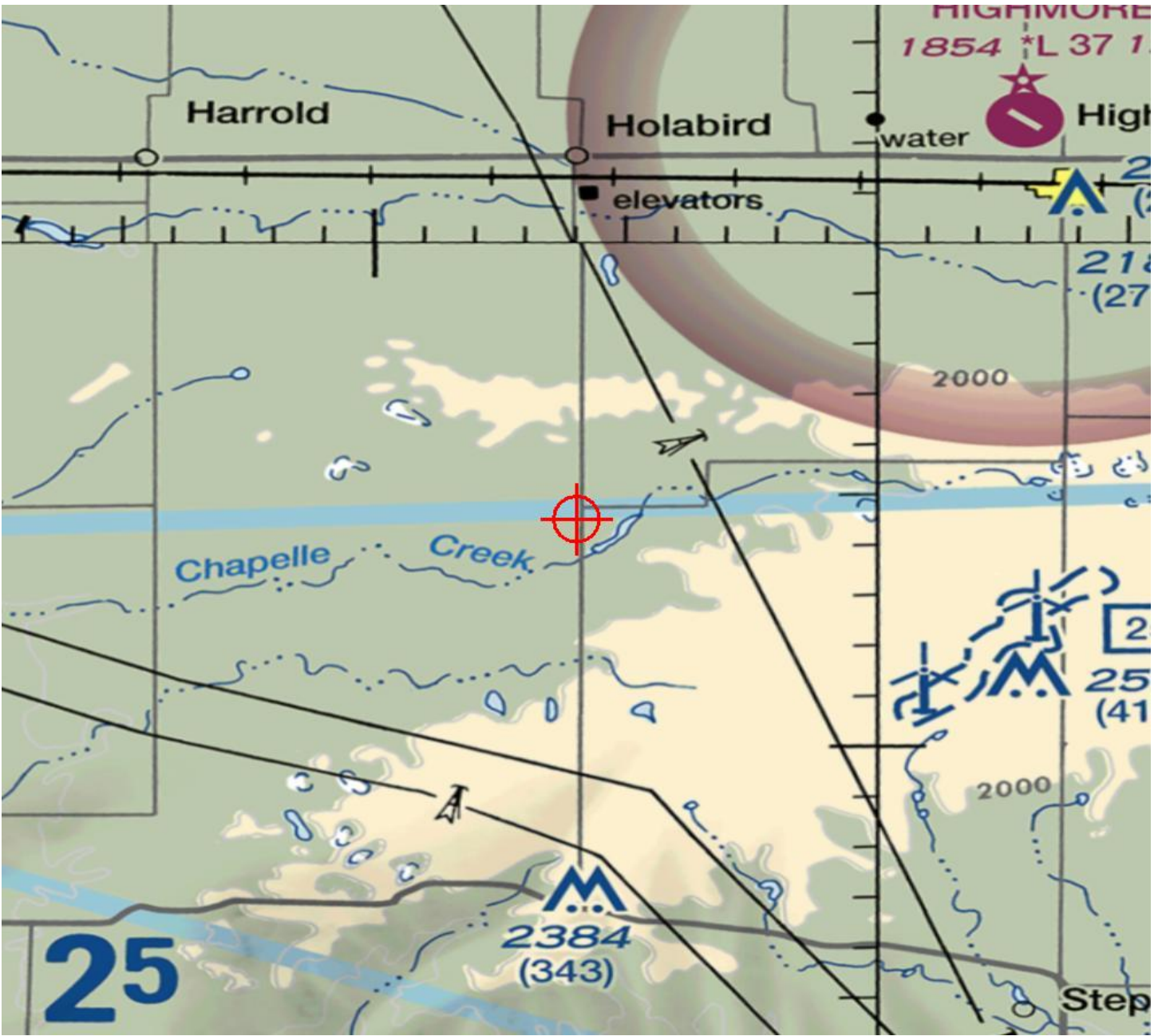
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5286-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5287-OE
 Prior Study No.
 2018-WTE-11467-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 53
 Location: Highmore , SD
 Latitude: 44-23-53.92N NAD 83
 Longitude: 99-37-10.30W
 Heights: 1982 feet site elevation (SE)
 499 feet above ground level (AGL)
 2481 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5287-OE.

Signature Control No: 406961394-416082833

(DNE -WT)

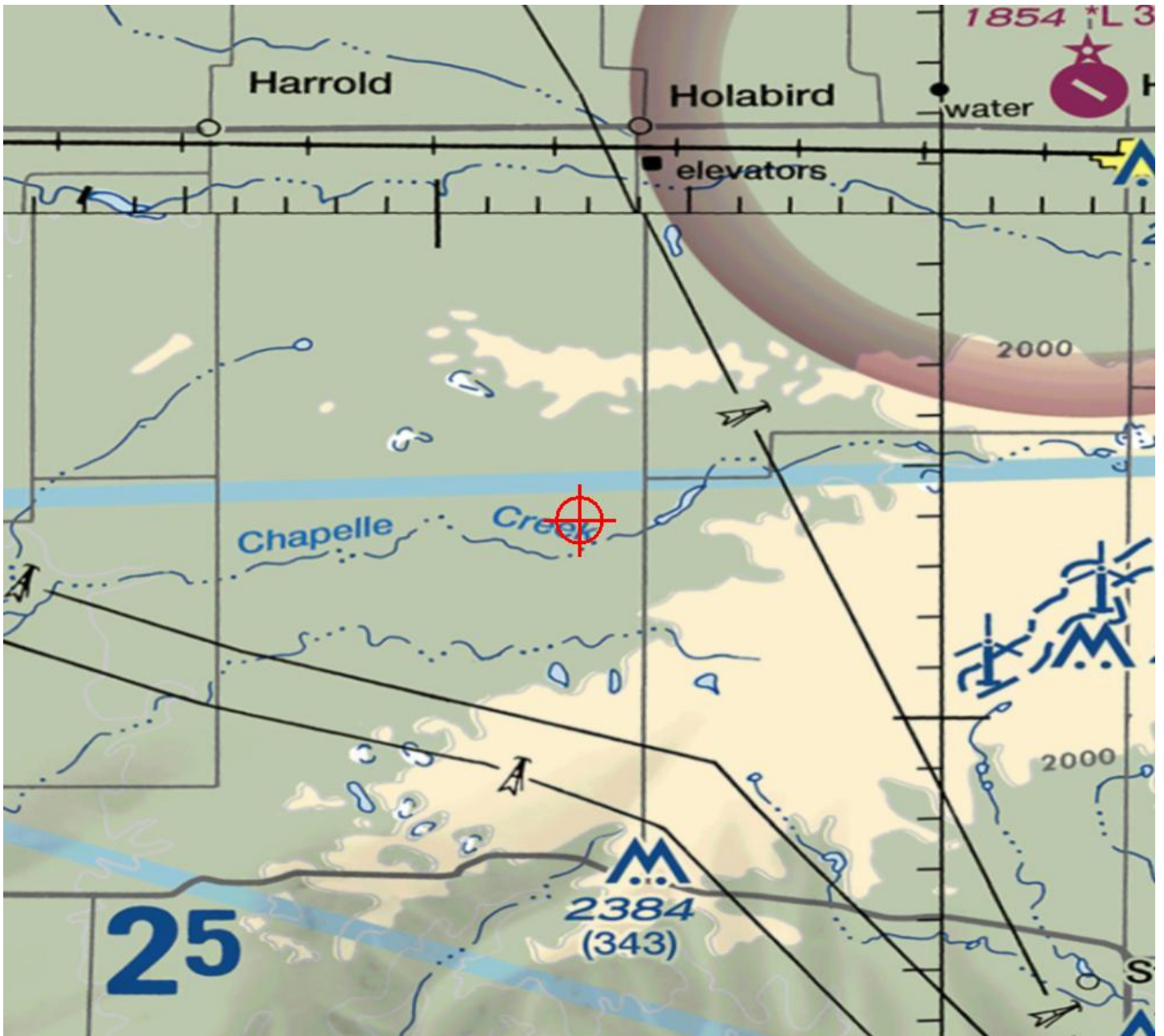
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5287-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5288-OE
 Prior Study No.
 2018-WTE-11468-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 54
 Location: Highmore , SD
 Latitude: 44-23-58.67N NAD 83
 Longitude: 99-36-53.92W
 Heights: 1985 feet site elevation (SE)
 499 feet above ground level (AGL)
 2484 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5288-OE.

Signature Control No: 406961395-416082834

(DNE -WT)

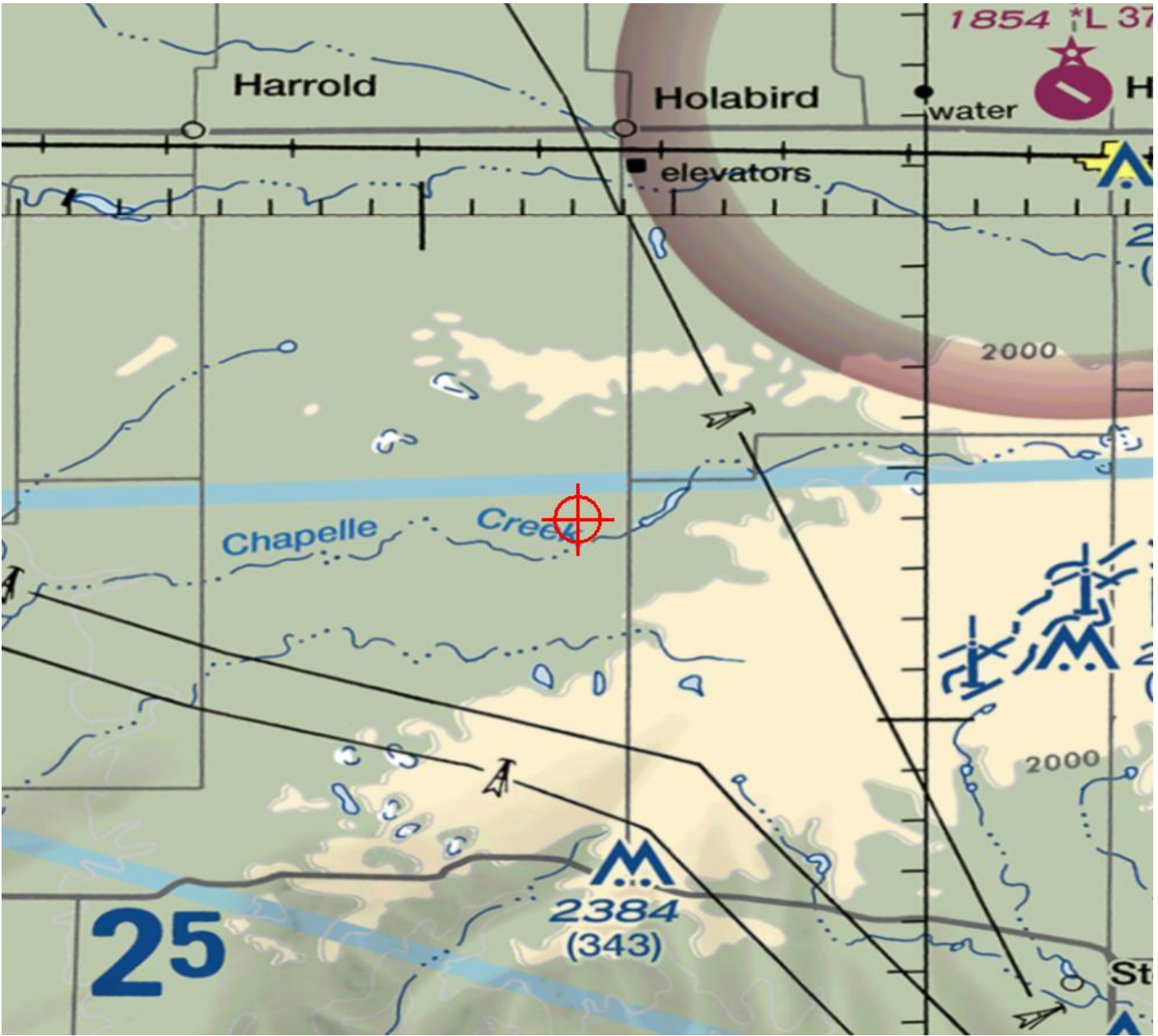
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5288-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5289-OE
 Prior Study No.
 2018-WTE-11469-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 55
 Location: Highmore , SD
 Latitude: 44-24-03.65N NAD 83
 Longitude: 99-36-35.02W
 Heights: 1973 feet site elevation (SE)
 499 feet above ground level (AGL)
 2472 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5289-OE.

Signature Control No: 406961396-416082835

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

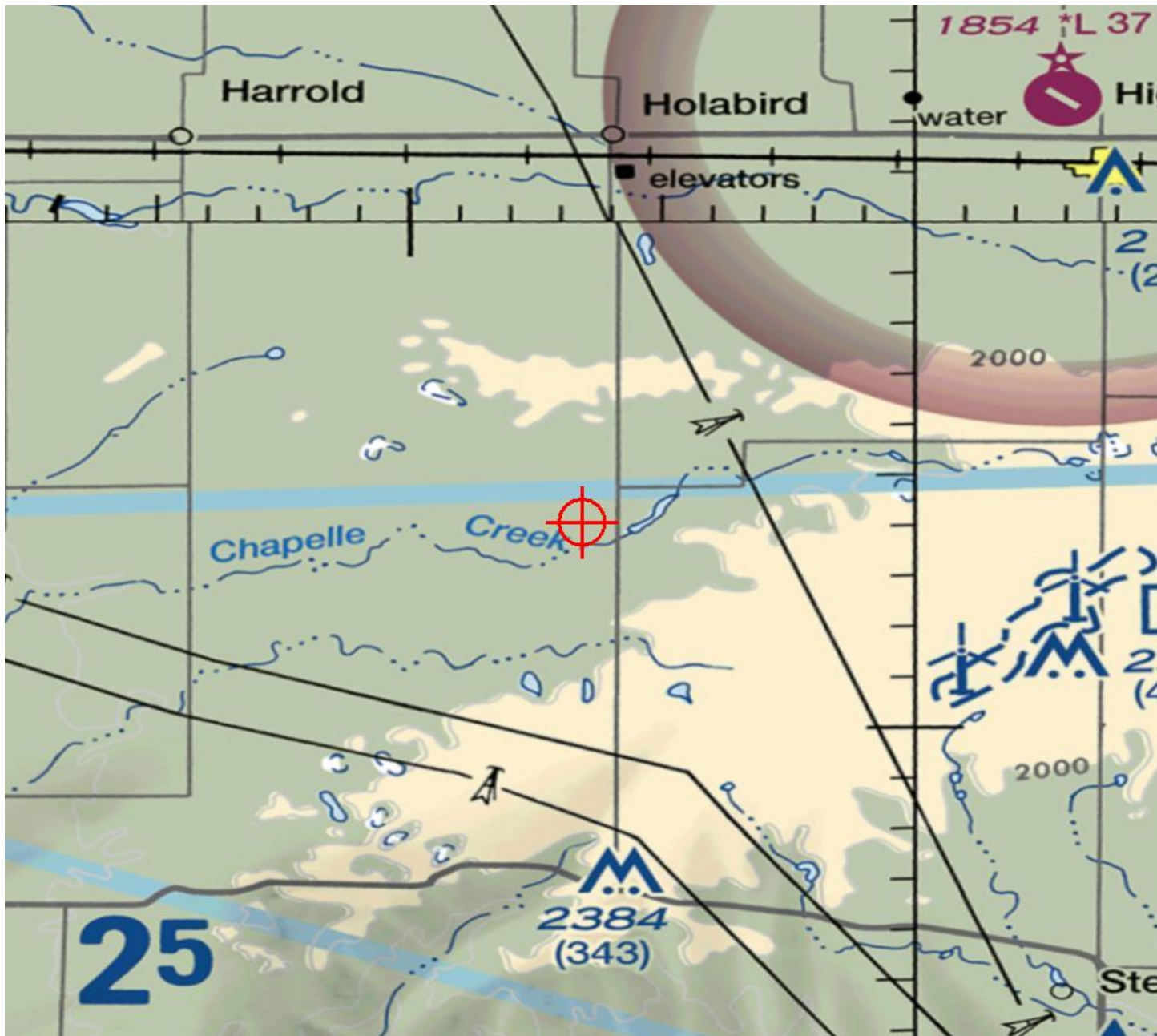
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5289-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5290-OE
 Prior Study No.
 2018-WTE-11470-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 56
 Location: Highmore , SD
 Latitude: 44-23-54.55N NAD 83
 Longitude: 99-34-46.09W
 Heights: 1998 feet site elevation (SE)
 499 feet above ground level (AGL)
 2497 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5290-OE.

Signature Control No: 406961397-416082839

(DNE -WT)

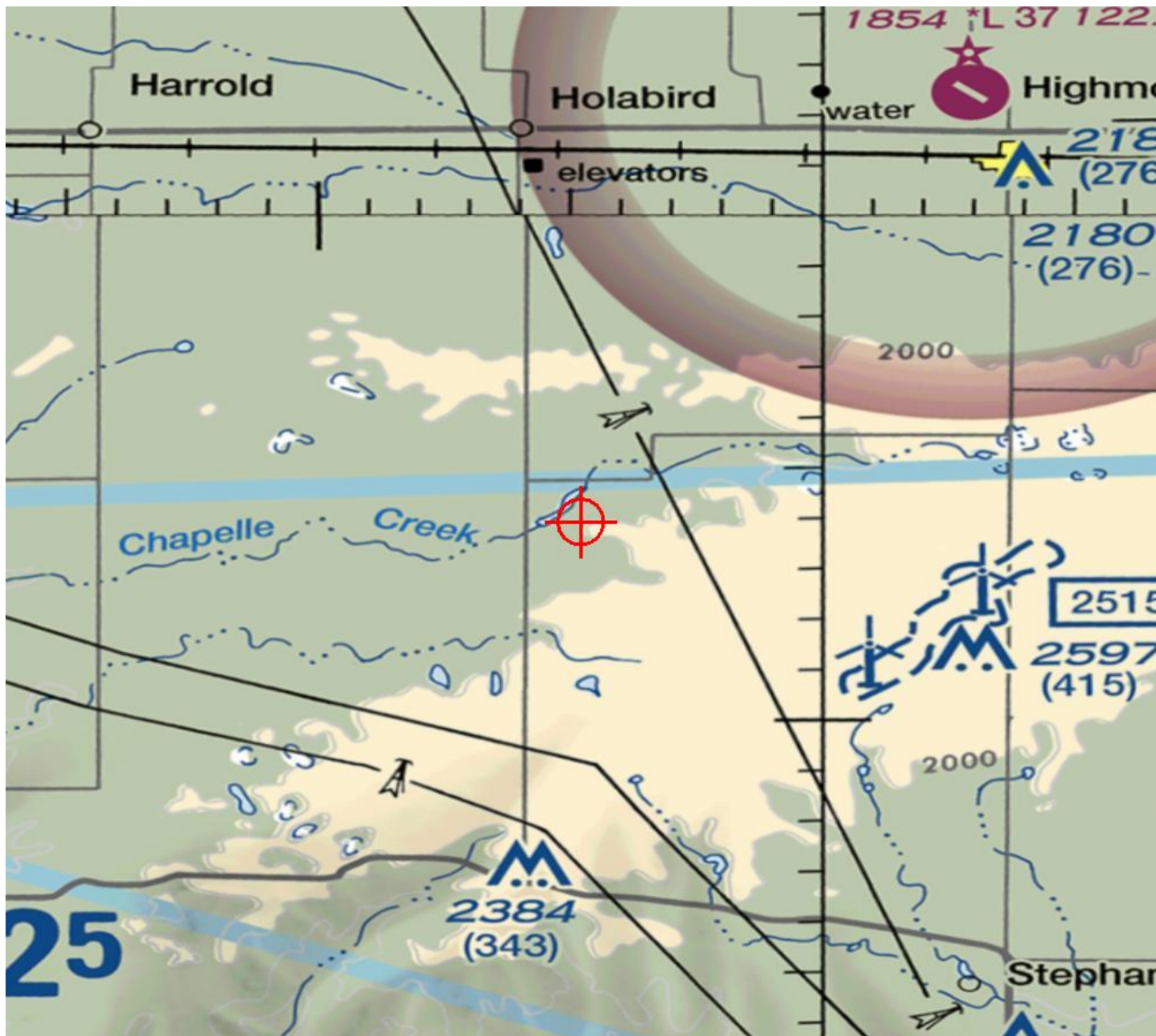
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5290-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5291-OE
 Prior Study No.
 2018-WTE-11471-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 57
 Location: Highmore , SD
 Latitude: 44-24-10.56N NAD 83
 Longitude: 99-34-31.97W
 Heights: 1979 feet site elevation (SE)
 499 feet above ground level (AGL)
 2478 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5291-OE.

