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Deborah Denfeld
Team Lead – Transmission Siting
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January 9, 2026

Keith Ainsworth, Esq.
Law Offices of Keith R. Ainsworth, Esq, L.L.C.
51 Elm Street, Suite 201
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RE: **PETITION NO. 1690** - The Connecticut Light and Power Company d/b/a Eversource Energy petition for a declaratory ruling, pursuant to Connecticut General Statutes §4-176 and §16-50k, for the proposed Haddam Substation to East Haddam Junction Rebuild Project consisting of the replacement and reconductoring of electric transmission line structures along approximately 1.5 miles of its existing 115-kilovolt (kV) 1772 Line and 345-kV 348 Line shared right-of-way and associated Connecticut River crossing between Haddam Substation in Haddam and East Haddam Junction in East Haddam, Connecticut, and related electric transmission line and substation improvements.
Responses to Intervenor Interrogatories to Petitioner

Dear Attorney Ainsworth:

In accordance with the revised schedule established by the Connecticut Siting Council ("Council", "CSC") on December 19, 2025, The Connecticut Light and Power Company d/b/a Eversource Energy ("Eversource") respectfully submits replies to the interrogatories issued by the Connecticut River Gateway Commission ("CRGC") on November 7, 2025 with respect to the above-referenced Petition No. 1690.

Please contact me if you have any questions regarding this submittal.

Sincerely,

Deborah Denfeld

Deborah Denfeld
Team Lead – Transmission Siting
deborah.denfeld@eversource.com

cc: Melanie Bachman, Esq., Executive Director, The Connecticut Siting Council

Attachment:
Responses to CRGC Interrogatories to Petitioner – Petition 1690

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 1
Question: Has the Connecticut River Gateway Commission raised concerns regarding the project? What were their concerns and how were they addressed?

Response:

Yes, the Connecticut River Gateway Commission (CRGC) has raised concerns regarding the Project, commencing in the summer of 2024, when Eversource asked to meet with the CRGC representatives to inform them of both this Project and a separate proposed transmission line rebuild project that involves a crossing of the Connecticut River between the City of Middletown and Town of East Hampton.[1] At Eversource's initial meeting with the CRGC on August 22, 2024 and continuing in further communication (letters, emails, and at an additional meeting on May 22, 2025) between the Company and the CRGC up to the present time, the CRGC has raised various issues about the Project, with the primary concern centering around the potential effects of the Project on the visual resources of the Connecticut River valley. The following summarizes these CRGC concerns and provides Eversource's responses.[2]

1. **Visibility of the transmission lines**. The CRGC concern is that the proposed replacement transmission lines will affect the visual environment in the vicinity of the Connecticut River. CRGC asked Eversource to underground the 1772 and 348 lines beneath the river and for Eversource to provide information about alternative underground designs for the crossing, as well as to compare overhead and underground river crossing alternatives in terms of costs, environmental effects, and mitigation measures.

   Eversource Response. Although underground alternatives would not normally be considered for a replacement project involving existing overhead transmission lines on a long-established

[1] The Scovill Rock Switching Station to East of Hurd State Park Rebuild Project, CSC Petition No. 1679.

[2] In September 2024, Eversource provided written responses to CRGC's concerns, based on the preliminary information available about Project plans at that time. Throughout the remainder of 2024 and the spring of 2025, Eversource continued to provide periodic Project status and schedule updates to the CRGC via email. The Petition includes specific information that addresses each of the CRGC questions or concerns, as noted in the responses above.

ROW, Eversource responded to the concern by conducting a comprehensive analysis of both overhead and underground rebuild options for the 1772 and 348 lines at the river crossing; this information is presented in the Petition, Attachment D, Connecticut River Crossing Alternatives Analysis. This analysis examines the overhead and underground design alternatives considered for rebuilding the transmission lines at the river crossing and evaluates each of the technically feasible options based on constructability, reliability, visual impacts, environmental effects, and cost. The alternatives analysis supports Eversource's selection of the preferred alternative, using an advanced conductor that allows the replacement monopole structures at the river crossing to be lower in height than the existing 221-foot-tall double-circuit lattice steel towers.

2. **Cross-Sections of the ROW.** The CRGC raised concerns about how the Project would modify views of the right-of-way (ROW) leading to the Connecticut River crossing and asked for cross-section drawings of existing and proposed conditions.

   Eversource Response. The Project modifications will not require any expansion of the existing ROW or additional tree clearing within the ROW. Cross-sections of the existing and proposed ROW conditions are presented in the Petition, Attachment C.

3. **Clearance of the Transmission Lines.** The CRGC was concerned about whether the Project would change the clearance between the conductors and the river.

   Eversource Response. The Project is designed such that the proposed replacement conductors will maintain or exceed the required clearance above the river, as specified by the U.S. Army Corps of Engineers. A plan and profile drawing of the transmission facilities at the Connecticut River crossing is presented in the Petition, Attachment E.

4. **Safety Lighting**. The CRGC raised concerns about whether safety lighting (marker balls, lights) would be required on the Project facilities and, if so, what types of safety marking would be required and the potential visual effects of the safety markings.

   Eversource Response. The Federal Aviation Administration (FAA) determined that marker balls and lighting will be required for aviation safety. Eversource plans to adhere to the FAA requirements by installing lights and marker balls as described in the Petition. As part of its May 22, 2025 presentation to the CRGC Eversource provided photo-simulations depicting views of the proposed Connecticut River crossing transmission lines with the FAA-required safety measures installed. The Petition, Attachment D, Appendix 1 also includes photo-simulations that illustrate views of the river crossing with the FAA safety measures in place.

5. **Project Changes Resulting in Visually Significant or Other Effects**. The CRGC raised concerns that the Project would involve major changes along the ROW, such as for access roads and laydown areas, that would result in visually significant effects within the Zone.

Eversource Response. The Project will not involve major changes along the ROW, which has been occupied by overhead transmission lines since 1928. The Petition includes analyses of potential visual changes as a result of the Project (refer to the Petition, Section 5.3, the Attachment A Map Sheets, and Attachment D, Appendix 1). Visual changes will be in the more streamline design of the replacement monopole structures as compared to the existing double-circuit steel lattice structures, and though there will be structures added as a result of the line separation, the replacement structures at the Connecticut River crossing will be shorter than the existing double-circuit structures. No tree clearing within the ROW will be required. Work pads and access roads required for Project construction will be within the ROW and will be restored in accordance with any CSC or regulatory requirements as well as Eversource best management practices. Eversource also consulted with the State Historic Preservation Office (SHPO) regarding the Project and the SHPO determined that the Project would not have a significant adverse effect on cultural resources (refer to the Petition, Section 5.3.2 and Attachment F).

6. **Eversource should file a Project application, rather than a petition, with the CSC.** The CRGC wanted Eversource to file an application for the Project with the CSC , and stated that an application would provide more information and full transparency about the Project and allow a public hearing.

   Eversource Response. Eversource explained that the Project scope, involving modifications to existing transmission facilities within a long-established ROW, was consistent with other similar rebuild projects filed as petitions. The Company assured the CRGC that Project details (e.g., discussions of existing environmental resources and potential impacts / mitigation measures; river crossing alternatives) would be presented in the Petition and that the information provided in the Petition would address the CRGC's concern with regards to "full transparency". Eversource also noted that the petition process allows for a public hearing at the Council's discretion.

In addition to the above concerns, the CRGC asked Eversource various questions regarding the Project, including the type of finish on the replacement structures near the Connecticut River crossing and Eversource's plans for ROW restoration. Eversource's responses to these questions are reflected in the Petition.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 2
Question: Have any of the lines experienced any operational issues? Provide operation and outage reports.

Response:

Yes. Summary reports regarding these outages for each of the two transmission lines over the past 10 years, by date and type of issue, are attached as CRGC-001-Q2 Attachment. Operational and outage issues are categorized as follows:

- Disturbances: Equipment trips or trips and recloses due to contacts, weather, or system transient faults.

- Forced Outages: The discovery of a problem that needs to be repaired as soon as crews, equipment, and/or corrective dispatch actions may be put in place to allow the work to be performed.

- Emergency Outages: The obvious failure of a piece of transmission equipment that comes out-of-service on its own or requires immediate operator intervention to remove it from service.

Operational and Outage Issues over the past 10 years

348 Line:

Disturbances:

- 08/11/2016 (<1 minute duration) Line trip and reclose due to weather
- 09/29/2016 (7 minutes duration) Line trip due to human error
- 04/19/2017 (5 hours duration) Line trip due to weather
- 08/17/2019 (<1 minute duration) Line trip and reclose due to weather
- 05/17/2019 (<1 minute duration) Line trip and reclose due to potential contact from tree cutting by external parties

Forced/Emergency Outages:

- 11/22/2015 (3 days duration) Line outage to repair hotspot on Millstone 15G terminal static connection, replace structure 9660, replace static between 9649 and 9650
- 05/05/2016 (4 days duration) Line outage to replace bearings and hinges on Beseck 348-9F-5
- 06/10/2017 (2 days duration) Line outage to replace insulators, repair hotspot on static wire near Millstone 15G terminal
- 08/22/2018 (1 day duration) Line outage to repair hotspot found on 348-11C-5 at Haddam 11C
- 05/17/2019 (1 day duration) Line outage to repair a serious hotspot on the 348-15G-5 at Millstone 15G
- 06/20/2020 (1 day duration) Line outage to remove hazard tree
- 08/04/2021 (1 day duration) Line outage to resolve serious hotspot within 30 days on the Haddam 348-11C-5 Motor Operated Disconnect Switch, Green Phase Jaw Connection.
- 09/23/2021 (1 day duration) Line outage to clean Millstone 348-15G-5 jaws to clear hotspot

1772 Line:

Disturbances:

- 01/26/2016 (<1 minute duration) Line trip and reclose due to contact (broken guy wire during excavation work)
- 09/14/2018 (6 hours duration) Line trip due to contact (broken guy wire)
- 03/21/2021 (<1 minute duration) Line trip and reclose due to a transient fault

Forced/Emergency Outages:

- 03/03/2020 (7 hours duration) Line outage to repair damaged conductor and switch attachment
- 01/19/2022 (11 hours duration) Line outage for PINCO Insulator work

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0095 **Actual Date:** 08/11/2016 09:54 **Actual In:** 08/11/2016 09:54

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		Trip and Reclose Millstone 15G - Haddam 11C - Beseck 9F 348 Line	08/11/2016 09:54	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Millstone - 15G	15g-14t-2	OPEN		08/11/2016 09:54
Beseck - 9F	9F-11T-2	CLOSED		08/11/2016 09:54
Beseck - 9F	9F-12T-2	CLOSED		08/11/2016 09:54
Millstone - 15G	15G-14T-2	CLOSED		08/11/2016 09:54
Haddam - 11C	11c-6x3-2	OPEN		08/11/2016 09:54
Haddam - 11C	11C-6X3-2	CLOSED		08/11/2016 09:54
Millstone - 15G	15g-15t-2	OPEN		08/11/2016 09:54
Beseck - 9F	9f-12t-2	OPEN		08/11/2016 09:54
Beseck - 9F	9f-11t-2	OPEN		08/11/2016 09:54
Millstone - 15G	15G-15T-2	CLOSED		08/11/2016 09:54