Signature Control No: 406961398-416082841

(DNE -WT)

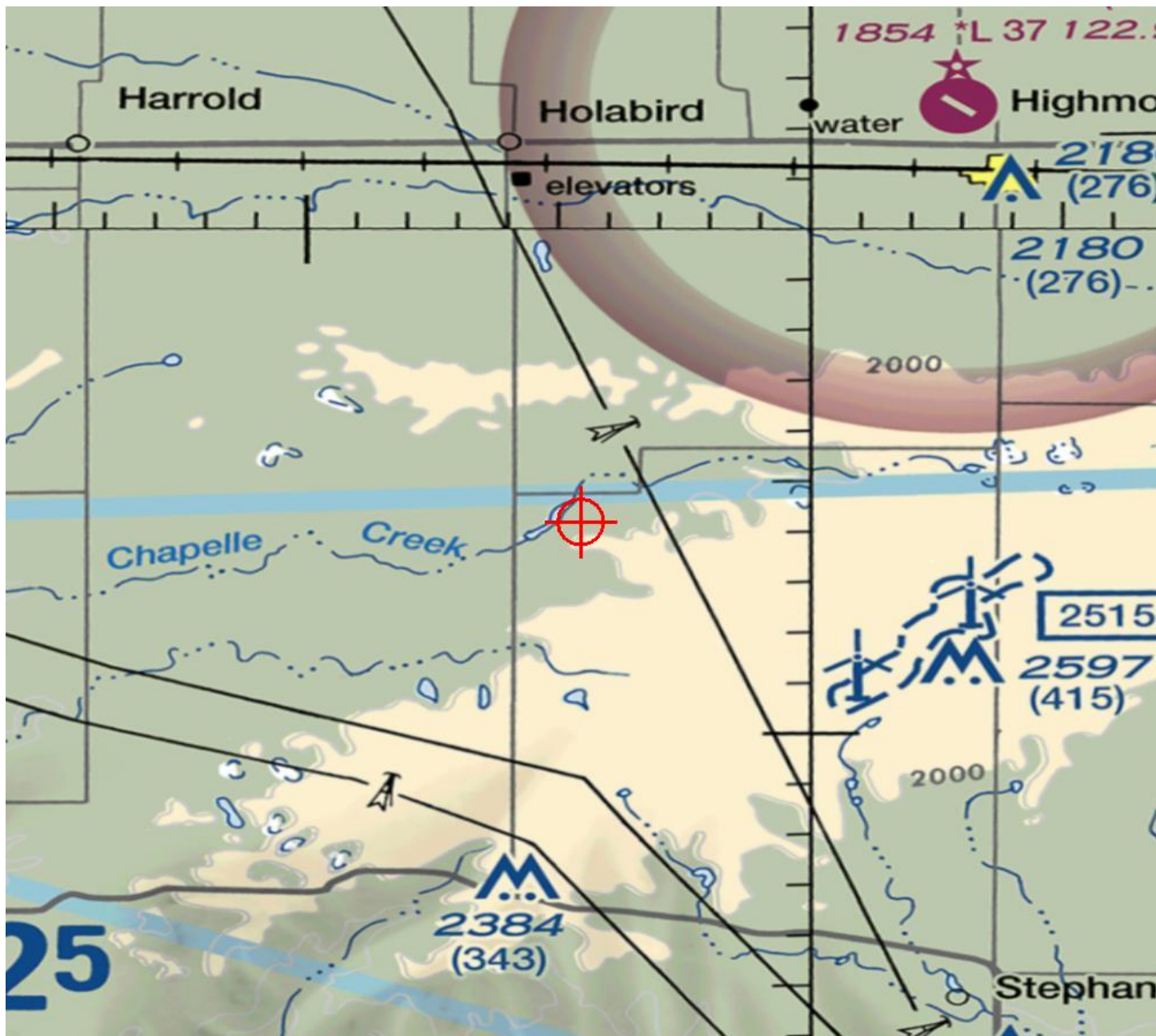
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5291-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5292-OE
 Prior Study No.
 2018-WTE-11472-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 58
 Location: Highmore , SD
 Latitude: 44-24-18.19N NAD 83
 Longitude: 99-34-11.68W
 Heights: 1988 feet site elevation (SE)
 499 feet above ground level (AGL)
 2487 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5292-OE.

Signature Control No: 406961399-416082855

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

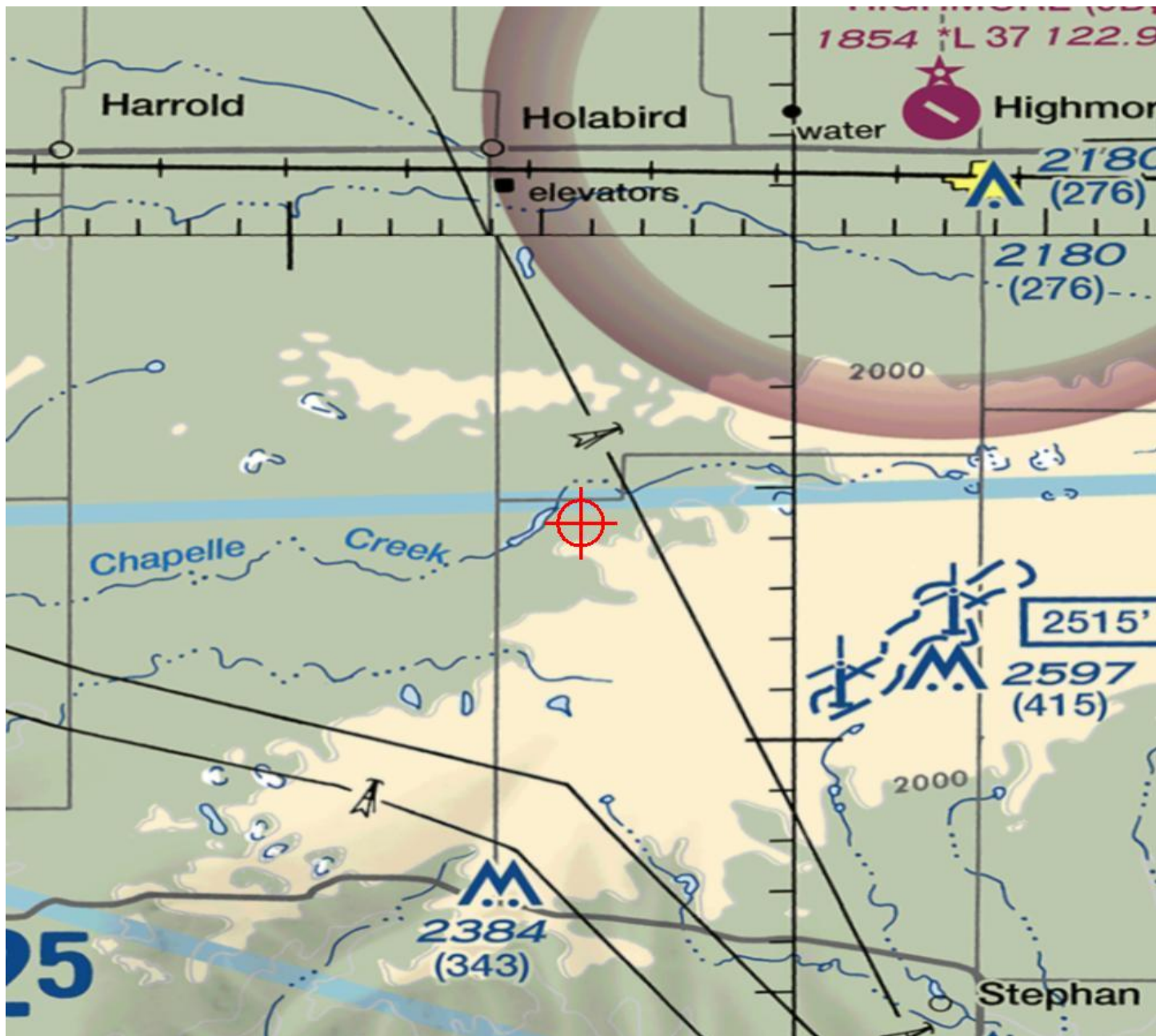
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5292-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5293-OE
 Prior Study No.
 2018-WTE-11473-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 59
 Location: Highmore , SD
 Latitude: 44-24-28.29N NAD 83
 Longitude: 99-33-58.23W
 Heights: 1982 feet site elevation (SE)
 499 feet above ground level (AGL)
 2481 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5293-OE.

Signature Control No: 406961400-416082856

(DNE -WT)

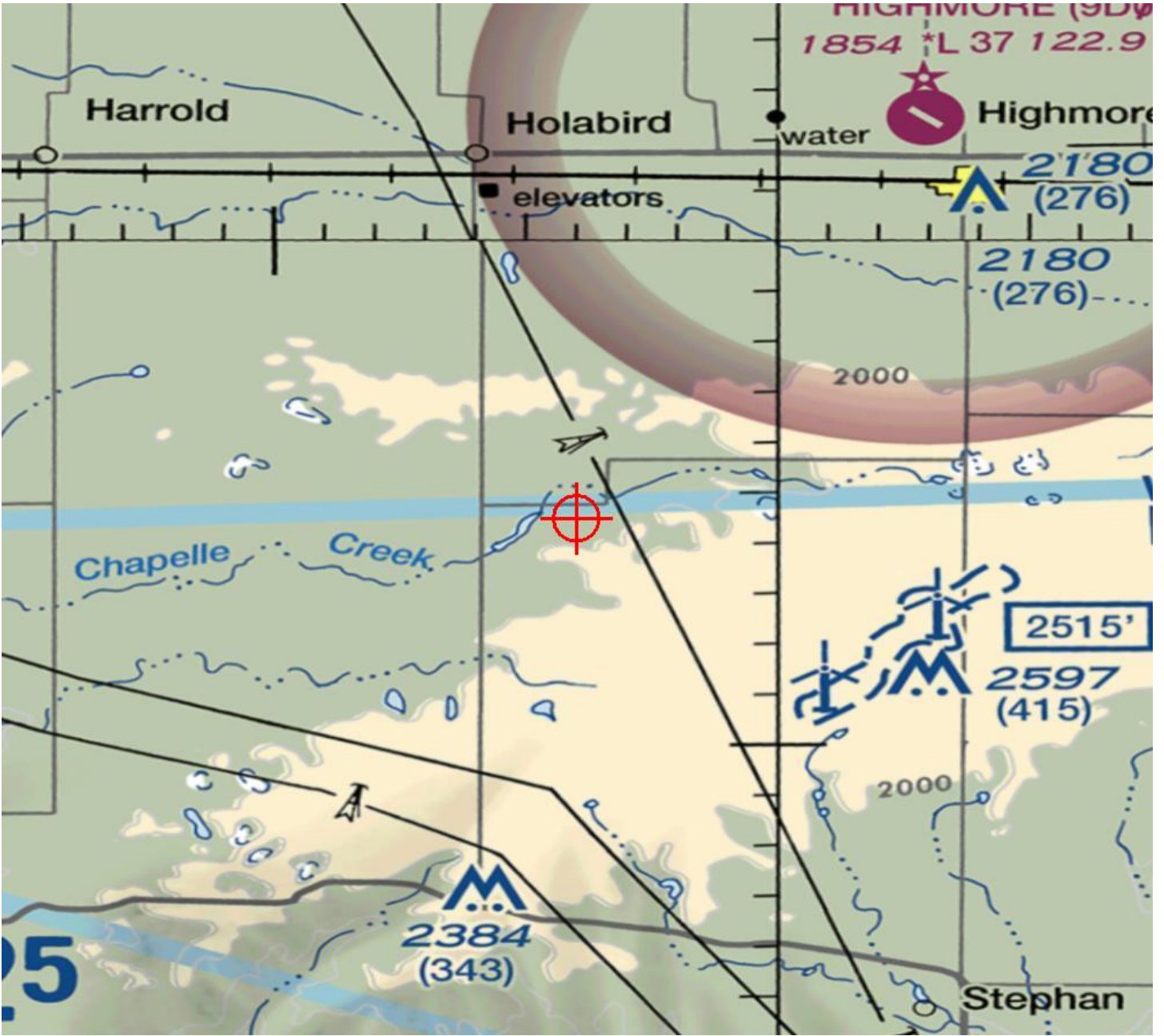
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5293-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5294-OE
 Prior Study No.
 2018-WTE-11474-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 60
 Location: Highmore , SD
 Latitude: 44-24-54.22N NAD 83
 Longitude: 99-33-57.60W
 Heights: 1954 feet site elevation (SE)
 499 feet above ground level (AGL)
 2453 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5294-OE.

Signature Control No: 406961401-416082859

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5294-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5295-OE
 Prior Study No.
 2018-WTE-11475-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 61
 Location: Highmore , SD
 Latitude: 44-25-10.97N NAD 83
 Longitude: 99-33-28.61W
 Heights: 1973 feet site elevation (SE)
 499 feet above ground level (AGL)
 2472 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5295-OE.

Signature Control No: 406961402-416082860

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5295-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5296-OE
 Prior Study No.
 2018-WTE-11476-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 62
 Location: Highmore , SD
 Latitude: 44-25-38.96N NAD 83
 Longitude: 99-33-17.17W
 Heights: 1976 feet site elevation (SE)
 499 feet above ground level (AGL)
 2475 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5296-OE.

Signature Control No: 406961403-416082862

(DNE -WT)

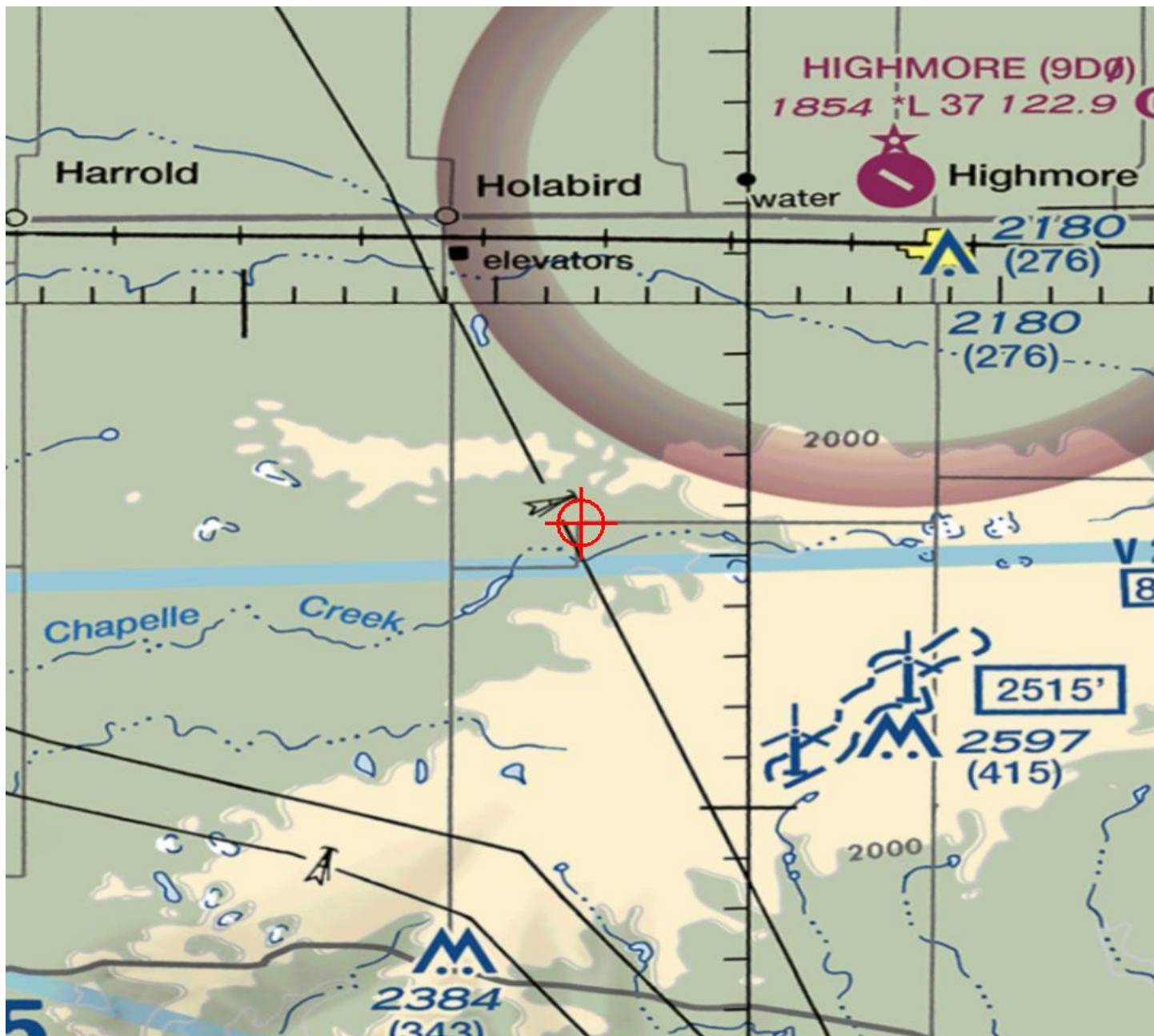
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5296-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5297-OE
 Prior Study No.
 2018-WTE-11477-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 63
 Location: Highmore , SD
 Latitude: 44-25-47.00N NAD 83
 Longitude: 99-32-58.64W
 Heights: 1993 feet site elevation (SE)
 499 feet above ground level (AGL)
 2492 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5297-OE.

Signature Control No: 406961404-416082893

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5297-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5298-OE
 Prior Study No.
 2018-WTE-11478-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 64
 Location: Highmore , SD
 Latitude: 44-26-00.42N NAD 83
 Longitude: 99-32-44.96W
 Heights: 1992 feet site elevation (SE)
 499 feet above ground level (AGL)
 2491 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5298-OE.

Signature Control No: 406961405-416082898

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5298-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5299-OE
 Prior Study No.
 2018-WTE-11479-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 65
Location:	Highmore , SD
Latitude:	44-26-03.81N NAD 83
Longitude:	99-32-14.72W
Heights:	1996 feet site elevation (SE)
	499 feet above ground level (AGL)
	2495 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5299-OE.

Signature Control No: 406961406-416082900

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5299-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5300-OE
 Prior Study No.
 2018-WTE-11480-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 66
 Location: Highmore , SD
 Latitude: 44-26-15.70N NAD 83
 Longitude: 99-31-52.33W
 Heights: 2002 feet site elevation (SE)
 499 feet above ground level (AGL)
 2501 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5300-OE.

Signature Control No: 406961407-416082908

(DNE -WT)

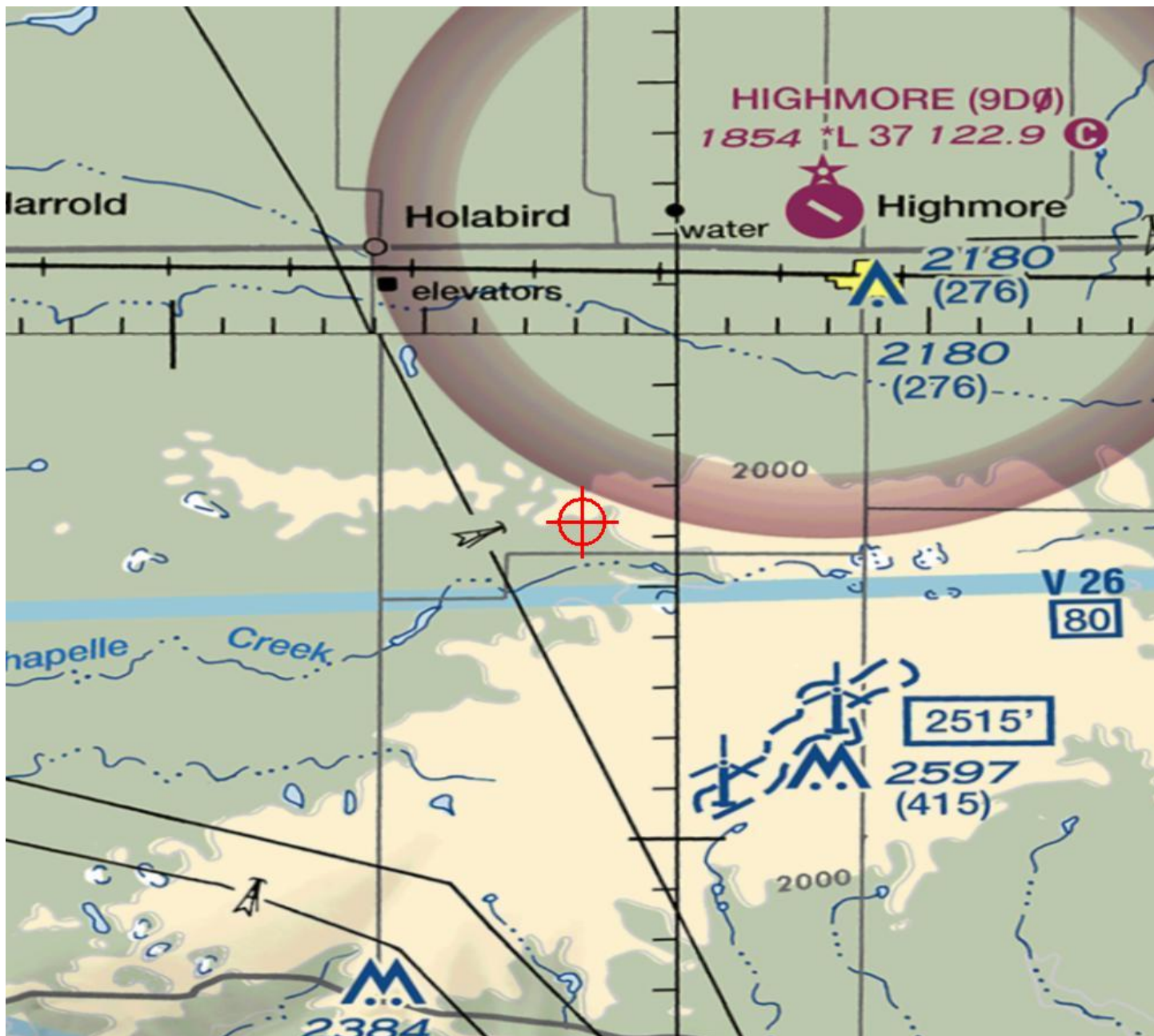
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5300-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5301-OE
 Prior Study No.
 2018-WTE-11481-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 67
 Location: Highmore , SD
 Latitude: 44-27-28.15N NAD 83
 Longitude: 99-29-38.97W
 Heights: 1993 feet site elevation (SE)
 499 feet above ground level (AGL)
 2492 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5301-OE.

Signature Control No: 406961408-416081111

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5301-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5302-OE
 Prior Study No.
 2018-WTE-11482-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 68
 Location: Highmore , SD
 Latitude: 44-27-46.22N NAD 83
 Longitude: 99-29-07.93W
 Heights: 1981 feet site elevation (SE)
 499 feet above ground level (AGL)
 2480 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5302-OE.

Signature Control No: 406961409-416081118

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5302-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5303-OE
 Prior Study No.
 2018-WTE-11483-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 69
 Location: Highmore , SD
 Latitude: 44-27-51.87N NAD 83
 Longitude: 99-28-44.96W
 Heights: 1964 feet site elevation (SE)
 499 feet above ground level (AGL)
 2463 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5303-OE.

Signature Control No: 406961410-416081103

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5303-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5304-OE
 Prior Study No.
 2018-WTE-11484-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 70
 Location: Highmore , SD
 Latitude: 44-27-58.88N NAD 83
 Longitude: 99-28-28.16W
 Heights: 1949 feet site elevation (SE)
 499 feet above ground level (AGL)
 2448 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5304-OE.

Signature Control No: 406961411-416081115

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5304-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5305-OE
 Prior Study No.
 2018-WTE-11485-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 71
 Location: Highmore , SD
 Latitude: 44-28-00.62N NAD 83
 Longitude: 99-28-07.75W
 Heights: 1935 feet site elevation (SE)
 499 feet above ground level (AGL)
 2434 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5305-OE.

Signature Control No: 406961412-416081112

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5305-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5306-OE
 Prior Study No.
 2018-WTE-11486-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 72
 Location: Highmore , SD
 Latitude: 44-26-43.92N NAD 83
 Longitude: 99-30-19.90W
 Heights: 2046 feet site elevation (SE)
 499 feet above ground level (AGL)
 2545 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5306-OE.

Signature Control No: 406961413-416082928

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5306-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5307-OE
 Prior Study No.
 2018-WTE-11487-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 73
 Location: Highmore , SD
 Latitude: 44-26-55.56N NAD 83
 Longitude: 99-29-55.47W
 Heights: 2023 feet site elevation (SE)
 499 feet above ground level (AGL)
 2522 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5307-OE.

Signature Control No: 406961414-416081120

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5307-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
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2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

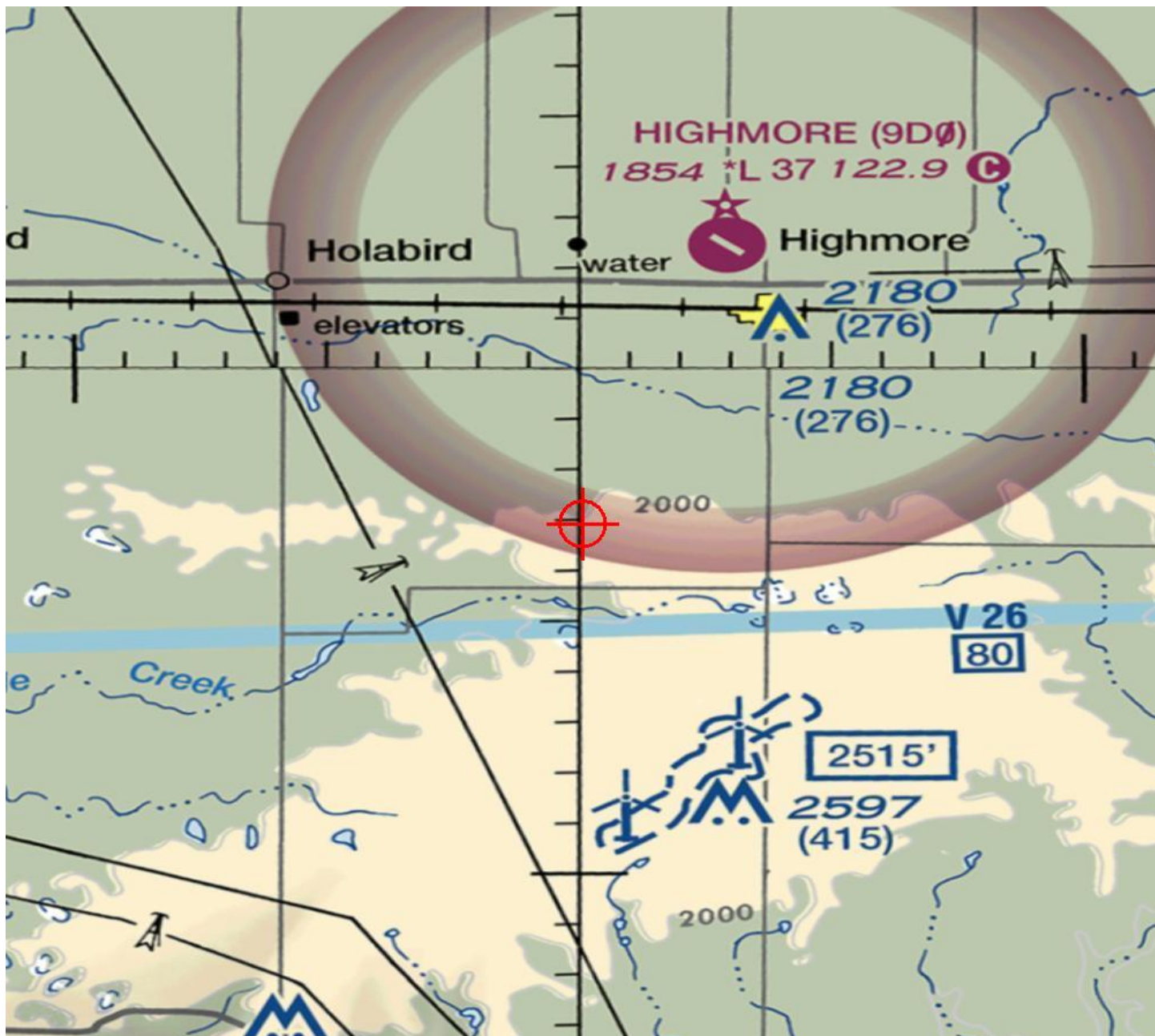
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5308-OE
 Prior Study No.
 2018-WTE-11488-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 74
 Location: Highmore , SD
 Latitude: 44-27-00.45N NAD 83
 Longitude: 99-29-39.79W
 Heights: 2018 feet site elevation (SE)
 499 feet above ground level (AGL)
 2517 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5308-OE.

Signature Control No: 406961415-416081105

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5308-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
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2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5309-OE
 Prior Study No.
 2018-WTE-11489-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 75
 Location: Highmore , SD
 Latitude: 44-26-55.87N NAD 83
 Longitude: 99-29-06.62W
 Heights: 2008 feet site elevation (SE)
 499 feet above ground level (AGL)
 2507 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5309-OE.

Signature Control No: 406961416-416081114

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5309-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
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2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
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2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5310-OE
 Prior Study No.
 2018-WTE-11490-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 76
 Location: Highmore , SD
 Latitude: 44-27-05.08N NAD 83
 Longitude: 99-28-31.31W
 Heights: 2012 feet site elevation (SE)
 499 feet above ground level (AGL)
 2511 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5310-OE.

Signature Control No: 406961417-416081099

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5310-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5311-OE
 Prior Study No.
 2018-WTE-11491-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 77
 Location: Highmore , SD
 Latitude: 44-27-08.15N NAD 83
 Longitude: 99-28-12.12W
 Heights: 2016 feet site elevation (SE)
 499 feet above ground level (AGL)
 2515 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5311-OE.

Signature Control No: 406961418-416081117

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5311-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5312-OE
 Prior Study No.
 2018-WTE-11492-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 78
 Location: Highmore , SD
 Latitude: 44-27-26.23N NAD 83
 Longitude: 99-27-57.97W
 Heights: 1987 feet site elevation (SE)
 499 feet above ground level (AGL)
 2486 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5312-OE.

Signature Control No: 406961419-416081116

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5312-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5313-OE
 Prior Study No.
 2018-WTE-11493-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 79
 Location: Highmore , SD
 Latitude: 44-27-28.81N NAD 83
 Longitude: 99-27-31.59W
 Heights: 1976 feet site elevation (SE)
 499 feet above ground level (AGL)
 2475 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5313-OE.

Signature Control No: 406961420-416081102

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5313-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
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2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5314-OE
 Prior Study No.
 2018-WTE-11494-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 80
 Location: Highmore , SD
 Latitude: 44-27-39.00N NAD 83
 Longitude: 99-27-13.08W
 Heights: 1948 feet site elevation (SE)
 499 feet above ground level (AGL)
 2447 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5314-OE.

Signature Control No: 406961421-416081314

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5314-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

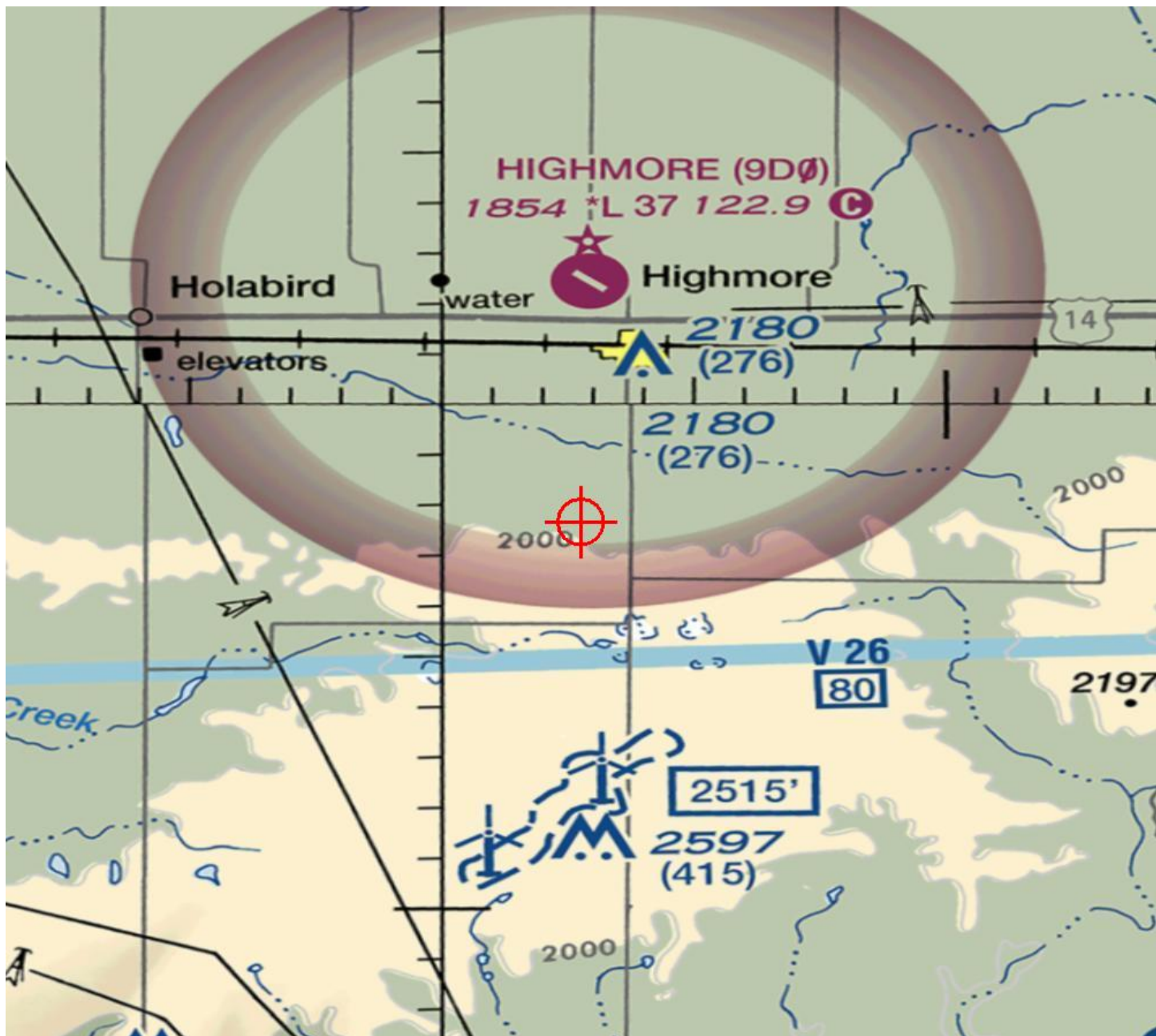
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5315-OE
 Prior Study No.
 2018-WTE-11495-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 81
 Location: Highmore , SD
 Latitude: 44-24-46.39N NAD 83
 Longitude: 99-32-44.89W
 Heights: 1991 feet site elevation (SE)
 499 feet above ground level (AGL)
 2490 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5315-OE.

Signature Control No: 406961422-416082927

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

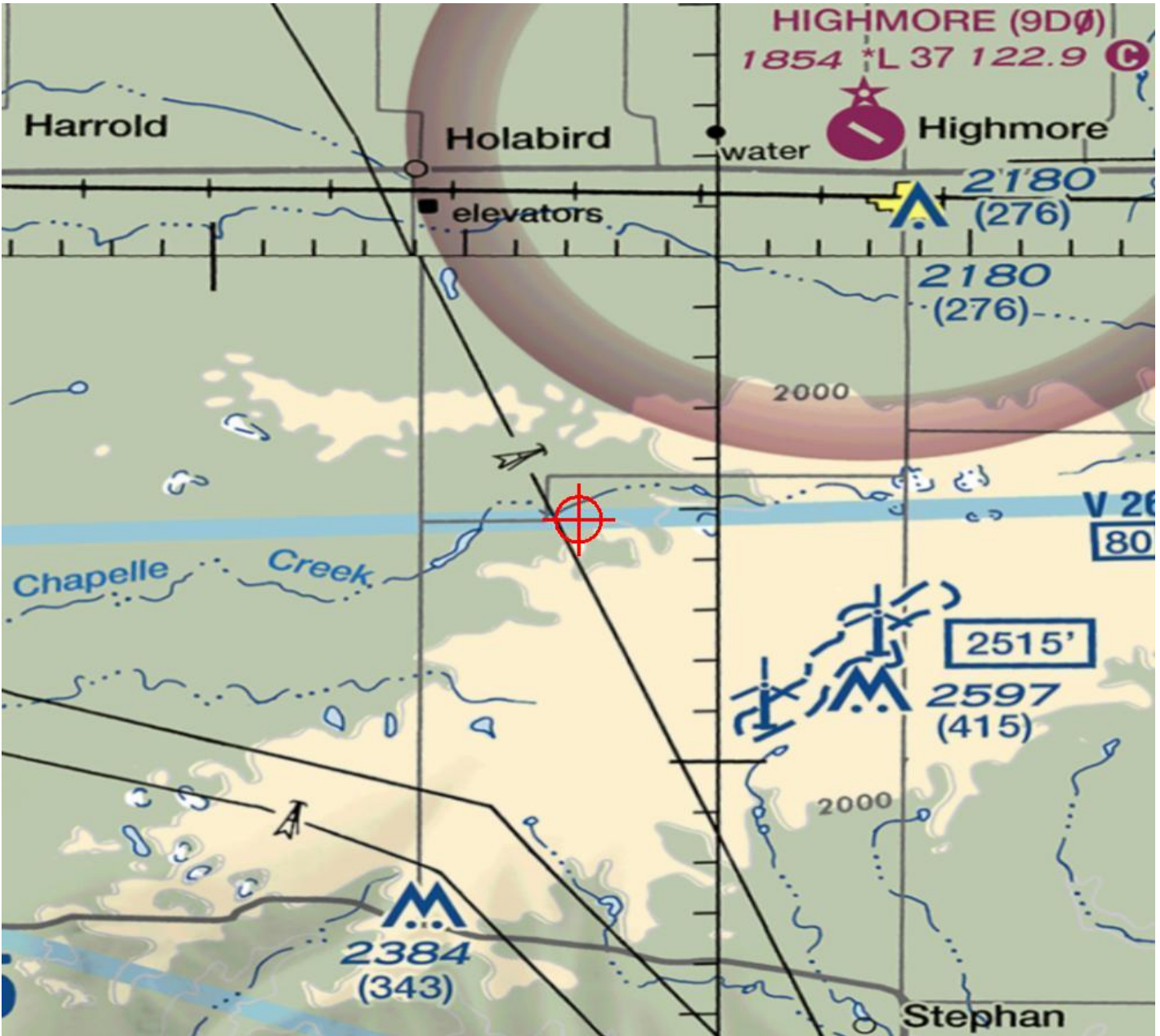
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5315-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5316-OE
 Prior Study No.
 2018-WTE-11496-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 82
 Location: Highmore , SD
 Latitude: 44-24-46.48N NAD 83
 Longitude: 99-32-17.18W
 Heights: 1987 feet site elevation (SE)
 499 feet above ground level (AGL)
 2486 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5316-OE.

Signature Control No: 406961423-416082929

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

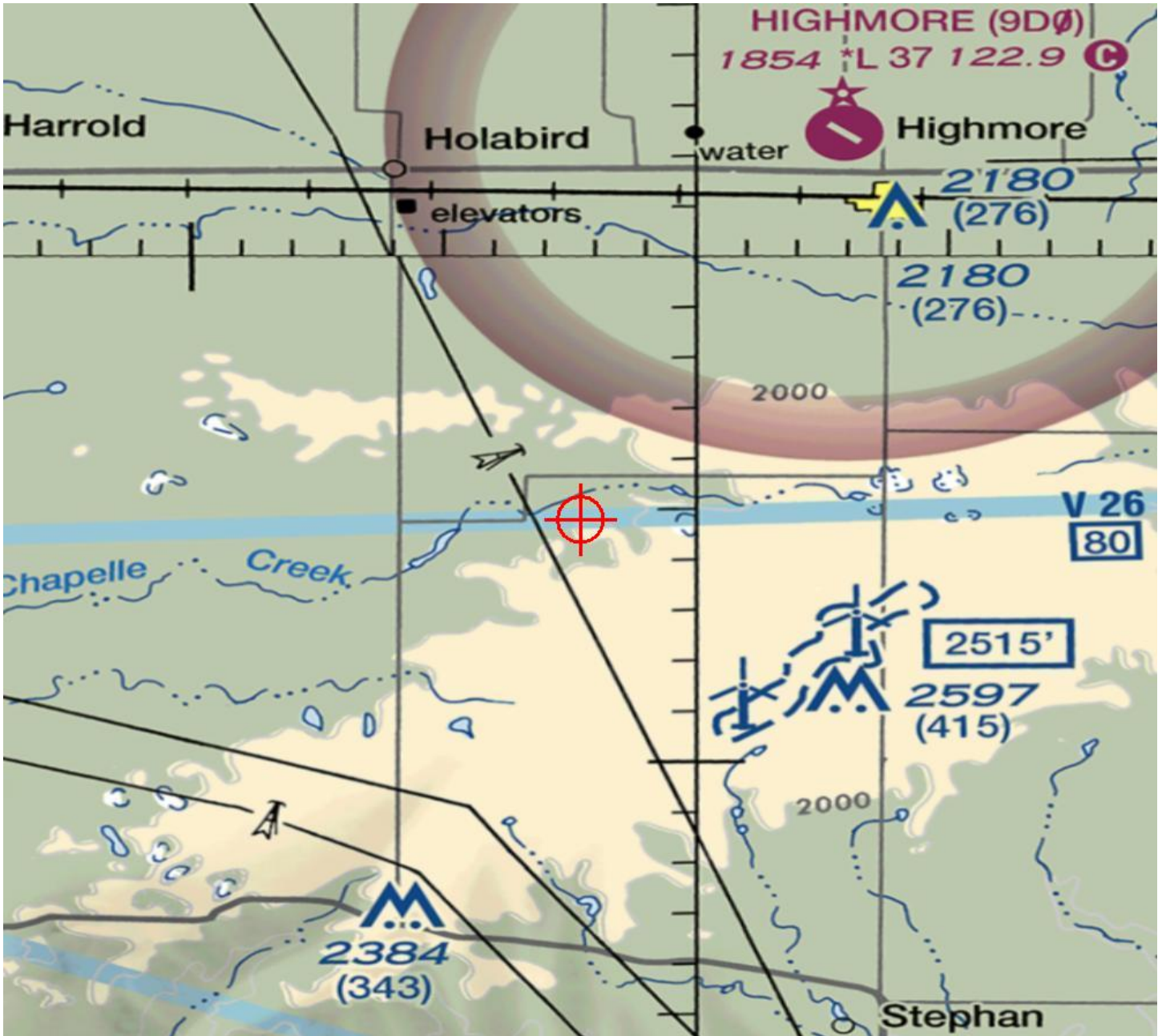
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5316-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5317-OE
 Prior Study No.
 2018-WTE-11497-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 83
 Location: Highmore , SD
 Latitude: 44-24-48.08N NAD 83
 Longitude: 99-31-52.69W
 Heights: 1997 feet site elevation (SE)
 499 feet above ground level (AGL)
 2496 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5317-OE.