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: RAIN **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
08/11/2016 09:54	Interruptions and Generation Loss: None
08/11/2016 09:54	Remarks: Trip and Reclose Millstone 15G - Haddam 11C - Beseck 9F 348 Line

Reporting Flags:

Event Checklist

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0095 **Actual Date:** 08/11/2016 09:54 **Actual In:** 08/11/2016 09:54

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0145 **Actual Date:** 09/29/2016 11:20 **Actual In:** 09/29/2016 11:27

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
	Haddam - 11 C	348 Millstone-Beseck-Haddam	09/29/2016 11:27	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Haddam - 11C	11C-6X3-2	Trip		09/29/2016 11:20

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLOUDY **Weather Condition:**

Cause Category: Human Error - Transmission **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
09/29/2016 11:20	Remarks: Inadvertent trip of 11C-6X3-2 while wiring 11C-5X3-2

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 17-0029 **Actual Date:** 04/19/2017 20:49 **Actual In:** 04/20/2017 01:07

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		348 Millstone-Haddam (Eversource CT)		d h m s.	
			04/20/2017 01:07		

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Millstone - 15G	15g-14t-2	Trip		04/19/2017 20:49
Haddam - 11C	11c-5t-2	Trip		04/19/2017 20:49
Haddam - 11C	11c-4t-2	Trip		04/19/2017 20:49
Millstone - 15G	15g-15t-2	Trip		04/19/2017 20:49

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: RAIN **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
04/19/2017 20:49	Interruptions and Generation Loss: N/A
04/19/2017 20:49	Remarks: Trip of the 348 Line (Millstone 15G to Haddam 11C). DFR's All across the state of CT. Return switching attached.

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 1368-2019 **Actual Date:** 08/17/2019 23:58 **Actual In:** 08/17/2019 23:58

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 345	Haddam 11C, Millstone 1 5G	348 Haddam-Millstone Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance
Haddam 11C - 11c-5t-2	1				d h m s.		
Millstone 15G - 15g-14t-2	1				d h m s.		
Millstone 15G - 15g-15t-2	1				d h m s.		
Haddam 11C - 11c-4t-2	1				d h m s.		

Sequence of Operations

Station	Device	Operation	How	Date/Time
Millstone 15G	15g-15t-2	CLOSED		08/17/2019 23:58
Millstone 15G	15g-14t-2	CLOSED		08/17/2019 23:58
Haddam 11C	11c-5t-2	CLOSED		08/17/2019 23:58
Haddam 11C	11c-4t-2	CLOSED		08/17/2019 23:58
Haddam 11C	11c-5t-2	OPEN		08/17/2019 23:58
Haddam 11C	11c-4t-2	OPEN		08/17/2019 23:58
Millstone 15G	15g-14t-2	OPEN		08/17/2019 23:58
Millstone 15G	15g-15t-2	OPEN		08/17/2019 23:58

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: LIGHTNING **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 1368-2019 **Actual Date:** 08/17/2019 23:58 **Actual In:** 08/17/2019 23:58

Event Activity

Date/Time	Comments
08/17/2019 23:58	Trip and reclose of 348 Line. Thunderstorms in the area.

Reporting Flags:

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Haddam 11C				

Followup Required:

DISTURBANCE REPORT
REVIEW

Disturbance#: 3600-2022 **Actual Date:** 05/17/2022 05:44 **Actual In:** 05/17/2022 05:44

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 345	Haddam 11C, Millstone 1 5G	348 Haddam-Millstone Line	/	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance
Haddam 11C - 11c-5t-2	1			/	d h m s.	/	
Millstone 15G - 15g-15t-2	1			/	d h m s.	/	
Haddam 11C - 11c-4t-2	1			/	d h m s.	/	

Sequence of Operations

Station	Device	Operation	How	Date/Time
Haddam 11C	11c-4t-2	CLOSED	Automatic	05/17/2022 05:44
Haddam 11C	11c-5t-2	CLOSED	Automatic	05/17/2022 05:44
Millstone 15G	15g-15t-2	CLOSED	Automatic	05/17/2022 05:44
Millstone 15G	15g-15t-2	OPEN	Automatic	05/17/2022 05:44
Haddam 11C	11c-4t-2	OPEN	Automatic	05/17/2022 05:44
Haddam 11C	11c-5t-2	OPEN	Automatic	05/17/2022 05:44

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
05/17/2022 22:04	Target reported 6 miles from Millstone Station in 348 ROW. Line patrol found tree cutting equipment set up in ROW. No personnel were on-site. Transmission Lines reported event to Community Outreach for follow-up.

Reporting Flags:

DISTURBANCE REPORT
REVIEW

Disturbance#: 3600-2022 **Actual Date:** 05/17/2022 05:44 **Actual In:** 05/17/2022 05:44

Event Checklist

Generation Affected		Describe	
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Haddam 11C				

Followup Required:

SW Start: 11/22/2015 06:00

15-4437 Ver.#

ISO#: 1-15008658

EVERSOURCE

348 Line

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **11/22/2015 07:00** Alt Date: **11/23/2015 07:00**

Schedule Profile: **Continuous** End: **11/24/2015 15:00** Recall Time: **4 HOURS**

Switching Required? **Y** SW Out Start: **11/22/2015 06:00**

Field Switching Needed SW In Start: **11/24/2015 17:03**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **T - Maint** Work Order#: **TLCN1545**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	WITHINTON, JERRY W	860-665-6936	c: 860-372-8942	
Authorized Person in Charge	COBB, CHRISTOPHER W	860-970-6985	f:860-665-6742	
Created For	WITHINTON, JERRY W	860-665-6936	c: 860-372-8942	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Millstone - 15G		
			Station	Beseck - 9F		
			Station	Haddam - 11C		
		345	LINE	348 Old Line		