Signature Control No: 406961424-416082931

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

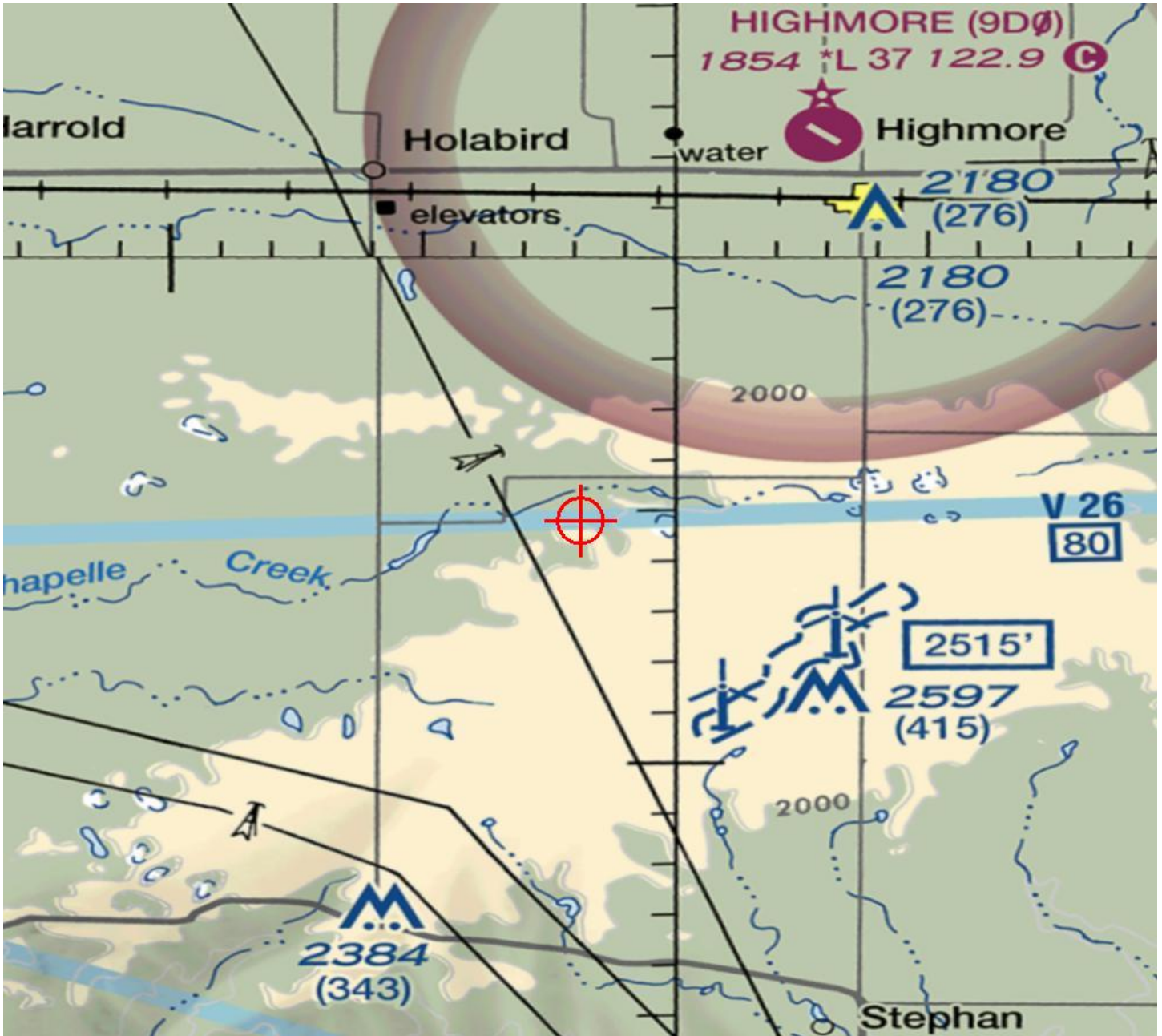
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5317-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5318-OE
 Prior Study No.
 2018-WTE-11498-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 84
 Location: Highmore , SD
 Latitude: 44-25-12.35N NAD 83
 Longitude: 99-31-31.62W
 Heights: 2021 feet site elevation (SE)
 499 feet above ground level (AGL)
 2520 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5318-OE.

Signature Control No: 406961425-416082934

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

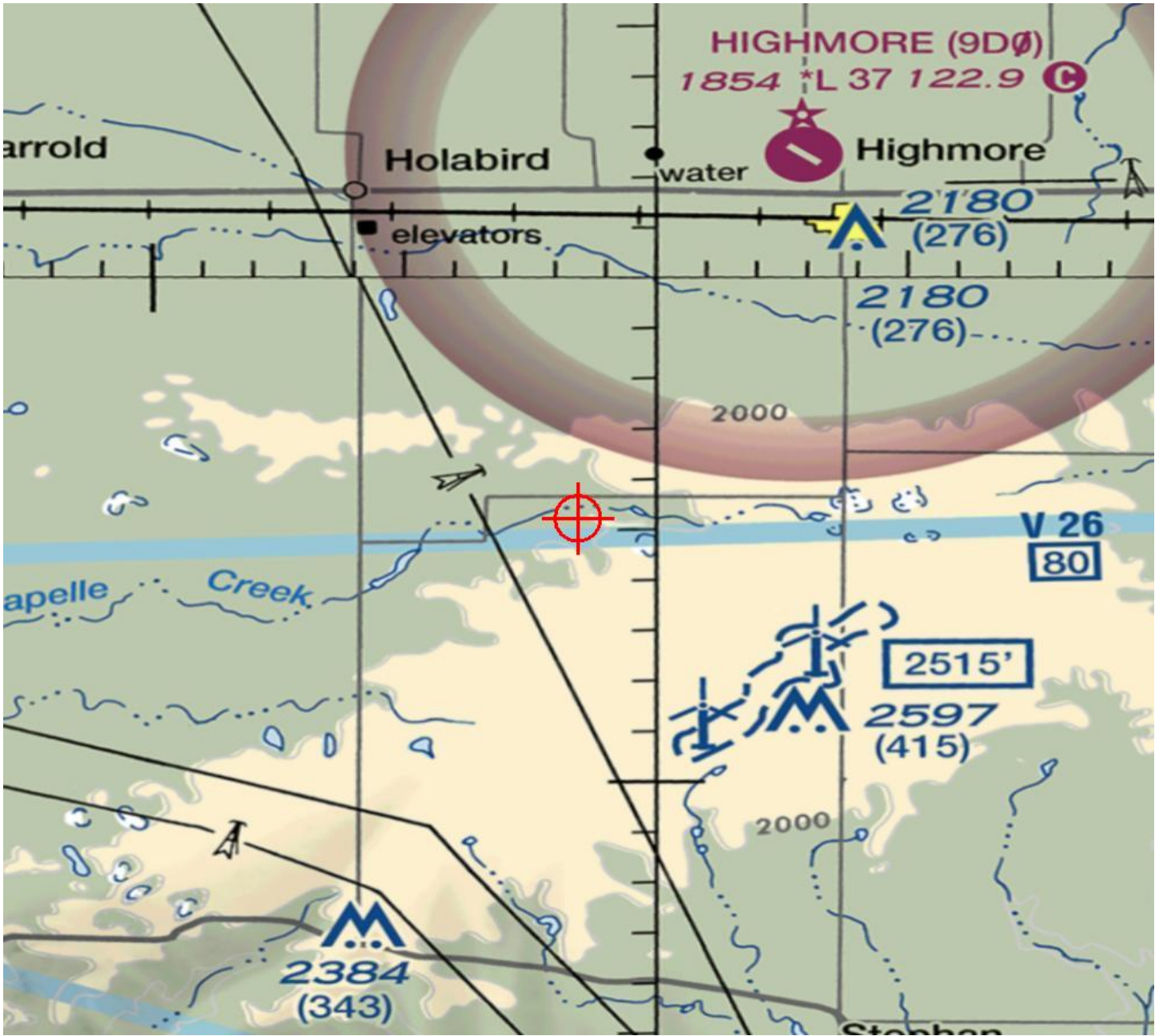
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5318-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5319-OE
 Prior Study No.
 2018-WTE-11499-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 85
 Location: Highmore , SD
 Latitude: 44-25-43.33N NAD 83
 Longitude: 99-31-09.28W
 Heights: 1996 feet site elevation (SE)
 499 feet above ground level (AGL)
 2495 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5319-OE.

Signature Control No: 406961426-416082938

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5319-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5320-OE
 Prior Study No.
 2018-WTE-11500-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 86
 Location: Highmore , SD
 Latitude: 44-25-51.39N NAD 83
 Longitude: 99-30-50.56W
 Heights: 2018 feet site elevation (SE)
 499 feet above ground level (AGL)
 2517 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5320-OE.

Signature Control No: 406961427-416082940

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5320-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5321-OE
 Prior Study No.
 2018-WTE-11501-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 87
 Location: Highmore , SD
 Latitude: 44-25-59.35N NAD 83
 Longitude: 99-30-36.63W
 Heights: 2029 feet site elevation (SE)
 499 feet above ground level (AGL)
 2528 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5321-OE.

Signature Control No: 406961428-416082942

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5321-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5322-OE
 Prior Study No.
 2018-WTE-11502-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 88
 Location: Highmore , SD
 Latitude: 44-26-10.36N NAD 83
 Longitude: 99-30-22.90W
 Heights: 2053 feet site elevation (SE)
 499 feet above ground level (AGL)
 2552 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5322-OE.

Signature Control No: 406961429-416082944

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5322-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5323-OE
 Prior Study No.
 2018-WTE-11503-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 89
 Location: Highmore , SD
 Latitude: 44-26-16.60N NAD 83
 Longitude: 99-29-57.50W
 Heights: 2052 feet site elevation (SE)
 499 feet above ground level (AGL)
 2551 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5323-OE.

Signature Control No: 406961430-416082946

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5323-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5324-OE
 Prior Study No.
 2018-WTE-11504-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 90
 Location: Highmore , SD
 Latitude: 44-26-16.41N NAD 83
 Longitude: 99-29-23.79W
 Heights: 2057 feet site elevation (SE)
 499 feet above ground level (AGL)
 2556 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5324-OE.

Signature Control No: 406961431-416082951

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5324-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5325-OE
 Prior Study No.
 2018-WTE-11505-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 91
 Location: Highmore , SD
 Latitude: 44-26-16.96N NAD 83
 Longitude: 99-29-06.30W
 Heights: 2062 feet site elevation (SE)
 499 feet above ground level (AGL)
 2561 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5325-OE.

Signature Control No: 406961432-416082957

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5325-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5326-OE
 Prior Study No.
 2018-WTE-11506-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 92
 Location: Highmore , SD
 Latitude: 44-26-14.67N NAD 83
 Longitude: 99-28-37.40W
 Heights: 2049 feet site elevation (SE)
 499 feet above ground level (AGL)
 2548 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5326-OE.

Signature Control No: 406961434-416082959

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5326-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5327-OE
 Prior Study No.
 2018-WTE-11507-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A01
 Location: Highmore , SD
 Latitude: 44-27-43.95N NAD 83
 Longitude: 99-39-34.75W
 Heights: 2011 feet site elevation (SE)
 499 feet above ground level (AGL)
 2510 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5327-OE.

Signature Control No: 406961435-416082973

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5327-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5328-OE
 Prior Study No.
 2018-WTE-11508-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A02
 Location: Highmore , SD
 Latitude: 44-27-53.44N NAD 83
 Longitude: 99-39-16.46W
 Heights: 2000 feet site elevation (SE)
 499 feet above ground level (AGL)
 2499 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5328-OE.

Signature Control No: 406961436-416082977

(DNE -WT)

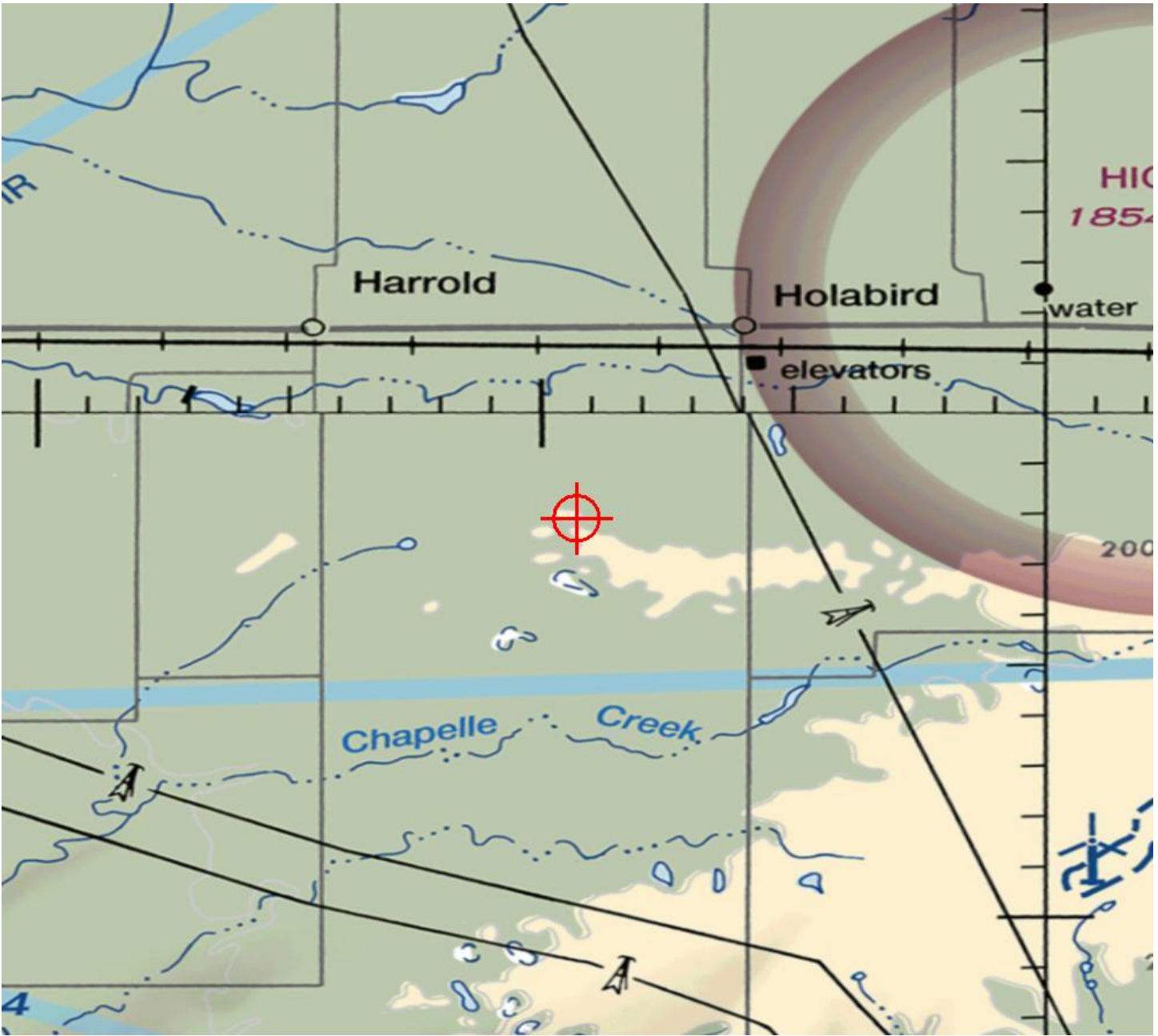
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5328-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5329-OE
 Prior Study No.
 2018-WTE-11509-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A03
 Location: Highmore , SD
 Latitude: 44-27-59.60N NAD 83
 Longitude: 99-38-54.94W
 Heights: 1996 feet site elevation (SE)
 499 feet above ground level (AGL)
 2495 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5329-OE.

Signature Control No: 406961437-416082979

(DNE -WT)

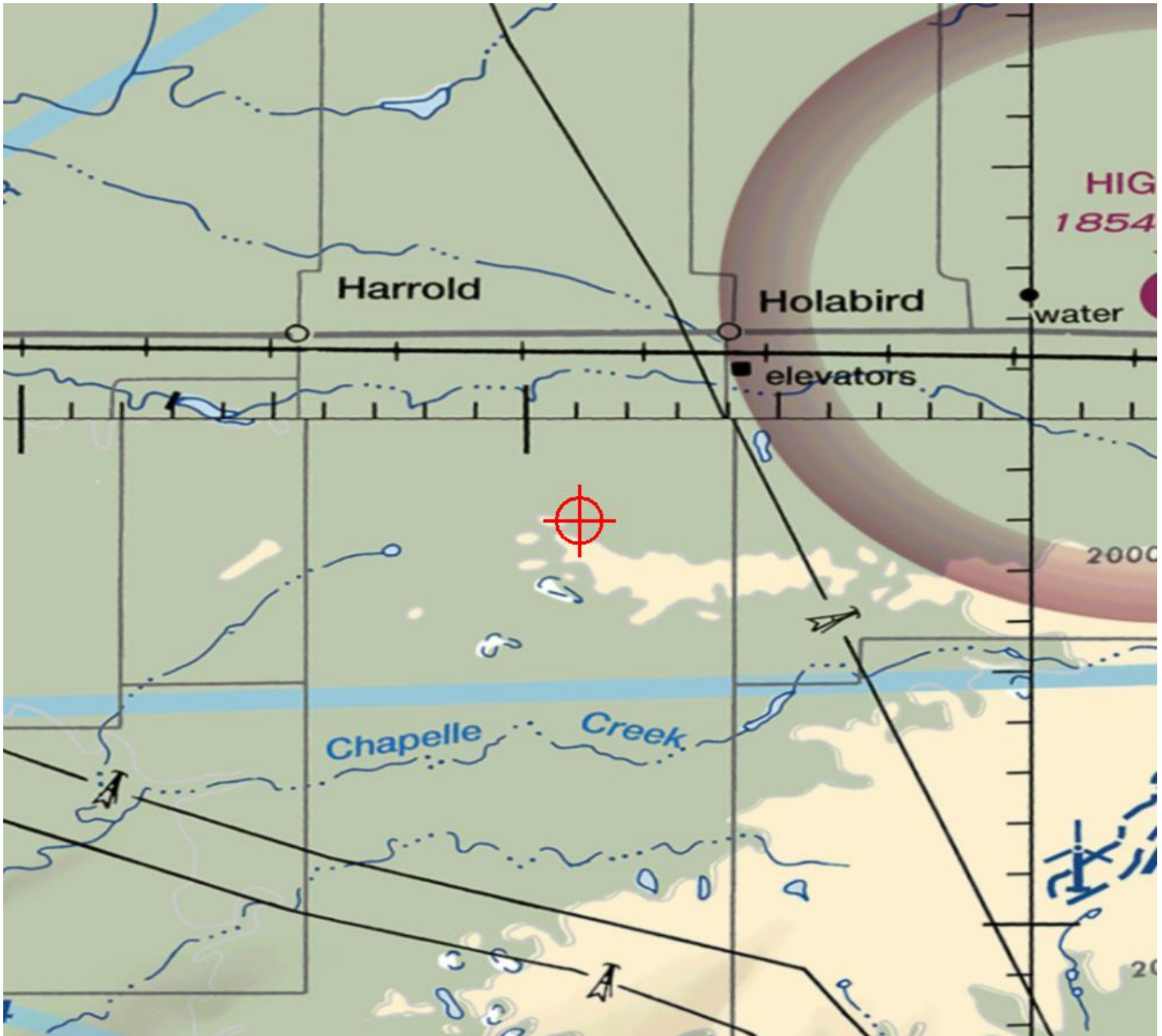
Lan Norris
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2019-WTE-5329-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5330-OE
 Prior Study No.
 2018-WTE-11510-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A04
 Location: Highmore , SD
 Latitude: 44-24-47.14N NAD 83
 Longitude: 99-31-31.63W
 Heights: 2015 feet site elevation (SE)
 499 feet above ground level (AGL)
 2514 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5330-OE.

Signature Control No: 406961438-416082985

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

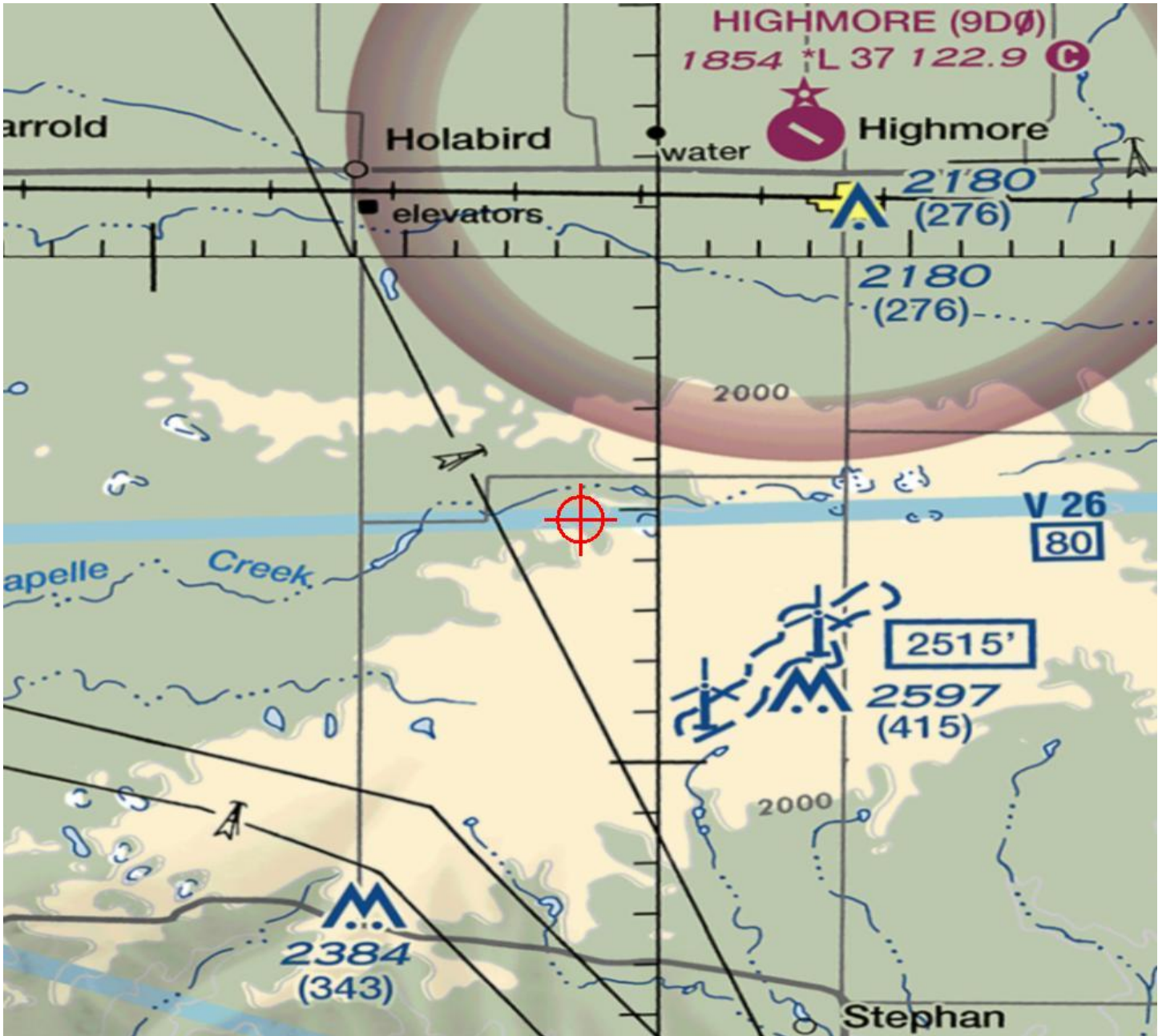
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5330-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5331-OE
 Prior Study No.
 2018-WTE-11511-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A05
 Location: Highmore , SD
 Latitude: 44-26-32.69N NAD 83
 Longitude: 99-27-54.04W
 Heights: 2066 feet site elevation (SE)
 499 feet above ground level (AGL)
 2565 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5331-OE.

Signature Control No: 406961439-416081313

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5331-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

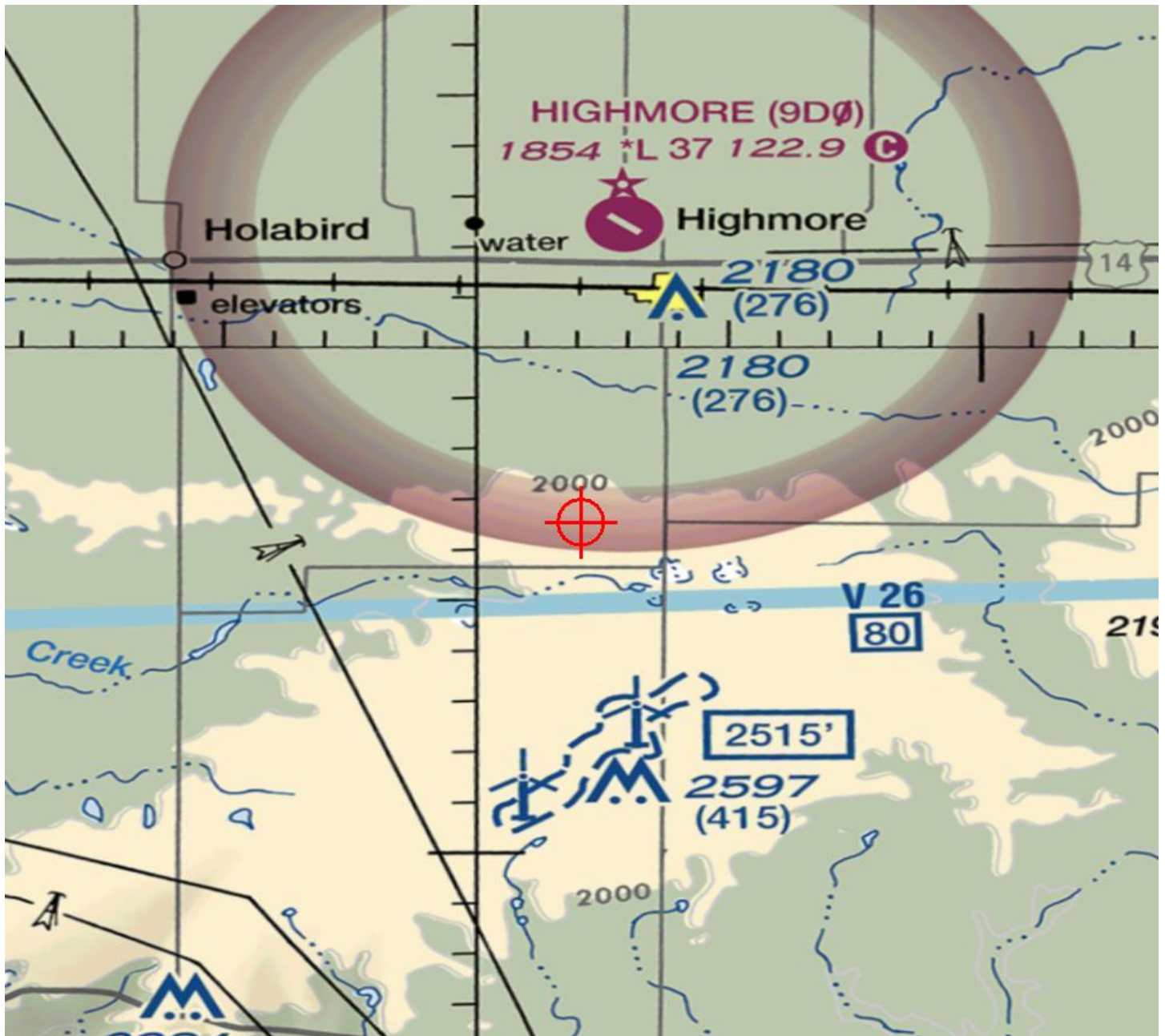
Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5332-OE
 Prior Study No.
 2018-WTE-11512-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A06
 Location: Highmore , SD
 Latitude: 44-26-45.28N NAD 83
 Longitude: 99-27-21.26W
 Heights: 2067 feet site elevation (SE)
 499 feet above ground level (AGL)
 2566 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5332-OE.

Signature Control No: 406961440-416081311

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5332-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
2019-WTE-5333-OE
Prior Study No.
2018-WTE-11513-OE

Issued Date: 09/03/2019

Owen Watson
Triple H Wind Project, LLC
3760 State Street, Suite 200
Santa Barbara, CA 93105

**** 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 A07
Location:	Highmore , SD
Latitude:	44-26-56.06N NAD 83
Longitude:	99-27-09.45W
Heights:	2021 feet site elevation (SE) 499 feet above ground level (AGL) 2520 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

_____ At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before October 03, 2019. 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 to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 13, 2019 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 Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be

used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5333-OE.

Signature Control No: 406961441-416081312

(DNH -WT)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5333-OE

Abbreviations:

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ASN, Aeronautical Study Number
CARSR, Common Air Route Surveillance Radar
CFR, Code of Federal Regulations
IFR, Instrument Flight Rules
NM, Nautical Mile
VFR, Visual Flight Rules

The proposed structures are part of a wind turbine farm project that would be located approximately 4.50 NM to 11.20 NM south-southwest of the Airport Reference Point for the Highmore Municipal Airport (9D0), Highmore, SD. The ASNs with coordinates, AGL heights, and AMSL heights are as shown on page one. They would exceed the obstruction standards of 14 CFR Part 77 as follows:

Section 77.17(a)(2): A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of 9D0, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. They would exceed by:

2019-WTE-5248-OE - 15 feet
2019-WTE-5261-OE - 9 feet
2019-WTE-5262-OE - 29 feet
2019-WTE-5263-OE - 66 feet
2019-WTE-5264-OE - 91 feet

2019-WTE-5265-OE - 124 feet
2019-WTE-5281-OE - 38 feet
2019-WTE-5282-OE - 75 feet
2019-WTE-5301-OE - 69 feet
2019-WTE-5302-OE - 109 feet

2019-WTE-5303-OE - 126 feet
2019-WTE-5304-OE - 142 feet
2019-WTE-5305-OE - 150 feet
2019-WTE-5307-OE - 11 feet
2019-WTE-5308-OE - 25 feet

2019-WTE-5309-OE - 29 feet
2019-WTE-5310-OE - 54 feet
2019-WTE-5311-OE - 63 feet
2019-WTE-5312-OE - 95 feet
2019-WTE-5313-OE - 103 feet

2019-WTE-5314-OE - 121 feet
2019-WTE-5331-OE - 7 feet
2019-WTE-5332-OE - 31 feet

The proposed structures were not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standard and would be located outside the traffic pattern airspace. In accordance with JO 7400.2L, Chapter 6-3-17, paragraph a.2.(b), circularization is not necessary for a structure that would be located on a site in proximity to another previously studied structure, would have no greater effect on aeronautical operations and procedures, and the basis for the determination issued under the previous study could be appropriately applied. This proposed wind farm was previously filed and determined under ASNs 2017-WTE-7755-OE through 2017-WTE-8083-OE and ASNs 2018-WTE-11415-OE through 2018-WTE-11517-OE.

Aeronautical study disclosed that the proposed structures would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

Study for possible VFR effects disclosed that the proposed structures would have no effect on arrival or departure VFR operations or procedures. They are beyond the normal traffic pattern for all aircraft that would regularly use 9D0 and there are no plans on file to indicate a change in that status. Therefore, they would not conflict with airspace required to conduct normal VFR traffic pattern operations at 9D0 or any other known public use or military airports. At 499 feet AGL, the proposed structures would not have a substantial adverse effect on VFR en route flight operations.

The proposed structures would be appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures 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 provided the conditions set forth in this determination are met.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5334-OE
 Prior Study No.
 2018-WTE-11515-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A09
 Location: Highmore , SD
 Latitude: 44-25-56.94N NAD 83
 Longitude: 99-27-31.07W
 Heights: 2052 feet site elevation (SE)
 499 feet above ground level (AGL)
 2551 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5334-OE.

Signature Control No: 406961442-416082986

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

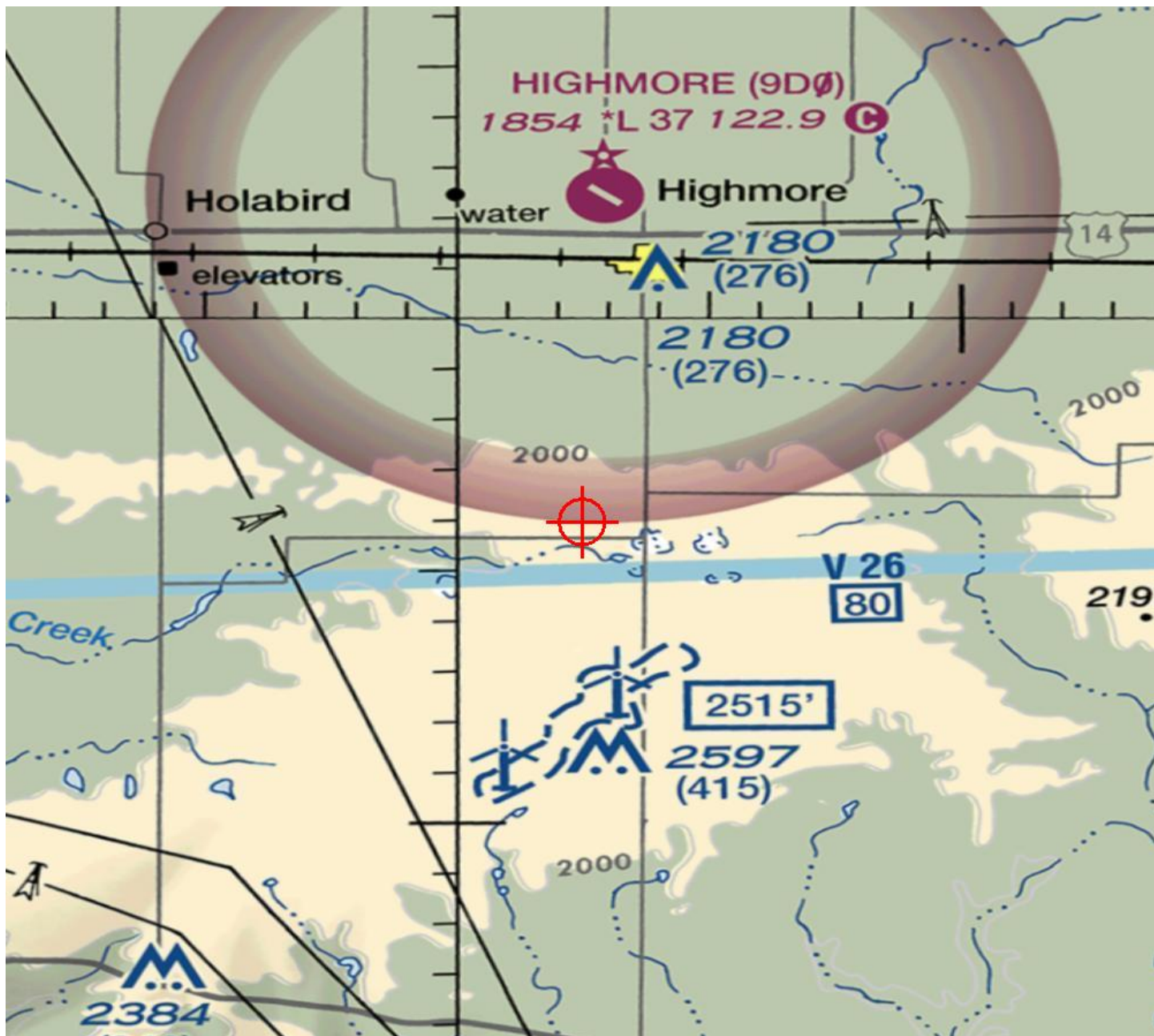
Additional Information

Map(s)

Additional information for ASN 2019-WTE-5334-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2019-WTE-5335-OE
 Prior Study No.
 2018-WTE-11516-OE

Issued Date: 09/03/2019

Owen Watson
 Triple H Wind Project, LLC
 3760 State Street, Suite 200
 Santa Barbara, CA 93105

**** 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 A10
 Location: Highmore , SD
 Latitude: 44-26-05.66N NAD 83
 Longitude: 99-27-08.77W
 Heights: 2075 feet site elevation (SE)
 499 feet above ground level (AGL)
 2574 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 03/03/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-5335-OE.

Signature Control No: 406961444-416082988

(DNE -WT)

Lan Norris

Specialist

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2019-WTE-5335-OE

The aeronautical study indicates that the proposed turbines would be in the radar line of sight for the Gettysburg, SD (QJB) CARSR facility and would cause unwanted primary targets (clutter) and primary target drops in the vicinity of the wind turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.





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

Aeronautical Study No.
 2020-WTE-1099-OE

Issued Date: 04/17/2020

Owen Watson
 Triple H Wind Project, LLC
 3670 State Street
 Suite 200
 Santa Barbara, CA 93105

**** 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: Met Tower (w/WT Farm) SD-01_ADLS Antenna
 Location: Highmore, SD
 Latitude: 44-26-41.21N NAD 83
 Longitude: 99-26-33.66W
 Heights: 2026 feet site elevation (SE)
 85 feet above ground level (AGL)
 2111 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 to be marked/lighted with (see additional info page).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

This determination expires on 10/17/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1099-OE.

Signature Control No: 432575982-436802870

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Frequency Data
Map(s)

Additional information for ASN 2020-WTE-1099-OE

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

NOTE: The FAA recommends voluntary marking of METs less than 200 feet (61 m) AGL in accordance with marking guidance contained in AC 70/7460-1L, CHG 2. Historically, this guidance has not been applied. However, the FAA recognizes the need to address safety impacts to low-level agricultural flight operations, and it believes that voluntarily marking METs less than 200 feet (61 m) AGL in remote and rural areas enhance the conspicuity of these structures.

Ref. AC 70/7460-1L, CHG 2, Chapter 2.7; The structure should be marked as follows:

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Case Description for ASN 2020-WTE-1099-OE

Antenna to support ADLS system at our Triple H Wind Project.

Frequency Data for ASN 2020-WTE-1099-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
9.225	9.5	GHz	653	kW

Sectional Map for ASN 2020-WTE-1099-OE





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

Aeronautical Study No.
 2019-WTE-8563-OE

Issued Date: 12/02/2019

Owen Watson
 Triple H Wind Project, LLC
 3670 State Street
 Suite 200
 Santa Barbara, CA 93105

**** 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: Met Tower (w/WT Farm) Mast_T85_T86
 Location: Highmore, SD
 Latitude: 44-25-40.32N NAD 83
 Longitude: 99-30-54.10W
 Heights: 2001 feet site elevation (SE)
 315 feet above ground level (AGL)
 2316 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 06/02/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

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

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-WTE-8563-OE.

Signature Control No: 422535132-424174230

(DNE -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2019-WTE-8563-OE

As a condition to this Determination, the structure should be lighted with red obstruction lights and marked as noted below:

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Case Description for ASN 2019-WTE-8563-OE

Permanent Met Tower as part of the Triple H Wind Project.





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

Aeronautical Study No.
2020-WTE-2280-OE
Prior Study No.
2019-WTE-8563-OE

Issued Date: 04/21/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Met Tower (w/WT Farm) Mast_T85_T86
Location:	Highmore, SD
Latitude:	44-25-40.32N NAD 83
Longitude:	99-30-54.10W
Heights:	2001 feet site elevation (SE) 315 feet above ground level (AGL) 2316 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-2280-OE.

Signature Control No: 435676653-437123916

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2020-WTE-2280-OE

There is no objection to the use of an ADLS for this structure. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

In addition to obstruction lighting, the structure should be marked in accordance with AC 70/7460-1L, CHG 2, Chapter 2.7:

Painting.

The meteorological evaluation tower (MET) should be painted in accordance with the criteria contained in Chapter 3, paragraphs 3.1 through 3.4, specifically, with alternate bands of aviation orange and white paint. In addition, paragraph 3.5 states that all markings should be replaced when faded or otherwise deteriorated.

High-Visibility Sleeves.

It is recommended that several high-visibility sleeves be installed on the MET's outer guy wires. One high-visibility sleeve should be installed on each guy wire, as close to the anchor point as possible, but at a height well above the crop or vegetation canopy. A second sleeve should be installed on the same outer guy wires midway between the location of the lower sleeve and the upper attachment point of the guy wire to the MET. The use of sleeves should not impact the placement of spherical marker balls.

Spherical Markers.

It is also recommended that high-visibility aviation orange spherical marker (or cable) balls be attached to the guy wires. The FAA recommends a total of 8 high visibility spherical marker (or cable balls) of aviation orange color attached to the guy wires; 4 marker balls should be attached to guy wires at the top of the tower no further than 15 feet from the top wire connection to the tower, and 4 marker balls at or below the mid point of the structure on the outer guy wires.

The FAA recognizes that various weather conditions and manufacturing placement standards may affect the placement and use of high-visibility sleeves and/or spherical markers. Thus, some flexibility is allowed when determining sleeve length and marker placement on METs.

Case Description for ASN 2020-WTE-2280-OE

Permanent Met Tower as part of the Triple H Wind Project (Being re-submitted so it can be considered along with ADLS request for the rest of the project). Updated project map for entire project including ADLS antenna and met tower attached.