Work to be performed

Repair hot spot (P3)15G terminal static connection, replace structure 9660, replace static between 9649 and 9650.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: DNO
Boundary: 348-15G-5, 348-9F-5, 11C-6X1-4

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start: 11/22/2015 06:00

15-4437 Ver.#

ISO#: 1-15008658

EVERSOURCE

348 Line

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
Transmission Glastonbury	Millstone - 15G		11/22/2015 06:00	11/24/2015 15:00	MH 09/21
Transmission Waterbury	Beseck - 9F		11/22/2015 06:00	11/24/2015 15:00	MH 09/21
Millstone	Information				MH 09/21
Transmission Glastonbury	Haddam - 11C		11/22/2015 06:00	11/24/2015 15:00	MH 09/21

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: MTE

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 25204-91001 Rev 46, 24807-91001 Rev 2, 16101-91001 Rev 17

SW Start: 05/05/2016 06:00

16-3772 Ver.# 1

ISO#: 1-16003674

EVERSOURCE

348 Line and Terminal at Beseck 9F

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Forced** Start: **05/05/2016 07:00** Alt Date: **05/05/2016 07:00**

Schedule Profile: **Continuous** End: **05/08/2016 16:00** Recall Time: **2 DAYS**

Switching Required? **Y** SW Out Start: **05/05/2016 06:00**

Field Switching Needed SW In Start: **05/08/2016 16:50**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **T - Maint** Work Order#: **B1W10511**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	PITKIN, WILLIAM S	203-575-3664	860-218-0388	
Authorized Person in Charge	BUONANNI, GREGORY S	860-828-2716	203-213-7867c	
Created For	MELE, CHRISTOPHER C	203-575-3662	C: 860-371-8249	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Beseck - 9F		
			Station	Haddam - 11C		
		345	LINE	348 Old Line		
			Station	Millstone - 15G		

Work to be performed

Replace bearings and hinges on 348-9F-5.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: TEST
Boundary: 348-15G-5, 11C-6X1-4, 9F-12T-8, 9F-10T-4, 348-9F-1H VSB

Operators Notes/Remarks

Coordinator Notes

Date Changes, due to shift in Decreased Inventory for Millstone. MH 05/02

Requester Notes

Southern States completed inspection of 348 Terminal switches on 4/14/16 and recommended that the repairs identified in the work scope be completed asap to prevent future switch failure.

SW Start: 05/05/2016 06:00

16-3772 Ver.# 1

ISO#: 1-16003674

EVERSOURCE

348 Line and Terminal at Beseck 9F

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
Transmission Glastonbury	Millstone - 15G		05/05/2016 06:00	05/08/2016 16:00	MH 04/29, MH 05/02
Transmission Glastonbury	Haddam - 11C		05/05/2016 06:00	05/08/2016 16:00	MH 04/29, MH 05/02
Transmission Waterbury	Beseck - 9F		05/05/2016 06:00	05/08/2016 16:00	MH 04/29, MH 05/02
Millstone	Information		05/05/2016 06:00	05/08/2016 16:00	MH 04/29, MH 05/02

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Date Changes, due to shift in Decreased Inventory for Millstone. MH 05/02

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: MTE

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 24807-91001 rev 2; 16101-91001 rev 17; 25204-91001 pg 1, rev 46

SW Start: 06/10/2017 06:00

17-4374 Ver.# 1

ISO#: 1-17004985

EVERSOURCE

348 Line

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **06/10/2017 07:00** Alt Date:

Schedule Profile: **Continuous** End: **06/11/2017 16:00** Recall Time: **3 HOURS**

Switching Required? **Y** SW Out Start: **06/10/2017 06:00**

Field Switching Needed SW In Start: **06/11/2017 16:40**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **T - Maint** Work Order#: **TLCN7025**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	WITHINTON, JERRY W	860-665-6936	860-372-8942c	
Authorized Person in Charge	DACIMO, VINCENT J	860-449-3202(c)		
Created For	WITHINTON, JERRY W	860-665-6936	860-372-8942c	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
		345	LINE	348 New Line		
			Station	Millstone - 15G		
			Station	Haddam - 11C		

Work to be performed

Replacing insulators. Repair hot spot on static wire near Millstone 15G terminal.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: DNO
348-15G-5; 348-11C-5

Operators Notes/Remarks

Coordinator Notes

SW Start: 06/10/2017 06:00

17-4374 Ver.# 1

ISO#: 1-17004985

EVERSOURCE

348 Line

CONVEX

Requester Notes

Millstone 15G; 25204-91001 rev. 46
Haddam 11C; 16101-91001 rev. 23
Will cancel 17-4125 if this is approved.to allow resumption of planned work.

Need to replace 14 structures of glass that could have contributed to line trip. Coordinating helicopter services for requested days.

Replaces cancelled May 15/16 request due to 310 Trip investigation.