Form 7460-2 for ASN: 2019-WTE-8563-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 40.32" N	Address:
Longitude: 99° 30' 54.10" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2001 (nearest foot)	State: SD
Structure Height (AGL): 315 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: Red lights and paint	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-8563-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 40.33" N	Address:
Longitude: 99° 30' 54.10" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1997 (nearest foot)	State: SD
Structure Height (AGL): 315 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: Red lights and paint	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



Form 7460-2 for ASN: 2020-WTE-1099-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 41.21" N	Address:
Longitude: 99° 26' 33.66" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2026 (nearest foot)	State: SD
Structure Height (AGL): 85 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date: 05/04/2020
	FCC Permit Issued Date 07/20/2020
Marking and Lighting	
Marking and Lighting: (see additional info page)	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled: 06/22/2020	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Antenna to support ADLS system at our Triple H Wind Project. As of 11/16/2020 the ADLS has not been enabled. It will be enabled in late November 2020. A second 7460-2 Part 2 will be submitted at that time.



Form 7460-2 for ASN: 2019-WTE-5235-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 16.28" N
Longitude:	99° 38' 27.03" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1947 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1100-OE
Prior Study No.
2019-WTE-5235-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 1
Location:	Highmore, SD
Latitude:	44-28-16.28N NAD 83
Longitude:	99-38-27.03W
Heights:	1952 feet site elevation (SE) 499 feet above ground level (AGL) 2451 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1100-OE.

Signature Control No: 432700425-436804122

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1100-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1100-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5236-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 35.32" N	Address:
Longitude: 99° 38' 14.43" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1929 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/03/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1101-OE
Prior Study No.
2019-WTE-5236-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 2
Location:	Highmore, SD
Latitude:	44-28-35.32N NAD 83
Longitude:	99-38-14.43W
Heights:	1934 feet site elevation (SE) 499 feet above ground level (AGL) 2433 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1101-OE.

Signature Control No: 432700426-436804137

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1101-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1101-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5237-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 37.07" N
Longitude:	99° 37' 58.00" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1913 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1102-OE
Prior Study No.
2019-WTE-5237-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 3
Location:	Highmore, SD
Latitude:	44-28-37.07N NAD 83
Longitude:	99-37-58.00W
Heights:	1921 feet site elevation (SE) 499 feet above ground level (AGL) 2420 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1102-OE.

Signature Control No: 432700427-436804124

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1102-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1102-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5238-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 46.61" N
Longitude:	99° 37' 36.97" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1898 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/16/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5238-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 46.61" N	Address:
Longitude: 99° 37' 36.97" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1899 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/16/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-4648-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1103-OE
Prior Study No.
2019-WTE-5238-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 4
Location:	Highmore, SD
Latitude:	44-28-46.61N NAD 83
Longitude:	99-37-36.97W
Heights:	1898 feet site elevation (SE) 499 feet above ground level (AGL) 2397 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1103-OE.

Signature Control No: 432700428-436804130

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1103-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1103-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5239-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 47.46" N	Address:
Longitude: 99° 37' 53.67" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1978 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5239-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 47.46" N
Longitude:	99° 37' 53.66" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1980 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/27/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-4649-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1104-OE
Prior Study No.
2019-WTE-5239-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 5
Location:	Highmore, SD
Latitude:	44-27-47.46N NAD 83
Longitude:	99-37-53.67W
Heights:	1978 feet site elevation (SE) 499 feet above ground level (AGL) 2477 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1104-OE.

Signature Control No: 432700439-436804126

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1104-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1104-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5240-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.59" N	Address:
Longitude: 99° 37' 36.28" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1961 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5240-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 00.31" N	Address:
Longitude: 99° 37' 35.96" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1959 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-4653-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1105-OE
Prior Study No.
2019-WTE-5240-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 6
Location:	Highmore, SD
Latitude:	44-27-58.59N NAD 83
Longitude:	99-37-36.28W
Heights:	1961 feet site elevation (SE) 499 feet above ground level (AGL) 2460 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1105-OE.

Signature Control No: 432700440-436804131

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1105-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1105-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5241-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 21.20" N	Address:
Longitude: 99° 37' 14.48" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1927 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/14/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5241-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 21.20" N
Longitude:	99° 37' 14.48" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1929 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-4650-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1106-OE
Prior Study No.
2019-WTE-5241-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 7
Location:	Highmore, SD
Latitude:	44-28-21.20N NAD 83
Longitude:	99-37-14.48W
Heights:	1927 feet site elevation (SE) 499 feet above ground level (AGL) 2426 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1106-OE.

Signature Control No: 432700441-436804133

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1106-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1106-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5242-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 32.10" N	Address:
Longitude: 99° 37' 00.57" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1915 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5242-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 32.10" N	Address:
Longitude: 99° 37' 00.57" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1917 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-4651-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1107-OE
Prior Study No.
2019-WTE-5241-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 8
Location:	Highmore, SD
Latitude:	44-28-32.10N NAD 83
Longitude:	99-37-00.57W
Heights:	1915 feet site elevation (SE) 499 feet above ground level (AGL) 2414 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1107-OE.

Signature Control No: 432700442-436804132

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1107-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1107-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5243-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 38.37" N
Longitude:	99° 35' 43.00" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1915 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/09/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1108-OE
Prior Study No.
2019-WTE-5243-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 9
Location:	Highmore, SD
Latitude:	44-28-38.37N NAD 83
Longitude:	99-35-43.00W
Heights:	1915 feet site elevation (SE) 499 feet above ground level (AGL) 2414 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1108-OE.

Signature Control No: 432700443-436804135

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1108-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1108-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5244-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 37.82" N
Longitude:	99° 35' 13.14" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1913 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5244-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 37.82" N
Longitude:	99° 35' 13.13" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1907 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Resubmitting with as-built coordinates and elevation.



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

Aeronautical Study No.
2020-WTE-1109-OE
Prior Study No.
2019-WTE-5244-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 10
Location:	Highmore, SD
Latitude:	44-28-37.82N NAD 83
Longitude:	99-35-13.14W
Heights:	1913 feet site elevation (SE) 499 feet above ground level (AGL) 2412 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1109-OE.

Signature Control No: 432700445-436804123

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1109-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1109-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5245-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 39.13" N	Address:
Longitude: 99° 34' 46.02" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1904 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5245-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 39.37" N
Longitude:	99° 34' 46.01" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1900 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Resubmitting with as-built coordinates and elevation.



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

Aeronautical Study No.
2020-WTE-1110-OE
Prior Study No.
2019-WTE-5245-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 11
Location:	Highmore, SD
Latitude:	44-28-39.13N NAD 83
Longitude:	99-34-46.02W
Heights:	1904 feet site elevation (SE) 499 feet above ground level (AGL) 2403 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1110-OE.

Signature Control No: 432700446-436804128

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1110-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1110-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5246-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 40.28" N	Address:
Longitude: 99° 34' 15.27" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1894 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/19/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5246-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 40.28" N
Longitude:	99° 34' 15.27" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1890 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/19/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Resubmitting with as-built elevation.



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

Aeronautical Study No.
2020-WTE-1111-OE
Prior Study No.
2019-WTE-5246-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 12
Location:	Highmore, SD
Latitude:	44-28-40.28N NAD 83
Longitude:	99-34-15.27W
Heights:	1894 feet site elevation (SE) 499 feet above ground level (AGL) 2393 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1111-OE.

Signature Control No: 432700447-436804138

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1111-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1111-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5247-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 48.54" N
Longitude:	99° 33' 58.07" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1896 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/26/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5247-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 48.54" N	Address:
Longitude: 99° 33' 58.06" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1891 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/26/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Resubmitting with as-built coordinates and elevation.	



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

Aeronautical Study No.
2020-WTE-1112-OE
Prior Study No.
2019-WTE-5247-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 13
Location:	Highmore, SD
Latitude:	44-28-48.54N NAD 83
Longitude:	99-33-58.07W
Heights:	1896 feet site elevation (SE) 499 feet above ground level (AGL) 2395 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1112-OE.

Signature Control No: 432700448-436804129

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1112-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1112-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5248-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 47.77" N	Address:
Longitude: 99° 33' 26.11" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1893 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5248-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 47.77" N
Longitude:	99° 33' 26.11" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1888 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/01/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Resubmitting with as-built elevation.



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

Aeronautical Study No.
2020-WTE-1113-OE
Prior Study No.
2019-WTE-5248-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 14
Location:	Highmore, SD
Latitude:	44-28-47.77N NAD 83
Longitude:	99-33-26.11W
Heights:	1893 feet site elevation (SE) 499 feet above ground level (AGL) 2392 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1113-OE.

Signature Control No: 432700449-436804125

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1113-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1113-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5249-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 47.52" N
Longitude:	99° 35' 44.15" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1969 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1114-OE
Prior Study No.
2019-WTE-5249-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 15
Location:	Highmore, SD
Latitude:	44-27-47.52N NAD 83
Longitude:	99-35-44.16W
Heights:	1975 feet site elevation (SE) 499 feet above ground level (AGL) 2474 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1114-OE.

Signature Control No: 432700450-436804127

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1114-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1114-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5250-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 50.53" N
Longitude:	99° 35' 24.45" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1976 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-4644-OE
Comments:	



Form 7460-2 for ASN: 2019-WTE-5250-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 50.53" N	Address:
Longitude: 99° 35' 24.45" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1976 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/03/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-4644-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1115-OE
Prior Study No.
2019-WTE-5250-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 16
Location:	Highmore, SD
Latitude:	44-27-50.53N NAD 83
Longitude:	99-35-24.45W
Heights:	1974 feet site elevation (SE) 499 feet above ground level (AGL) 2473 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1115-OE.

Signature Control No: 432700451-436804136

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1115-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1115-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5251-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 55.71" N
Longitude:	99° 34' 29.21" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1979 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5251-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 55.70" N	Address:
Longitude: 99° 34' 29.19" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1975 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/13/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Resubmitting with as-built coordinates and elevation.	



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

Aeronautical Study No.
2020-WTE-1116-OE
Prior Study No.
2019-WTE-5251-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 17
Location:	Highmore, SD
Latitude:	44-27-55.71N NAD 83
Longitude:	99-34-29.21W
Heights:	1979 feet site elevation (SE) 499 feet above ground level (AGL) 2478 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1116-OE.

Signature Control No: 432700452-436804141

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1116-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1116-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5252-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.12" N	Address:
Longitude: 99° 34' 03.19" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1963 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/13/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5252-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.12" N	Address:
Longitude: 99° 34' 03.19" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1958 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/13/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Resubmitting with as-built elevation.	



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

Aeronautical Study No.
2020-WTE-1117-OE
Prior Study No.
2019-WTE-5252-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 18
Location:	Highmore, SD
Latitude:	44-27-58.12N NAD 83
Longitude:	99-34-03.19W
Heights:	1963 feet site elevation (SE) 499 feet above ground level (AGL) 2462 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1117-OE.

Signature Control No: 432700453-436804134

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1117-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1117-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5253-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 14.64" N
Longitude:	99° 36' 00.48" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1999 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-5100-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1118-OE
Prior Study No.
2019-WTE-5253-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 19
Location:	Highmore, SD
Latitude:	44-26-14.64N NAD 83
Longitude:	99-36-00.48W
Heights:	1998 feet site elevation (SE) 499 feet above ground level (AGL) 2497 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1118-OE.

Signature Control No: 432700454-436804140

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1118-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1118-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5254-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 14.93" N	Address:
Longitude: 99° 35' 39.91" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1997 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/11/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5254-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 14.93" N
Longitude:	99° 35' 39.91" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1997 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/11/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-5963-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1119-OE
Prior Study No.
2019-WTE-5254-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 20
Location:	Highmore, SD
Latitude:	44-26-14.93N NAD 83
Longitude:	99-35-39.90W
Heights:	1994 feet site elevation (SE) 499 feet above ground level (AGL) 2493 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1119-OE.

Signature Control No: 432700455-436804139

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1119-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1119-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5255-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 14.88" N
Longitude:	99° 35' 16.32" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1986 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/11/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5255-OE

Construction	
Construction Type: New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 14.88" N	Address:
Longitude: 99° 35' 16.32" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1986 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/11/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date:
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-5997-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1120-OE
Prior Study No.
2019-WTE-5255-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 21
Location:	Highmore, SD
Latitude:	44-26-14.88N NAD 83
Longitude:	99-35-16.32W
Heights:	1984 feet site elevation (SE) 499 feet above ground level (AGL) 2483 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1120-OE.

Signature Control No: 432700456-436804145

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1120-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1120-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5256-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 01.78" N
Longitude:	99° 34' 48.40" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2042 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/04/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-4645-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1121-OE
Prior Study No.
2019-WTE-5256-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 22
Location:	Highmore, SD
Latitude:	44-27-01.78N NAD 83
Longitude:	99-34-48.41W
Heights:	2040 feet site elevation (SE) 499 feet above ground level (AGL) 2539 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1121-OE.

Signature Control No: 432700457-436804146

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1121-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1121-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5257-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 28.46" N	Address:
Longitude: 99° 33' 59.40" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1995 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/11/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5257-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 28.46" N	Address:
Longitude: 99° 33' 59.40" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1991 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/11/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Re-filing with as-built elevation.	



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

Aeronautical Study No.
2020-WTE-1122-OE
Prior Study No.
2019-WTE-5257-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 23
Location:	Highmore, SD
Latitude:	44-27-28.46N NAD 83
Longitude:	99-33-59.40W
Heights:	1995 feet site elevation (SE) 499 feet above ground level (AGL) 2494 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1122-OE.

Signature Control No: 432700458-436804147

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1122-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1122-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5258-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 29.02" N
Longitude:	99° 33' 22.32" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1996 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/08/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5258-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 29.02" N	Address:
Longitude: 99° 33' 22.32" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1991 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/08/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Filing with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1123-OE
Prior Study No.
2019-WTE-5258-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 24
Location:	Highmore, SD
Latitude:	44-27-29.02N NAD 83
Longitude:	99-33-22.32W
Heights:	1996 feet site elevation (SE) 499 feet above ground level (AGL) 2495 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1123-OE.

Signature Control No: 432700459-436804148

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1123-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1123-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5259-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 32.57" N	Address:
Longitude: 99° 32' 57.40" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1999 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5259-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 32.57" N	Address:
Longitude: 99° 32' 57.40" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1999 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and site elevations.	



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

Aeronautical Study No.
2020-WTE-1124-OE
Prior Study No.
2019-WTE-5259-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 25
Location:	Highmore, SD
Latitude:	44-27-32.57N NAD 83
Longitude:	99-32-57.40W
Heights:	1999 feet site elevation (SE) 499 feet above ground level (AGL) 2498 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1124-OE.

Signature Control No: 432700460-436804149

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1124-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1124-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5260-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.55" N	Address:
Longitude: 99° 32' 48.65" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1956 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/05/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5260-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.55" N	Address:
Longitude: 99° 32' 48.65" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1956 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/05/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1125-OE
Prior Study No.
2019-WTE-5260-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 26
Location:	Highmore, SD
Latitude:	44-27-58.55N NAD 83
Longitude:	99-32-48.65W
Heights:	1956 feet site elevation (SE) 499 feet above ground level (AGL) 2455 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1125-OE.

Signature Control No: 432700462-436804150

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1125-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1125-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5261-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 55.99" N	Address:
Longitude: 99° 32' 22.53" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1957 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/30/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5261-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 55.99" N
Longitude:	99° 32' 22.53" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1949 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/30/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with actual as-built elevation. Please ignore previously submitted 7460-2 filed on 09/03/2020



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

Aeronautical Study No.
2020-WTE-1126-OE
Prior Study No.
2019-WTE-5261-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 27
Location:	Highmore, SD
Latitude:	44-27-55.99N NAD 83
Longitude:	99-32-22.53W
Heights:	1957 feet site elevation (SE) 499 feet above ground level (AGL) 2456 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1126-OE.

Signature Control No: 432700463-436804151

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1126-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1126-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5262-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.42" N	Address:
Longitude: 99° 32' 00.67" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1955 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/30/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5262-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 58.42" N
Longitude:	99° 32' 00.67" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1948 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/30/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1127-OE
Prior Study No.
2019-WTE-5262-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 28
Location:	Highmore, SD
Latitude:	44-27-58.42N NAD 83
Longitude:	99-32-00.67W
Heights:	1955 feet site elevation (SE) 499 feet above ground level (AGL) 2454 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1127-OE.

Signature Control No: 432700464-436804152

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1127-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1127-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5263-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 17.96" N
Longitude:	99° 31' 44.70" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1925 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/25/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5263-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 17.98" N
Longitude:	99° 31' 44.66" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1917 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/25/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation.



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

Aeronautical Study No.
2020-WTE-1128-OE
Prior Study No.
2019-WTE-5263-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 29
Location:	Highmore, SD
Latitude:	44-28-17.96N NAD 83
Longitude:	99-31-44.70W
Heights:	1925 feet site elevation (SE) 499 feet above ground level (AGL) 2424 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1128-OE.

Signature Control No: 432700465-436804153

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1128-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1128-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5264-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 30.67" N	Address:
Longitude: 99° 31' 33.13" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1920 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/24/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5264-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 30.67" N	Address:
Longitude: 99° 31' 33.13" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1913 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/24/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1129-OE
Prior Study No.
2019-WTE-5264-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 30
Location:	Highmore, SD
Latitude:	44-28-30.67N NAD 83
Longitude:	99-31-33.13W
Heights:	1920 feet site elevation (SE) 499 feet above ground level (AGL) 2419 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1129-OE.

Signature Control No: 432700466-436804156

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1129-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1129-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5265-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 28' 42.98" N
Longitude:	99° 31' 10.55" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1892 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/23/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5265-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 42.98" N	Address:
Longitude: 99° 31' 10.55" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1887 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/23/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1130-OE
Prior Study No.
2019-WTE-5265-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 31
Location:	Highmore, SD
Latitude:	44-28-42.98N NAD 83
Longitude:	99-31-10.55W
Heights:	1892 feet site elevation (SE) 499 feet above ground level (AGL) 2391 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1130-OE.

Signature Control No: 432700467-436804154

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1130-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1130-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5266-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 06.98" N	Address:
Longitude: 99° 36' 53.59" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1952 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/13/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-5101-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1131-OE
Prior Study No.
2019-WTE-5266-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 32
Location:	Highmore, SD
Latitude:	44-25-06.98N NAD 83
Longitude:	99-36-53.57W
Heights:	1950 feet site elevation (SE) 499 feet above ground level (AGL) 2449 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1131-OE.

Signature Control No: 432700468-436804155

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1131-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1131-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5267-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 09.52" N
Longitude:	99° 36' 23.16" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1976 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-5102-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1132-OE
Prior Study No.
2019-WTE-5267-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 33
Location:	Highmore, SD
Latitude:	44-25-09.53N NAD 83
Longitude:	99-36-23.16W
Heights:	1974 feet site elevation (SE) 499 feet above ground level (AGL) 2473 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1132-OE.

Signature Control No: 432700469-436804157

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1132-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1132-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5268-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 12.39" N	Address:
Longitude: 99° 36' 00.98" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1979 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/15/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1133-OE
Prior Study No.
2019-WTE-5268-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 34
Location:	Highmore, SD
Latitude:	44-25-12.39N NAD 83
Longitude:	99-36-00.98W
Heights:	1984 feet site elevation (SE) 499 feet above ground level (AGL) 2483 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1133-OE.

Signature Control No: 432700470-436804158

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1133-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1133-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5269-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 22.67" N
Longitude:	99° 35' 48.64" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1968 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1134-OE
Prior Study No.
2019-WTE-5269-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 35
Location:	Highmore, SD
Latitude:	44-25-22.677N NAD 83
Longitude:	99-35-48.64W
Heights:	1972 feet site elevation (SE) 499 feet above ground level (AGL) 2471 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1134-OE.

Signature Control No: 432700471-436804159

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1134-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1134-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5270-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 38.51" N
Longitude:	99° 35' 29.90" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1974 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1135-OE
Prior Study No.
2019-WTE-5270-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 36
Location:	Highmore, SD
Latitude:	44-25-38.51N NAD 83
Longitude:	99-35-29.89W
Heights:	1978 feet site elevation (SE) 499 feet above ground level (AGL) 2477 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1135-OE.

Signature Control No: 432700472-436804160

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1135-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1135-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5271-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 46.93" N
Longitude:	99° 34' 41.88" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1960 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/10/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5271-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 46.93" N	Address:
Longitude: 99° 34' 41.88" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1960 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-5998-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1136-OE
Prior Study No.
2019-WTE-5271-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 37
Location:	Highmore, SD
Latitude:	44-25-46.93N NAD 83
Longitude:	99-34-41.88W
Heights:	1957 feet site elevation (SE) 499 feet above ground level (AGL) 2456 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1136-OE.

Signature Control No: 432700473-436804161

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1136-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1136-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5272-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 02.94" N	Address:
Longitude: 99° 34' 30.94" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1981 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 08/09/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5272-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 02.94" N
Longitude:	99° 34' 30.94" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1981 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	08/12/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	Please see 2020-WTE-5999-OE
Comments:	



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

Aeronautical Study No.
2020-WTE-1137-OE
Prior Study No.
2019-WTE-5272-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 38
Location:	Highmore, SD
Latitude:	44-26-02.93N NAD 83
Longitude:	99-34-30.94W
Heights:	1980 feet site elevation (SE) 499 feet above ground level (AGL) 2479 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1137-OE.

Signature Control No: 432700474-436804162

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1137-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1137-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5273-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 34.10" N	Address:
Longitude: 99° 34' 09.52" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2005 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/03/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5273-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 34.10" N
Longitude:	99° 34' 09.52" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2000 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1138-OE
Prior Study No.
2019-WTE-5273-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 39
Location:	Highmore, SD
Latitude:	44-26-34.10N NAD 83
Longitude:	99-34-09.52W
Heights:	2005 feet site elevation (SE) 499 feet above ground level (AGL) 2504 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1138-OE.

Signature Control No: 432700475-436804163

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1138-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1138-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5274-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 50.89" N	Address:
Longitude: 99° 34' 02.47" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2006 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/30/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1139-OE
Prior Study No.
2019-WTE-5274-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 40
Location:	Highmore, SD
Latitude:	44-26-50.89N NAD 83
Longitude:	99-34-02.47W
Heights:	2012 feet site elevation (SE) 499 feet above ground level (AGL) 2511 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1139-OE.

Signature Control No: 432700476-436804164

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1139-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1139-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5275-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 53.70" N
Longitude:	99° 33' 34.85" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2015 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/29/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1140-OE
Prior Study No.
2019-WTE-5275-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 41
Location:	Highmore, SD
Latitude:	44-26-53.70N NAD 83
Longitude:	99-33-34.85W
Heights:	2019 feet site elevation (SE) 499 feet above ground level (AGL) 2518 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1140-OE.

Signature Control No: 432700477-436804165

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1140-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1140-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5276-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 59.55" N
Longitude:	99° 32' 58.91" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2005 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/05/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5276-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 59.55" N
Longitude:	99° 32' 58.91" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2000 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/05/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevations



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

Aeronautical Study No.
2020-WTE-1141-OE
Prior Study No.
2019-WTE-5276-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 42
Location:	Highmore, SD
Latitude:	44-26-59.55N NAD 83
Longitude:	99-32-58.91W
Heights:	2005 feet site elevation (SE) 499 feet above ground level (AGL) 2504 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1141-OE.

Signature Control No: 432700478-436804166

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1141-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1141-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5277-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 55.39" N
Longitude:	99° 32' 22.80" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2019 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/29/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Notice of Proposed Construction or Alteration - Off Airport

[Add a New Case \(Off Airport\) - Desk Reference Guide V_2018.2.1](#)

[Add a New Case \(Off Airport\) for Wind Turbines - Met Towers \(with WT Farm\) - WT-Barge Crane - Desk Reference Guide V_2018.2.1](#)

Project Name: TRIPL-000527886-19	Sponsor: Triple H Wind Project, LLC
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Details for Case : 43

[Show Project Summary](#)

Case Status		Date Accepted: 05/28/2019	
ASN: 2019-WTE-5277-OE	Status: Determined	Date Determined: 09/03/2019	
7460-2 Forms: 05/01/2020 09/03/2020 You have entered the required 7460-2(s) Add Supplemental Notice (7460-2)		Letters: 09/03/2019 DNE	
Public Comments: None		Documents: None Project Documents: 05/28/2019 SD-01_FAA Submitt... 05/28/2019 SD-01_FAA Submitt...	
Construction / Alteration Information		Structure Summary	
Notice Of: Construction	Duration: Permanent	Structure Type: Wind Turbine	
if Temporary : Months: Days:		Structure Name: 43	
Work Schedule - Start:		FDC NOTAM:	
Work Schedule - End:		NOTAM Number:	
*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.		FCC Number:	
State Filing: Not filed with State		Prior ASN: 2018-WTE-11457-OE	
Structure Details		Proposed Frequency Bands	
Latitude: 44° 26' 55.39" N	Longitude: 99° 32' 22.80" W	Select any combination of the applicable frequencies/powers identified in the Colo Void Clause Coalition, Antenna System Co-Location, Voluntary Best Practices, effective 21 Nov 2007, to be evaluated by the FAA with your filing. If not within one of the frequency bands listed below, manually input your proposed frequency(ies) and power using the Add Specific Frequency link.	
Horizontal Datum: NAD83	Site Elevation (SE): 2019 (nearest foot) PASSED	Add Specific Frequency	
Structure Height (AGL): 499 (nearest foot)	Current Height (AGL): (nearest foot)	Low Freq	High Freq
Minimum Operating Height (AGL): (nearest foot) * For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal		Freq Unit	ERP
Requested Marking/Lighting: White Paint/Synchronized Red Lights	Other :	ERP Unit	
Recommended Marking/Lighting: White Paint/Synchronized Red Lights			
Aircraft Detection Lighting System(ADLS): Requested			
Current Marking/Lighting: N/A Proposed Structure	Other : <input type="text"/>		
Nearest City: Highmore			
Nearest State: South Dakota			
Description of Location: Agricultural / Rural <i>On the Project Summary page upload any certified survey.</i>			
Description of Proposal: Wind Turbines as part of the Triple H Wind Project.			

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

Aeronautical Study No.
2020-WTE-1142-OE
Prior Study No.
2019-WTE-5277-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 43
Location:	Highmore, SD
Latitude:	44-26-55.39N NAD 83
Longitude:	99-32-22.80W
Heights:	2019 feet site elevation (SE) 499 feet above ground level (AGL) 2518 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1142-OE.

Signature Control No: 432700479-436804167

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1142-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1142-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5278-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 55.12" N	Address:
Longitude: 99° 31' 47.96" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2024 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/28/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5278-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 55.13" N	Address:
Longitude: 99° 31' 47.96" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2019 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/28/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as built elevation and coordinates	



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

Aeronautical Study No.
2020-WTE-1143-OE
Prior Study No.
2019-WTE-5278-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 44
Location:	Highmore, SD
Latitude:	44-26-55.12N NAD 83
Longitude:	99-31-47.96W
Heights:	2024 feet site elevation (SE) 499 feet above ground level (AGL) 2523 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1143-OE.

Signature Control No: 432700480-436804168

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1143-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1143-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5279-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 05.01" N	Address:
Longitude: 99° 31' 32.99" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1996 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1144-OE
Prior Study No.
2019-WTE-5279-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 45
Location:	Highmore, SD
Latitude:	44-27-05.01N NAD 83
Longitude:	99-31-32.99W
Heights:	2000 feet site elevation (SE) 499 feet above ground level (AGL) 2499 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1144-OE.

Signature Control No: 432700481-436804170

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1144-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1144-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5280-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 59.61" N
Longitude:	99° 30' 57.99" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2023 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/24/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5280-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 59.61" N	Address:
Longitude: 99° 30' 57.98" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2019 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1145-OE
Prior Study No.
2019-WTE-5280-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 46
Location:	Highmore, SD
Latitude:	44-26-59.61N NAD 83
Longitude:	99-30-57.99W
Heights:	2023 feet site elevation (SE) 499 feet above ground level (AGL) 2522 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1145-OE.

Signature Control No: 432700482-436804171

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1145-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1145-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5281-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 24.90" N
Longitude:	99° 30' 33.33" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1999 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/20/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5281-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 24.90" N
Longitude:	99° 30' 33.33" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1994 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/20/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1146-OE
Prior Study No.
2019-WTE-5281-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 47
Location:	Highmore, SD
Latitude:	44-27-24.90N NAD 83
Longitude:	99-30-33.33W
Heights:	1999 feet site elevation (SE) 499 feet above ground level (AGL) 2498 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1146-OE.

Signature Control No: 432700483-436804172

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1146-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1146-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5282-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 46.93" N
Longitude:	99° 30' 25.46" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1969 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/17/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5282-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 46.94" N	Address:
Longitude: 99° 30' 25.43" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1964 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/17/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation and coordinates	



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

Aeronautical Study No.
2020-WTE-1147-OE
Prior Study No.
2019-WTE-5282-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 48
Location:	Highmore, SD
Latitude:	44-27-46.93N NAD 83
Longitude:	99-30-25.46W
Heights:	1969 feet site elevation (SE) 499 feet above ground level (AGL) 2468 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1147-OE.

Signature Control No: 432700484-436804173

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1147-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1147-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5283-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 30.99" N	Address:
Longitude: 99° 37' 44.76" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1983 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/20/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5283-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 29.95" N	Address:
Longitude: 99° 37' 46.23" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1977 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/20/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note: Please see 2020-WTE-4652-OE	
Comments:	



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

Aeronautical Study No.
2020-WTE-1148-OE
Prior Study No.
2019-WTE-5283-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 49
Location:	Highmore, SD
Latitude:	44-24-30.99N NAD 83
Longitude:	99-37-44.76W
Heights:	1983 feet site elevation (SE) 499 feet above ground level (AGL) 2482 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1148-OE.

Signature Control No: 432700485-436804174

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1148-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1148-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5284-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 30.84" N
Longitude:	99° 37' 13.69" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1955 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/21/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5284-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 30.84" N
Longitude:	99° 37' 13.70" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1950 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/21/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1149-OE
Prior Study No.
2019-WTE-5284-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 50
Location:	Highmore, SD
Latitude:	44-24-30.84N NAD 83
Longitude:	99-37-13.69W
Heights:	1955 feet site elevation (SE) 499 feet above ground level (AGL) 2454 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1149-OE.

Signature Control No: 432700486-436804175

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1149-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1149-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5285-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 30.22" N	Address:
Longitude: 99° 36' 22.85" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1977 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Notice of Proposed Construction or Alteration - Off Airport

[Add a New Case \(Off Airport\) - Desk Reference Guide V_2018.2.1](#)

[Add a New Case \(Off Airport\) for Wind Turbines - Met Towers \(with WT Farm\) - WT-Barge Crane - Desk Reference Guide V_2018.2.1](#)

Project Name: TRIPL-000527886-19 **Sponsor:** Triple H Wind Project, LLC

Details for Case : 51

[Show Project Summary](#)

Case Status		Date Accepted:											
ASN:	2019-WTE-5285-OE		05/28/2019										
Status:	Determined	Date Determined:	09/03/2019										
7460-2 Forms:	07/27/2020 09/04/2020 You have entered the required 7460-2(s) Add Supplemental Notice (7460-2)	Letters:	09/03/2019 DNE										
Public Comments:	None	Documents:	None										
		Project Documents:	05/28/2019 SD-01_FAA Submitt... 05/28/2019 SD-01_FAA Submitt...										
Construction / Alteration Information		Structure Summary											
Notice Of:	Construction	Structure Type:	Wind Turbine										
Duration:	Permanent	Structure Name:	51										
if Temporary :	Months: Days:	FDC NOTAM:											
Work Schedule - Start:		NOTAM Number:											
Work Schedule - End:		FCC Number:											
<i>*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.</i>		Prior ASN:	2018-WTE-11465-OE										
State Filing:	Not filed with State												
Structure Details		Proposed Frequency Bands											
Latitude:	44° 24' 30.22" N	Select any combination of the applicable frequencies/powers identified in the Colo Void Clause Coalition, Antenna System Co-Location, Voluntary Best Practices, effective 21 Nov 2007, to be evaluated by the FAA with your filing. If not within one of the frequency bands listed below, manually input your proposed frequency(ies) and power using the Add Specific Frequency link.											
Longitude:	99° 36' 22.85" W	<table border="1"> <thead> <tr> <th>Low Freq</th> <th>High Freq</th> <th>Freq Unit</th> <th>ERP</th> <th>ERP Unit</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Low Freq	High Freq	Freq Unit	ERP	ERP Unit					
Low Freq	High Freq	Freq Unit	ERP	ERP Unit									
Horizontal Datum:	NAD83												
Site Elevation (SE):	1977 (nearest foot) PASSED												
Structure Height (AGL):	499 (nearest foot)												
Current Height (AGL):	(nearest foot)												
<i>* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal</i>													
Minimum Operating Height (AGL):	(nearest foot)												
<i>* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.</i>													
Requested Marking/Lighting:	White Paint/Synchronized Red Lights												
	Other :												
Recommended Marking/Lighting:	White Paint/Synchronized Red Lights												
Aircraft Detection Lighting System(ADLS):	Requested												
Current Marking/Lighting:	N/A Proposed Structure												
	Other : <input type="text"/>												
Nearest City:	Highmore												
Nearest State:	South Dakota												
Description of Location:	Agricultural / Rural												
<i>On the Project Summary page upload any certified survey.</i>													
Description of Proposal:	Wind Turbines as part of the Triple H Wind Project.												

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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-WTE-1150-OE
Prior Study No.
2019-WTE-5285-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 51
Location:	Highmore, SD
Latitude:	44-24-30.22N NAD 83
Longitude:	99-36-22.85W
Heights:	1977 feet site elevation (SE) 499 feet above ground level (AGL) 2476 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1150-OE.

Signature Control No: 432700487-436804176

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1150-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1150-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5286-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 29.60" N
Longitude:	99° 35' 58.52" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1980 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/27/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5286-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 29.60" N	Address:
Longitude: 99° 35' 58.53" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1973 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/27/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation and coordinates	



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

Aeronautical Study No.
2020-WTE-1151-OE
Prior Study No.
2019-WTE-5286-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 52
Location:	Highmore, SD
Latitude:	44-24-29.60N NAD 83
Longitude:	99-35-58.52W
Heights:	1980 feet site elevation (SE) 499 feet above ground level (AGL) 2479 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1151-OE.

Signature Control No: 432700488-436804177

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1151-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1151-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5287-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 23' 53.92" N
Longitude:	99° 37' 10.30" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1982 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5287-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 23' 53.92" N
Longitude:	99° 37' 10.31" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1974 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1152-OE
Prior Study No.
2019-WTE-5287-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 53
Location:	Highmore, SD
Latitude:	44-23-53.92N NAD 83
Longitude:	99-37-10.30W
Heights:	1982 feet site elevation (SE) 499 feet above ground level (AGL) 2481 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1152-OE.

Signature Control No: 432700490-436804178

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1152-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1152-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5288-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 23' 58.67" N
Longitude:	99° 36' 53.92" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1985 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/16/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5288-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 23' 58.67" N	Address:
Longitude: 99° 36' 53.91" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1977 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/16/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1153-OE
Prior Study No.
2019-WTE-5288-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 54
Location:	Highmore, SD
Latitude:	44-23-58.67N NAD 83
Longitude:	99-36-53.92W
Heights:	1985 feet site elevation (SE) 499 feet above ground level (AGL) 2484 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1153-OE.

Signature Control No: 432700491-436804179

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1153-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1153-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5289-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 03.65" N	Address:
Longitude: 99° 36' 35.02" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1973 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/18/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5289-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 03.65" N
Longitude:	99° 36' 35.02" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1968 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/18/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-WTE-1154-OE
Prior Study No.
2019-WTE-5289-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 55
Location:	Highmore, SD
Latitude:	44-24-03.65N NAD 83
Longitude:	99-36-35.02W
Heights:	1973 feet site elevation (SE) 499 feet above ground level (AGL) 2472 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1154-OE.

Signature Control No: 432700492-436804181

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1154-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1154-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5290-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 23' 54.55" N	Address:
Longitude: 99° 34' 46.09" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1998 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5290-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 23' 54.54" N
Longitude:	99° 34' 46.09" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1994 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/10/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1155-OE
Prior Study No.
2019-WTE-5290-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 56
Location:	Highmore, SD
Latitude:	44-23-54.55N NAD 83
Longitude:	99-34-46.09W
Heights:	1998 feet site elevation (SE) 499 feet above ground level (AGL) 2497 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1155-OE.

Signature Control No: 432700493-436804182

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1155-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1155-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5291-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 10.56" N	Address:
Longitude: 99° 34' 31.97" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1979 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/09/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5291-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 10.56" N	Address:
Longitude: 99° 34' 31.97" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1973 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/09/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1156-OE
Prior Study No.
2019-WTE-5291-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 57
Location:	Highmore, SD
Latitude:	44-24-10.56N NAD 83
Longitude:	99-34-31.97W
Heights:	1979 feet site elevation (SE) 499 feet above ground level (AGL) 2478 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1156-OE.

Signature Control No: 432700494-436804183

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1156-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1156-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Federal Aviation
Administration

The site will be off-line intermittently all day Saturday, 11 July 2020 for upgrades. Please plan accordingly.

<< OE/AAA

Form 7460-2 for ASN: 2019-WTE-5292-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 18.19" N
Longitude:	99° 34' 11.68" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1988 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/06/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5292-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 18.69" N	Address:
Longitude: 99° 34' 11.68" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1980 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation and coordinates	



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

Aeronautical Study No.
2020-WTE-1157-OE
Prior Study No.
2019-WTE-5292-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 58
Location:	Highmore, SD
Latitude:	44-24-18.19N NAD 83
Longitude:	99-34-11.68W
Heights:	1988 feet site elevation (SE) 499 feet above ground level (AGL) 2487 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1157-OE.

Signature Control No: 432700495-436804184

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1157-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1157-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5293-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 28.29" N	Address:
Longitude: 99° 33' 58.23" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1982 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 07/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5293-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 28.29" N
Longitude:	99° 33' 58.23" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1978 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	07/01/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1158-OE
Prior Study No.
2019-WTE-5293-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 59
Location:	Highmore, SD
Latitude:	44-24-28.29N NAD 83
Longitude:	99-33-58.23W
Heights:	1982 feet site elevation (SE) 499 feet above ground level (AGL) 2481 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1158-OE.

Signature Control No: 432700496-436804185

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1158-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1158-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5294-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 54.22" N	Address:
Longitude: 99° 33' 57.60" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1954 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/26/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5294-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 54.22" N
Longitude:	99° 33' 57.59" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1949 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/26/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1159-OE
Prior Study No.
2019-WTE-5294-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 60
Location:	Highmore, SD
Latitude:	44-24-54.22N NAD 83
Longitude:	99-33-57.60W
Heights:	1954 feet site elevation (SE) 499 feet above ground level (AGL) 2453 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1159-OE.

Signature Control No: 432700497-436804186

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1159-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1159-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5295-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 10.97" N
Longitude:	99° 33' 28.61" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1973 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5295-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 10.96" N
Longitude:	99° 33' 28.61" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1968 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1160-OE
Prior Study No.
2019-WTE-5295-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 61
Location:	Highmore, SD
Latitude:	44-25-10.97N NAD 83
Longitude:	99-33-28.61W
Heights:	1973 feet site elevation (SE) 499 feet above ground level (AGL) 2472 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1160-OE.

Signature Control No: 432700498-436804188

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1160-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1160-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5296-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 38.96" N
Longitude:	99° 33' 17.17" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1972 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/30/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1161-OE
Prior Study No.
2019-WTE-5296-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 62
Location:	Highmore, SD
Latitude:	44-25-38.96N NAD 83
Longitude:	99-33-17.17W
Heights:	1976 feet site elevation (SE) 499 feet above ground level (AGL) 2475 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1161-OE.

Signature Control No: 432700499-436804187

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1161-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1161-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5297-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 47.01" N	Address:
Longitude: 99° 32' 58.64" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1989 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/29/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevations	



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

Aeronautical Study No.
2020-WTE-1162-OE
Prior Study No.
2019-WTE-5297-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 63
Location:	Highmore, SD
Latitude:	44-25-47.00N NAD 83
Longitude:	99-32-58.64W
Heights:	1993 feet site elevation (SE) 499 feet above ground level (AGL) 2492 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1162-OE.

Signature Control No: 432700500-436804189

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1162-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1162-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5298-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 00.41" N	Address:
Longitude: 99° 32' 44.95" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1988 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/26/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1163-OE
Prior Study No.
2019-WTE-5298-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 64
Location:	Highmore, SD
Latitude:	44-26-00.42N NAD 83
Longitude:	99-32-44.96W
Heights:	1992 feet site elevation (SE) 499 feet above ground level (AGL) 2491 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1163-OE.

Signature Control No: 432700501-436804190

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1163-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1163-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5299-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 03.81" N
Longitude:	99° 32' 14.72" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1996 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/11/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5299-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 03.81" N
Longitude:	99° 32' 14.71" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1992 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/11/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1164-OE
Prior Study No.
2019-WTE-5299-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 65
Location:	Highmore, SD
Latitude:	44-26-03.81N NAD 83
Longitude:	99-32-14.72W
Heights:	1996 feet site elevation (SE) 499 feet above ground level (AGL) 2495 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1164-OE.

Signature Control No: 432700503-436804191

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1164-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1164-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5300-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 15.70" N
Longitude:	99° 31' 52.33" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2002 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	05/11/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5300-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 15.70" N	Address:
Longitude: 99° 31' 52.33" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1998 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 05/11/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation	



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

Aeronautical Study No.
2020-WTE-1165-OE
Prior Study No.
2019-WTE-5300-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 66
Location:	Highmore, SD
Latitude:	44-26-15.70N NAD 83
Longitude:	99-31-52.33W
Heights:	2002 feet site elevation (SE) 499 feet above ground level (AGL) 2501 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1165-OE.