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
New London	Millstone - 15G		06/10/2017 06:00	06/11/2017 16:00	djr 06/04/17
Madison	Haddam - 11C		06/10/2017 06:00	06/11/2017 16:00	djr 06/04/17
Millstone	Information				djr 06/04/17

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: MTE

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: See remarkds

SW Start: 08/22/2018 07:00

18-04986 Ver.# 1

EVERSOURCE

348 Line and terminal at Haddam 11C

CONVEX

System Type: **Distribution** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **08/22/2018 08:00** Alt Date: **08/23/2018 08:00**

Schedule Profile: **Continuous** End: **08/22/2018 15:00** Recall Time: **1 HOURS**

Switching Required? **Y** SW Out Start: **08/22/2018 07:00**

Field Switching Needed SW In Start: **08/22/2018 15:31**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **NU** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **D - Maint** Work Order#: **RMSQ001T**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	FERAGNE, BRIAN W	860-908-7758c	860-447-5807	
Authorized Person in Charge	WADSWORTH, JAMES E	860-652-6846	203-843-5854c	
Created For	ROBINSON, EVELYN V	310-493-4063c	860-447-5790	

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
			Station	Millstone - 15G		
		345	LINE	348 New Line		
			Station	Haddam - 11C		

Work to be performed

Repair Hotspot Found on 348-11C-5 @ Haddam 11C

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Station	kV	Type	Device	Comments
No Clearance Points				

Additional Tagged Devices: Tag type: TEST
11C-5T-8, 11C-4T-4, 348-11C-2H (VSB), 348-11C-1H (VSB), 348-15G-5

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start: 08/22/2018 07:00

18-04986 Ver.# 1

EVERSOURCE

348 Line and terminal at Haddam 11C

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
New London	Millstone - 15G		08/22/2018 07:00	08/22/2018 15:00	MH 08/02
Madison	Haddam - 11C		08/22/2018 07:00	08/22/2018 15:00	MH 08/02
Millstone	Millstone - 15G		08/22/2018 07:00	08/22/2018 15:00	MH 08/02

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: MTE

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 16101-91001 rev 24, 25204-91001 rev 47

SW Start:

19-03111 Ver.#

ISO#: 1-19003764 Approved

EVERSOURCE

348 Line and Terminal at Millstone 15G

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Emergency** Start: **05/17/2019 20:00** Alt Date:

Schedule Profile: **Continuous** End: **05/18/2019 15:00** Recall Time: **NA**

Switching Required? **Y** SW Out Start:

Field Switching Needed SW In Start: **05/18/2019 21:06**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **Madison AWC, New London AWC** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#:

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Todd A Thoren	(860) 665-6690	203-558-0071c	todd.thoren@eversource.com
Authorized Person in Charge	Vincent A Marchitto	860-884-6207	860-884-6207	vincent.marchitto@eversource.com
Created For	Vincent A Marchitto			vincent.marchitto@eversource.com

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	HADDAM 11C, MILLSTONE 15G	345	Line	348 Haddam-Millstone Line		

Work to be performed

Repair a series hot spot on the 348-15G-5

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
TEST	HADDAM 11C	345	MOD	348-11C-5	
TEST	MILLSTONE 15G		Disconnect	15G-14T-4	
TEST	MILLSTONE 15G		Disconnect	15G-15T-8	

Additional Tagged Devices: 348-15G-1H VSB, 348-15G-2H VSB

Operators Notes/Remarks

Coordinator Notes

Requester Notes

Equipment to be Added/Removed

Customer Load Interruption Exposure

SW Start:

19-03111 Ver.#

ISO#: 1-19003764 Approved

EVERSOURCE

348 Line and Terminal at Millstone 15G

CONVEX

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: OP24

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: N/A

SW Start:

20-02357 Ver.#

ISO#: 1-20005095 Approved

EVERSOURCE

348 Line

CONVEX

System Type: **Transmission** Affected: **Generation Affected**

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Forced** Start: **06/20/2020 07:00** Alt Date:

Schedule Profile: **Continuous** End: **06/20/2020 13:00** Recall Time: **2 HOURS**

Switching Required? **Y** SW Out Start:

Field Switching Needed SW In Start: **06/20/2020 12:41**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **Madison AWC, New London AWC** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **T - Maint** Work Order#: **MTOH001T**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Richard Lintz		860-416-7116	richard.lintz@eversource.com
Authorized Person in Charge	Sean M Konert		239-631-9835	sean.konert@eversource.com
Created For	Richard Lintz		860-416-7116	richard.lintz@eversource.com

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	HADDAM 11C, MILLSTONE 15G	345	LINE	348 Haddam-Millstone Line		

Work to be performed

Remove Hazard Tree

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
CLEARANCE	HADDAM 11C	345	MOD	348-11C-5	
CLEARANCE	MILLSTONE 15G	345	MOD	348-15G-5	

Additional Tagged Devices:

Operators Notes/Remarks

Coordinator Notes

Contingency switching if the 310 Line trips during this outage. Idle the 4J-19X at Montville 4J by opening the 4J-19X3-2 from CONVEX. Idle the 11F-5X at Card 11F from CONVEX with the following device operations: Open the 11F-10T-2 and the 11F-14T-2. Next open the 11F-5X3-4. Then close the 11F-14T-2 and the 11F-10T-2. Do not operate any 345 kV devices for this contingency switching. See attached email. WH 6/19

Requester Notes

Equipment to be Added/Removed

SW Start:

20-02357 Ver.#

ISO#: 1-20005095 Approved

EVERSOURCE

348 Line

CONVEX

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
RSE	Haddam 11C	N	06/20/2020 06:00	06/20/2020 13:00	Sherwood J Holland
RSE	Millstone 15G	N	06/20/2020 06:00	06/20/2020 13:00	Sherwood J Holland
New London AWC	Informational	N			Sherwood J Holland
Dominion	Informational	N			Sherwood J Holland

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: OP24

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 25204-91001 Rev 51, 16101-91001 Rev 24

SW Start: 08/04/2021 07:00 **21-02832 Ver.#** ISO#: 1-21007992 Implemented

EVERSOURCE

348 Line & Terminal at Haddam 11C

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **08/04/2021 07:00** Alt Date: **08/05/2021 07:00**

Schedule Profile: **Continuous** End: **08/04/2021 15:00** Recall Time: **4 HOURS**

Switching Required? **Y** SW Out Start: **08/04/2021 07:00**

Field Switching Needed SW In Start: **08/04/2021 20:24**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **Madison AWC, New London AWC** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **D - Maint** Work Order#: **B4D17257**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Brian W Feragne	(860) 908-7758	860-908-7758	brian.feragne@eversource.com
Authorized Person in Charge	Brian W Feragne	(860) 908-7758	860-908-7758	brian.feragne@eversource.com
Created For	Brian W Feragne	(860) 908-7758	860-908-7758	brian.feragne@eversource.com

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	HADDAM 11C, MILLSTONE 15G	345	Line	348 Haddam-Millstone Line		
	HADDAM 11C	345	Line	348 Line Terminal @ 11C		

Work to be performed

Resolve Serious Hot Spot within 30 days on the Haddam 348-11C-5 Motor Operated Disconnect Switch, Green Phase Jaw Connection.

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
CLEARANCE	HADDAM 11C		Disconnect	11C-4T-4	
CLEARANCE	MILLSTONE 15G	345	MOD	348-15G-5	
CLEARANCE	HADDAM 11C		Disconnect	11C-5T-8	

Additional Tagged Devices: 348-11C-1H & 348-11C-2H: VSBs

Operators Notes/Remarks

Coordinator Notes

Requester Notes

SW Start: 08/04/2021 07:00

21-02832 Ver.#

ISO#: 1-21007992 Implemented

EVERSOURCE

348 Line & Terminal at Haddam 11C

CONVEX

Equipment to be Added/Removed

Customer Load Interruption Exposure

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
East Hampton AWC	Haddam 11C	N	08/04/2021 07:00	08/04/2021 15:00	Brenton C Latour
New London AWC	Millstone 15G	N	08/04/2021 07:00	08/04/2021 15:00	Brenton C Latour
Dominion	Informational	N			

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: OP24

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 16101-91001 Rev 25 & 25204-91001 Rev 53

SW Start:

21-03233 Ver.#

ISO#: 1-21010205 Implemented

EVERSOURCE

348 Terminal at Millstone 15G

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Emergency** Start: **09/23/2021 14:50** Alt Date:

Schedule Profile: **Continuous** End: **09/23/2021 18:00** Recall Time: **NA**

Switching Required? **Y** SW Out Start:

Field Switching Needed SW In Start: **09/23/2021 18:49**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **New London AWC** Desk:

Primary Participant: **Eversource** Additional Participant: **DOMINION**

Department: **T - Maint** Work Order#:

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Allan C Morgan	(860) 665-6690		allan.morgan@eversource.com
Authorized Person in Charge	Brian W Feragne	(860) 908-7758	860-908-7758	brian.feragne@eversource.com
Created For				

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	MILLSTONE 15G	345	LINE	348 Line Terminal @ 15G		

Work to be performed

Clean 348-15G-5 jaws to clear hot spot

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
	MILLSTONE 15G		Disconnect	15G-14T-4	
	MILLSTONE 15G		Disconnect	15G-15T-8	
	MILLSTONE 15G	345	MOD	348-15G-5	

Additional Tagged Devices:

Operators Notes/Remarks

Coordinator Notes

Requester Notes

Equipment to be Added/Removed

Customer Load Interruption Exposure

SW Start:

21-03233 Ver.#

ISO#: 1-21010205 Implemented

EVERSOURCE

348 Terminal at Millstone 15G

CONVEX

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: MTE, OP24

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 25204 Rev 55

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0005 **Actual Date:** 01/26/2016 12:27 **Actual In:** 01/26/2016 12:28

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
	1772	(RECLOSED) HADDAM - PRATT & WHITNEY 1772 LINE AND PRATT & WHITNEY MIDDLETOWN 1572 LINE. ES-CT	01/26/2016 12:28	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Haddam - 11C	11c-26t-2	Trip		01/26/2016 12:27
Haddam - 11C	11c-27t-2	Trip		01/26/2016 12:27
Middletown - 5A	5a-7t-2	Trip		01/26/2016 12:27
Haddam - 11C	11c-27t-2	Reclose		01/26/2016 12:28
Middletown - 5A	5a-8t-2	Reclose		01/26/2016 12:27
Middletown - 5A	5a-7t-2	Reclose		01/26/2016 12:27
Haddam - 11C	11c-26t-2	Reclose		01/26/2016 12:28
Middletown - 5A	5a-8t-2	Trip		01/26/2016 12:27

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: UNKNOWN **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
01/26/2016 12:27	Interruptions and Generation Loss: PRATT & WHITNEY 23B INTERRUPTED 6 SECONDS
01/26/2016 12:27	Remarks: (RECLOSED) HADDAM - PRATT & WHITNEY 1772 LINE AND PRATT & WHITNEY MIDDLETOWN 1572 LINE - ES-CT. PRATT & WHITNEY INTERRUPTED FOR 6 SECONDS. DFRs AT HADDAM 11C, MIDDLETOWN 5A, SOUTHINGTON 4C, MILLSTONE 15G, SCOVILL ROCK 22P, AND MONTVILLE 4J. A CONSTRUCTION CREW WAS EXCAVATING ANCHORS FOR A FUTURE PROJECT AND A GUY WIRE BROKE AND HIT A CONDUCTOR. SECURE AT THIS TIME.