Signature Control No: 432700504-436804192

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1165-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1165-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5301-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 28.16" N	Address:
Longitude: 99° 29' 39.65" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1989 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/16/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



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

Aeronautical Study No.
2020-WTE-1166-OE
Prior Study No.
2019-WTE-5301-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 67
Location:	Highmore, SD
Latitude:	44-27-28.15N NAD 83
Longitude:	99-29-38.97W
Heights:	1993 feet site elevation (SE) 499 feet above ground level (AGL) 2492 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1166-OE.

Signature Control No: 432700505-436804203

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1166-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1166-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5302-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 46.22" N	Address:
Longitude: 99° 29' 07.93" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1981 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/15/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5302-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 46.22" N	Address:
Longitude: 99° 29' 07.91" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1977 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/16/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1167-OE
Prior Study No.
2019-WTE-5302-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 68
Location:	Highmore, SD
Latitude:	44-27-46.22N NAD 83
Longitude:	99-29-07.93W
Heights:	1981 feet site elevation (SE) 499 feet above ground level (AGL) 2480 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1167-OE.

Signature Control No: 432700506-436804204

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1167-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1167-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5303-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 51.87" N
Longitude:	99° 28' 44.96" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1964 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5303-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 51.88" N
Longitude:	99° 28' 44.95" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1960 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1168-OE
Prior Study No.
2019-WTE-5303-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 69
Location:	Highmore, SD
Latitude:	44-27-51.87N NAD 83
Longitude:	99-28-44.96W
Heights:	1964 feet site elevation (SE) 499 feet above ground level (AGL) 2463 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1168-OE.

Signature Control No: 432700507-436804205

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1168-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1168-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5304-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 58.88" N	Address:
Longitude: 99° 28' 28.16" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1949 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5304-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 58.87" N
Longitude:	99° 28' 28.14" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1944 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/10/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1169-OE
Prior Study No.
2019-WTE-5304-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 70
Location:	Highmore, SD
Latitude:	44-27-58.88N NAD 83
Longitude:	99-28-28.16W
Heights:	1949 feet site elevation (SE) 499 feet above ground level (AGL) 2448 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1169-OE.

Signature Control No: 432700508-436804206

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1169-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1169-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5305-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 00.62" N	Address:
Longitude: 99° 28' 07.75" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1935 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5305-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 28' 00.62" N	Address:
Longitude: 99° 28' 07.73" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1931 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1170-OE
Prior Study No.
2019-WTE-5305-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 71
Location:	Highmore, SD
Latitude:	44-28-00.62N NAD 83
Longitude:	99-28-07.75W
Heights:	1935 feet site elevation (SE) 499 feet above ground level (AGL) 2434 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1170-OE.

Signature Control No: 432700509-436804207

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1170-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1170-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5306-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 43.92" N
Longitude:	99° 30' 19.90" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2046 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/23/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5306-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 43.92" N	Address:
Longitude: 99° 30' 19.89" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2042 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/23/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built elevation and coordinates	



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-WTE-1171-OE
Prior Study No.
2019-WTE-5306-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 72
Location:	Highmore, SD
Latitude:	44-26-43.92N NAD 83
Longitude:	99-30-19.90W
Heights:	2046 feet site elevation (SE) 499 feet above ground level (AGL) 2545 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1171-OE.

Signature Control No: 432700511-436804208

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1171-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1171-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5307-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 55.56" N	Address:
Longitude: 99° 29' 55.47" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2023 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Notice of Proposed Construction or Alteration - Off Airport

[Add a New Case \(Off Airport\) - Desk Reference Guide V_2018.2.1](#)

[Add a New Case \(Off Airport\) for Wind Turbines - Met Towers \(with WT Farm\) - WT-Barge Crane - Desk Reference Guide V_2018.2.1](#)

Project Name: TRIPL-000527886-19	Sponsor: Triple H Wind Project, LLC
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Details for Case : 73

[Show Project Summary](#)

Case Status		Date Accepted: 05/28/2019	
ASN:	2019-WTE-5307-OE	Date Determined:	09/03/2019
Status:	Determined	Letters:	09/03/2019 DNH
7460-2 Forms:	04/23/2020 09/04/2020 You have entered the required 7460-2(s) Add Supplemental Notice (7460-2)	Documents:	None Project Documents: 05/28/2019 SD-01_FAA Submitt... 05/28/2019 SD-01_FAA Submitt...
Public Comments:	None		
Construction / Alteration Information		Structure Summary	
Notice Of:	Construction	Structure Type:	Wind Turbine
Duration:	Permanent	Structure Name:	73
if Temporary :	Months: Days:	FDC NOTAM:	
Work Schedule - Start:		NOTAM Number:	
Work Schedule - End:		FCC Number:	
*For temporary cranes-Does the permanent structure require separate notice to the FAA? To find out, use the Notice Criteria Tool. If separate notice is required, please ensure it is filed. If it is not filed, please state the reason in the Description of Proposal.		Prior ASN:	2018-WTE-11487-OE
State Filing:	Not filed with State		
Structure Details		Proposed Frequency Bands	
Latitude:	44° 26' 55.56" N	Select any combination of the applicable frequencies/powers identified in the Colo Void Clause Coalition, Antenna System Co-Location, Voluntary Best Practices, effective 21 Nov 2007, to be evaluated by the FAA with your filing. If not within one of the frequency bands listed below, manually input your proposed frequency(ies) and power using the Add Specific Frequency link.	
Longitude:	99° 29' 55.47" W	Add Specific Frequency	
Horizontal Datum:	NAD83	Low Freq	High Freq
Site Elevation (SE):	2023 (nearest foot) PASSED	Freq Unit	ERP
Structure Height (AGL):	499 (nearest foot)	ERP Unit	
Current Height (AGL):	(nearest foot)		
* For notice of alteration or existing provide the current AGL height of the existing structure. Include details in the Description of Proposal			
Minimum Operating Height (AGL):	(nearest foot)		
* For aeronautical study of a crane or construction equipment the maximum height should be listed above as the Structure Height (AGL). Additionally, provide the minimum operating height to avoid delays if impacts are identified that require negotiation to a reduced height. If the Structure Height and minimum operating height are the same enter the same value in both fields.			
Requested Marking/Lighting:	White Paint/Synchronized Red Lights		
	Other :		
Recommended Marking/Lighting:	White Paint/Synchronized Red Lights		
Aircraft Detection Lighting System(ADLS):	Requested		
Current Marking/Lighting:	N/A Proposed Structure		
	Other : <input type="text"/>		
Nearest City:	Highmore		
Nearest State:	South Dakota		
Description of Location:	Agricultural / Rural		
On the Project Summary page upload any certified survey.			
Description of Proposal:	Wind Turbines as part of the Triple H Wind Project.		

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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2020-WTE-1172-OE
Prior Study No.
2019-WTE-5307-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 73
Location:	Highmore, SD
Latitude:	44-26-55.56N NAD 83
Longitude:	99-29-55.47W
Heights:	2023 feet site elevation (SE) 499 feet above ground level (AGL) 2522 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1172-OE.

Signature Control No: 432700512-436804210

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1172-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1172-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5308-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 00.45" N
Longitude:	99° 29' 39.79" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2018 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5308-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 00.47" N	Address:
Longitude: 99° 29' 39.79" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2014 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1173-OE
Prior Study No.
2019-WTE-5308-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 74
Location:	Highmore, SD
Latitude:	44-27-00.45N NAD 83
Longitude:	99-29-39.79W
Heights:	2018 feet site elevation (SE) 499 feet above ground level (AGL) 2517 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1173-OE.

Signature Control No: 432700513-436804211

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1173-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1173-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5309-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 55.87" N
Longitude:	99° 29' 06.62" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2008 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/21/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5309-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 56.12" N
Longitude:	99° 29' 06.59" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2004 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/21/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1174-OE
Prior Study No.
2019-WTE-5309-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 75
Location:	Highmore, SD
Latitude:	44-26-55.87N NAD 83
Longitude:	99-29-06.62W
Heights:	2008 feet site elevation (SE) 499 feet above ground level (AGL) 2507 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1174-OE.

Signature Control No: 432700514-436804212

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1174-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1174-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5310-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 05.08" N	Address:
Longitude: 99° 28' 31.31" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2012 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5310-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 05.08" N	Address:
Longitude: 99° 28' 31.30" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2008 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates	



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

Aeronautical Study No.
2020-WTE-1175-OE
Prior Study No.
2019-WTE-5310-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 76
Location:	Highmore, SD
Latitude:	44-27-05.08N NAD 83
Longitude:	99-28-31.31W
Heights:	2012 feet site elevation (SE) 499 feet above ground level (AGL) 2511 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1175-OE.

Signature Control No: 432700515-436804213

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1175-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1175-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5311-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 08.15" N	Address:
Longitude: 99° 28' 12.12" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2016 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5311-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 08.22" N	Address:
Longitude: 99° 28' 11.62" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2011 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/01/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1176-OE
Prior Study No.
2019-WTE-5311-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 77
Location:	Highmore, SD
Latitude:	44-27-08.15N NAD 83
Longitude:	99-28-12.12W
Heights:	2016 feet site elevation (SE) 499 feet above ground level (AGL) 2515 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1176-OE.

Signature Control No: 432700516-436804214

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1176-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1176-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5312-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 26.23" N
Longitude:	99° 27' 57.97" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1987 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	03/25/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5312-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 26.24" N
Longitude:	99° 27' 57.96" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1983 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	03/25/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1177-OE
Prior Study No.
2019-WTE-5312-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 78
Location:	Highmore, SD
Latitude:	44-27-26.23N NAD 83
Longitude:	99-27-57.97W
Heights:	1987 feet site elevation (SE) 499 feet above ground level (AGL) 2486 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1177-OE.

Signature Control No: 432700517-436804215

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1177-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1177-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5313-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 28.81" N	Address:
Longitude: 99° 27' 31.59" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1976 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5313-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 28.83" N	Address:
Longitude: 99° 27' 31.60" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1971 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1178-OE
Prior Study No.
2019-WTE-5313-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 79
Location:	Highmore, SD
Latitude:	44-27-28.81N NAD 83
Longitude:	99-27-31.59W
Heights:	1976 feet site elevation (SE) 499 feet above ground level (AGL) 2475 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1178-OE.

Signature Control No: 432700518-436804216

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1178-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1178-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5314-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 27' 39.00" N
Longitude:	99° 27' 13.08" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1948 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	03/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5314-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 27' 39.02" N	Address:
Longitude: 99° 27' 13.09" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1943 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 03/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1179-OE
Prior Study No.
2019-WTE-5314-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 80
Location:	Highmore, SD
Latitude:	44-27-39.00N NAD 83
Longitude:	99-27-13.08W
Heights:	1948 feet site elevation (SE) 499 feet above ground level (AGL) 2447 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1179-OE.

Signature Control No: 432700519-436804217

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1179-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1179-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5315-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 46.39" N
Longitude:	99° 32' 44.89" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1991 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/13/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5315-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 46.39" N	Address:
Longitude: 99° 32' 44.88" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1987 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/13/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates	



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

Aeronautical Study No.
2020-WTE-1180-OE
Prior Study No.
2019-WTE-5315-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 81
Location:	Highmore, SD
Latitude:	44-24-46.39N NAD 83
Longitude:	99-32-44.89W
Heights:	1991 feet site elevation (SE) 499 feet above ground level (AGL) 2490 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1180-OE.

Signature Control No: 432700520-436804218

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1180-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1180-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5316-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 46.48" N
Longitude:	99° 32' 17.18" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1987 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	USGS 7.5 Quad Map
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/19/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5316-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 24' 46.48" N
Longitude:	99° 32' 17.18" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1983 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	06/19/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1181-OE
Prior Study No.
2019-WTE-5316-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 82
Location:	Highmore, SD
Latitude:	44-24-46.48N NAD 83
Longitude:	99-32-17.18W
Heights:	1987 feet site elevation (SE) 499 feet above ground level (AGL) 2486 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1181-OE.

Signature Control No: 432700521-436804219

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1181-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1181-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5317-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 48.08" N	Address:
Longitude: 99° 31' 52.69" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1997 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: USGS 7.5 Quad Map	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5317-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 24' 48.08" N	Address:
Longitude: 99° 31' 52.69" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1992 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 06/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates	



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

Aeronautical Study No.
2020-WTE-1182-OE
Prior Study No.
2019-WTE-5317-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 83
Location:	Highmore, SD
Latitude:	44-24-48.08N NAD 83
Longitude:	99-31-52.69W
Heights:	1997 feet site elevation (SE) 499 feet above ground level (AGL) 2496 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1182-OE.

Signature Control No: 432700522-436804221

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1182-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1182-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5318-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 12.35" N
Longitude:	99° 31' 31.62" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2021 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	03/22/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5318-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 12.35" N	Address:
Longitude: 99° 31' 31.62" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2015 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 03/22/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates	



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

Aeronautical Study No.
2020-WTE-1183-OE
Prior Study No.
2019-WTE-5318-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 84
Location:	Highmore, SD
Latitude:	44-25-12.35N NAD 83
Longitude:	99-31-31.62W
Heights:	2021 feet site elevation (SE) 499 feet above ground level (AGL) 2520 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1183-OE.

Signature Control No: 432700523-436804220

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1183-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1183-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5319-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 43.33" N
Longitude:	99° 31' 09.28" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	1996 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	03/26/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5319-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 43.33" N	Address:
Longitude: 99° 31' 09.29" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 1992 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 03/26/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1184-OE
Prior Study No.
2019-WTE-5319-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 85
Location:	Highmore, SD
Latitude:	44-25-43.33N NAD 83
Longitude:	99-31-09.28W
Heights:	1996 feet site elevation (SE) 499 feet above ground level (AGL) 2495 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1184-OE.

Signature Control No: 432700524-436804222

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1184-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1184-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5320-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 51.39" N	Address:
Longitude: 99° 30' 50.56" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2018 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5320-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 25' 51.40" N	Address:
Longitude: 99° 30' 50.56" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2014 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/06/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1185-OE
Prior Study No.
2019-WTE-5320-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 86
Location:	Highmore, SD
Latitude:	44-25-51.39N NAD 83
Longitude:	99-30-50.56W
Heights:	2018 feet site elevation (SE) 499 feet above ground level (AGL) 2517 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1185-OE.

Signature Control No: 432700525-436804223

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1185-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1185-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5321-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 59.35" N
Longitude:	99° 30' 36.63" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2029 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5321-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 25' 59.35" N
Longitude:	99° 30' 36.65" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2025 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/03/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built coordinates and elevation



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

Aeronautical Study No.
2020-WTE-1186-OE
Prior Study No.
2019-WTE-5321-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 87
Location:	Highmore, SD
Latitude:	44-25-59.35N NAD 83
Longitude:	99-30-36.63W
Heights:	2029 feet site elevation (SE) 499 feet above ground level (AGL) 2528 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1186-OE.

Signature Control No: 432700526-436804224

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1186-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1186-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5322-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 10.36" N	Address:
Longitude: 99° 30' 22.90" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2053 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5322-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 10.36" N	Address:
Longitude: 99° 30' 22.91" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2048 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/07/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1187-OE
Prior Study No.
2019-WTE-5322-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 88
Location:	Highmore, SD
Latitude:	44-26-10.36N NAD 83
Longitude:	99-30-22.90W
Heights:	2053 feet site elevation (SE) 499 feet above ground level (AGL) 2552 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1187-OE.

Signature Control No: 432700527-436804226

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1187-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1187-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5323-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 16.60" N
Longitude:	99° 29' 57.50" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2052 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/10/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5323-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 16.60" N	Address:
Longitude: 99° 29' 57.49" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2047 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/10/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1188-OE
Prior Study No.
2019-WTE-5323-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 89
Location:	Highmore, SD
Latitude:	44-26-16.60N NAD 83
Longitude:	99-29-57.50W
Heights:	2052 feet site elevation (SE) 499 feet above ground level (AGL) 2551 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1188-OE.

Signature Control No: 432700528-436804227

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1188-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1188-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5324-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 16.41" N
Longitude:	99° 29' 23.79" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2057 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual Pre-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5324-OE

Construction	
Construction Type	New
Owner of Structure:	Triple H Wind Project, LLC
Construction Location / Height	
Latitude:	44° 26' 16.41" N
Longitude:	99° 29' 23.79" W
Horizontal Datum:	NAD 83
Site Elevation (SE):	2050 (nearest foot)
Structure Height (AGL):	499 (nearest foot)
Site Elevation Determined By:	Actual As-Built Survey
Address:	
Address 2:	
City:	Highmore
State:	SD
Construction Notifications	
Construction Start Date:	
Estimated End Date:	
Greatest Height Reached Date:	04/14/2020
Abandon Date:	
Dismantled Date:	
M&L Change Date:	
Extension Request Date:	
Antenna Requiring FCC License	
ASR Number:	
FCC Permit Applied Date:	
FCC Permit Issued Date:	
Marking and Lighting	
Marking and Lighting:	White Paint/Synchronized Red Lights
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	Refiling with as-built elevation



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

Aeronautical Study No.
2020-WTE-1189-OE
Prior Study No.
2019-WTE-5324-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 90
Location:	Highmore, SD
Latitude:	44-26-16.41N NAD 83
Longitude:	99-29-23.79W
Heights:	2057 feet site elevation (SE) 499 feet above ground level (AGL) 2556 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1189-OE.

Signature Control No: 432700529-436804228

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1189-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1189-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5325-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 16.96" N	Address:
Longitude: 99° 29' 06.30" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2062 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/17/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5325-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 16.96" N	Address:
Longitude: 99° 29' 06.25" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2058 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/17/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1190-OE
Prior Study No.
2019-WTE-5325-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 91
Location:	Highmore, SD
Latitude:	44-26-16.96N NAD 83
Longitude:	99-29-06.30W
Heights:	2062 feet site elevation (SE) 499 feet above ground level (AGL) 2561 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1190-OE.

Signature Control No: 432700530-436804296

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1190-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1190-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.



Form 7460-2 for ASN: 2019-WTE-5326-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 14.67" N	Address:
Longitude: 99° 28' 37.40" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2049 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual Pre-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/20/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments:	



Form 7460-2 for ASN: 2019-WTE-5326-OE

Construction	
Construction Type New	Owner of Structure: Triple H Wind Project, LLC
Construction Location / Height	
Latitude: 44° 26' 14.67" N	Address:
Longitude: 99° 28' 37.39" W	Address 2:
Horizontal Datum: NAD 83	City: Highmore
Site Elevation (SE): 2042 (nearest foot)	State: SD
Structure Height (AGL): 499 (nearest foot)	
Site Elevation Determined By: Actual As-Built Survey	
Construction Notifications	
Construction Start Date:	Abandon Date:
Estimated End Date:	Dismantled Date:
Greatest Height Reached Date: 04/17/2020	M&L Change Date:
	Extension Request Date:
Antenna Requiring FCC License	
ASR Number:	FCC Permit Applied Date:
	FCC Permit Issued Date
Marking and Lighting	
Marking and Lighting: White Paint/Synchronized Red Lights	
Estimated Date ADLS will be installed:	
Estimated Date ADLS will be operational:	
Date ADLS enabled:	
Date ADLS discontinued:	
Latest Supplemental Case Note	
Latest Supplemental Case Note:	
Comments: Refiling with as-built coordinates and elevation	



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

Aeronautical Study No.
2020-WTE-1191-OE
Prior Study No.
2019-WTE-5326-OE

Issued Date: 04/17/2020

Owen Watson
Triple H Wind Project, LLC
3670 State Street
Suite 200
Santa Barbara, CA 93105

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

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

Structure:	Lighting Study for Wind Turbine 92
Location:	Highmore, SD
Latitude:	44-26-14.67N NAD 83
Longitude:	99-28-37.40W
Heights:	2049 feet site elevation (SE) 499 feet above ground level (AGL) 2548 feet above mean sea level (AMSL)

Based on this evaluation, we have no objection to the change provided the structure is marked/lighted in accordance with FAA Advisory Circular 70/7460-1, L Change 2 , Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

Action will be taken to ensure aeronautical charts and records are updated to reflect the marking/lighting changes which exist at this time.

Your request for consideration to utilize an Aircraft Detection Lighting System to operate the recommended lighting is approved. See attached for additional condition(s) or information.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting

configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This evaluation concerns the effect of the marking/lighting changes on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-WTE-1191-OE.

Signature Control No: 432700531-436804346

(MAL -WT)

Lan Norris
Specialist

Attachment(s)
Additional Information
Case Description

cc: FCC

Additional information for ASN 2020-WTE-1191-OE

Our review of your request to utilize an Aircraft Detection Lighting System (ADLS) to operate the lights for this wind farm was conducted without regard to whether the final lighting plan approved includes lighting this structure. Unless changed or amended, this determination, as it applies to the use of this type system, is valid for this structure whether it requires a light now or at some point in the future.

There is no objection to the use of an ADLS for the associated wind farm. As a condition of this determination, the sponsor will ensure the ADLS is continuously monitored, meets the requirements of the applicable FAA Technical Note and maintains the aircraft detection capabilities specified in the current version of AC 70/7460-1. The sponsor will ensure this responsibility is specifically transferred to any subsequent owners of the project.

Case Description for ASN 2020-WTE-1191-OE

Wind Turbines / ADLS M&L request for the Triple H Wind Project. Requested Antenna determination separately, including relevant frequencies.