Reporting Flags:

DISTURBANCE REPORT
REVIEW

Disturbance#: 16-0005 **Actual Date:** 01/26/2016 12:27 **Actual In:** 01/26/2016 12:28

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
REVIEW

Disturbance#: 18-0168 **Actual Date:** 09/14/2018 12:20 **Actual In:** 09/14/2018 16:54

System Type: **Outage Type:** Automatic Outage **Outage Status:** Restored

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
		1772 Line (Haddam-Pratt & Whitney)/1572 (Middletown -Pratt & Whitney)	/ 09/14/2018 16:54	d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance

Sequence of Operations

Station	Device	Operation	How	Date/Time
Middletown - 5A	5A-8T-2	Trip		09/14/2018 12:20
Middletown - 5A	5A-7T-2	Trip		09/14/2018 12:20
Pratt & Whitney Aircraft - 23B	1772-23b-5	Trip		09/14/2018 12:20
Haddam - 11C	11C-27T-2	Trip		09/14/2018 12:20
Haddam - 11C	11C-26T-2	Trip		09/14/2018 12:20

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Line Equipt Overhead - Transmission **Sustained Cause Category:**

Cause: **Sustained Cause:**

Event Description:

Event Activity

Date/Time	Comments
09/14/2018 12:20	Remarks: Trip of 1772 cause by broken guy wire. 1572 Line was restored @ 1323 using in log switching. 1772 Line was restored at 1654 under 18-05585.

Reporting Flags:

Event Checklist

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description

Followup Required:

EVERSOURCE

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2751-2021 **Actual Date:** 03/21/2021 17:05 **Actual In:** 03/21/2021 17:05

System Type: Transmission **Outage Type:** Automatic Outage **Outage Status:** Momentary

Primary Control Center: CVX **Desk:**

Related Request?

DISTURBANCE DETAILS

Outage Line/Equipment

Type / kV	Station	Name	Out Date / Restore Date	Duration	Comments
Line / 115	Haddam 11C, Pratt & Whitney Aircraft 23B	1772 Pratt & Whitney-Haddam Line		d h m s.	
Line / 115	Middletown 5A,Pratt & Whitney Aircraft 23B	1572 Pratt & Whitney-Middletown Line		d h m s.	

Device Operation Summary

Station - Device	#OPs	Targets	CBC	Out Date / Restore Date	Duration	Fault Type / Fault Magnitude	Distance
Middletown 5A - 5A-7T-2	1				d h m s.		
Middletown 5A - 5A-8T-2	1				d h m s.		
Haddam 11C - 11C-26T-2	1				d h m s.		
Haddam 11C - 11C-27T-2	1				d h m s.		

Sequence of Operations

Station	Device	Operation	How	Date/Time
Haddam 11C	11C-27T-2	CLOSED	Automatic	03/21/2021 17:05
Middletown 5A	5A-7T-2	CLOSED	Automatic	03/21/2021 17:05
Haddam 11C	11C-26T-2	CLOSED	Automatic	03/21/2021 17:05
Middletown 5A	5A-8T-2	CLOSED	Automatic	03/21/2021 17:05
Haddam 11C	11C-26T-2	OPEN	Automatic	03/21/2021 17:05
Haddam 11C	11C-27T-2	OPEN	Automatic	03/21/2021 17:05
Middletown 5A	5A-7T-2	OPEN	Automatic	03/21/2021 17:05
Middletown 5A	5A-8T-2	OPEN	Automatic	03/21/2021 17:05

Affected Customer

Type	Incident#	Comments	Customer Count

Total Customers:

Weather: CLEAR **Weather Condition:**

Cause Category: Under Investigation **Sustained Cause Category:**

Cause: **Sustained Cause:**

DISTURBANCE REPORT
PRELIMINARY

Disturbance#: 2751-2021 **Actual Date:** 03/21/2021 17:05 **Actual In:** 03/21/2021 17:05

Event Description:

Event Activity

Date/Time	Comments
	Trip and reclose of both lines going into Pratt & Whitney 23B occurred at the same time as 4J-19X disturbance at Montville 4J (Disturbance Entry #2750-2021). Pratt and Whitney unit tripped upon loss of lines.

Reporting Flags:

Event Checklist

Generation Affected	on	Describe	Tripped offline on loss of both 1772 Line and 1572 Line
UFLS Event		Describe	
Customer Interruption		Describe	
Line Patrol Needed		Describe	

Fault Location(s)

Station	Structure	LAT, LONG	Direction	Description
Haddam 11C				
Middletown 5A				

Followup Required:

SW Start: 03/03/2020 07:00

20-01205 Ver.#

ISO#: 1-20000982 Approved

EVERSOURCE

1772 Line

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **03/03/2020 08:00** Alt Date: **03/04/2020 08:00**

Schedule Profile: **Continuous** End: **03/03/2020 15:00** Recall Time: **3 HOURS**

Switching Required? **Y** SW Out Start: **03/03/2020 07:00**

Field Switching Needed SW In Start: **03/03/2020 15:31**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **East Hampton AWC, Madison AWC** Desk:

Primary Participant: **Eversource** Additional Participant:

Department: **T - Maint** Work Order#: **MTOH001T**

Project Module#: External#/Project#:

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Jerry W Withinton	(860) 665-6936	860-372-8942	jerry.withinton@eversource.com
Authorized Person in Charge	Jerry W Withinton	(860) 665-6936	860-372-8942	jerry.withinton@eversource.com
Created For	Jerry W Withinton	(860) 665-6936	860-372-8942	jerry.withinton@eversource.com

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	HADDAM 11C, PRATT & WHITNEY AIRCRAFT 23B	115	LINE	1772 Pratt & Whitney-Haddam Line		

Work to be performed

Repair Damaged Conductor and SW Attachments (CT River Crossing)

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
CLEARANCE	HADDAM 11C	115	MOD	1772-11C-5	
CLEARANCE	PRATT & WHITNEY AIRCRAFT 23B	115	MOD	1772-23B-5	

Additional Tagged Devices: 1772-23B-1H VSB

Operators Notes/Remarks

Coordinator Notes

Requester Notes

Equipment to be Added/Removed

Customer Load Interruption Exposure

Loss of 1572 Line interrupts Pratt & Whitney Aircraft 23B

SW Start: 03/03/2020 07:00

20-01205 Ver.#

ISO#: 1-20000982 Approved

EVERSOURCE

1772 Line

CONVEX

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
Pratt and Whitney	Pratt & Whitney Aircraft 23B	N	03/03/2020 07:00	03/03/2020 15:00	Brenton C Latour
Madison AWC	Haddam 11C	N	03/03/2020 07:00	03/03/2020 15:00	Brenton C Latour
Pratt and Whitney	Alternate Source	N	03/03/2020 07:00		Brenton C Latour

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For
23B-1X	Pratt & Whitney Aircraft 23B	Switching

Notification Remarks

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: OP24

Request Checklist

Will there be any work performed on the relay protection system?	No	
Drawings		DWG#: 18302-91001 Rev 15, 16101-91001 Rev 24

SW Start: 01/19/2022 06:00

22-00233 Ver.# 3

ISO#: 1-21010069 Approved

EVERSOURCE

1772 Line

CONVEX

System Type: **Transmission** Affected:

Work Type: **Out Of Service** Status: **COMPLETED**

Request Type: **Planned** Start: **01/19/2022 08:00** Alt Date: **01/20/2022 08:00**

Schedule Profile: **Continuous** End: **01/19/2022 17:00** Recall Time: **4 HOURS**

Switching Required? **Y** SW Out Start: **01/19/2022 06:00**

Field Switching Needed SW In Start: **01/19/2022 18:45**

Primary Control Center: **CVX** Secondary Control Center:

AWC: **East Hampton AWC, Madison AWC** Desk:

Primary Participant: **Eversource** Additional Participant: **Pratt and Whitney**

Department: **T - Projects** Work Order#: **80083537,RSE In**

Project Module#: External#/Project#: **External# - 1772 PINCO**

Personnel Info	Name	Phone	Cell	Email
APL Requestor	Mohammad Khan		630-957-8821	mohammad.khan@eversource.com
Authorized Person in Charge	Richard Nelson	(860) 280-2062	(608) 642-1039	richard.nelson@eversource.com
Created For	Lisa Kavarnos			lisa.kavarnos@eversource.com

Line/Equipment Involved

Feeder	Station	kV	Type	Line/Equipment	Location	Comments
	HADDAM 11C, PRATT & WHITNEY AIRCRAFT 23B	115	LINE	1772 Pratt & Whitney-Haddam Line		

Work to be performed

PINCO insulator work on 1772 line

Job Location

Town	On Street	Cross Street

Work Location

Tagged Devices

Tag Type	Station	kV	Type	Device	Comments
CLEARANCE	HADDAM 11C	115	MOD	1772-11C-5	
CLEARANCE	PRATT & WHITNEY AIRCRAFT 23B	115	MOD	1772-23B-5	

Additional Tagged Devices: CAUTION: 1772-23B-1H VSB

Operators Notes/Remarks

Coordinator Notes

Requester Notes

Equipment to be Added/Removed

Customer Load Interruption Exposure

Loss of 1572 Line Interrupts Pratt & Whitney 23B

SW Start: 01/19/2022 06:00

22-00233 Ver.# 3

ISO#: 1-21010069 Approved

EVERSOURCE

1772 Line

CONVEX

Switching Notify

Notify	For Switchers at Switching Location	Daily	Required Time	Return Time	Arranged By
RSE	Pratt & Whitney Aircraft 23B	N		01/19/2022 17:00	Jereme C Christensen
RSE	Haddam 11C	N		01/19/2022 17:00	Jereme C Christensen
East Hampton AWC	Pratt & Whitney Aircraft 23B	N	01/19/2022 06:00		Jereme C Christensen
Madison AWC	Haddam 11C	N	01/19/2022 06:00		Jereme C Christensen
Pratt and Whitney	Alternate Source	N	01/19/2022 06:00	01/19/2022 17:00	Michael A Hughes

Alternate Source Switching Requirement(s)

Switching Equipment	Station	Switching For
23B-1X	Pratt & Whitney Aircraft 23B	Switching

Notification Remarks

District to perform removal switching as scheduled (0600) and RSE to perform return switching as scheduled. jcc 1/14

Related Request(s)

Request #	Start	End	Line/Equipment	Station(s)	Status

Reporting Flags: OP24

Request Checklist

Will there be any work performed on the relay protection system?	No
Drawings	DWG#: 16101-91001 Rev 25,

Intentionally Left Blank

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 3
Question: Are the existing structures visible from the abutting residential property? How would the Project change visibility from the abutting property?

Response:

Yes, the existing double-circuit lattice steel towers are visible from abutting residential properties and the replacement structures also would be visible from these abutting properties, including along Haddam View Heights in Haddam and along State Route 149 (Main Street), Bonfoey Road, Porges Road, Creek Row, and Boardman Road in East Haddam.

As the proposed Project will modify the heights, locations, and design of the transmission line structures, this will affect the visibility of the replacement structures, as compared to the visibility of the existing structures, from some residential areas. And some locations may see decreased visibility. For example, the proposed four single-circuit replacement steel monopoles (two on either side of the river) will be shorter than the two existing double-circuit galvanized steel lattice towers that presently support the 1772- and 348-line river crossing spans. Therefore, due to tree cover or topography, the replacement structures may be less visible from abutting residential properties.

In addition, in East Haddam, the two single-circuit replacement structures that would support the 1772 and 348 river crossing spans (Structures 3488 and 9813) are proposed to be located farther east than the existing double-circuit lattice steel structure (Structure 9813). As a result, these two replacement monopole structures would be comparatively less visible from residential areas along Main Street (State Route 149). However, the replacement structures would be more visible from residential parcels along Porges Road.

The remaining five replacement structures (Structures 3487 and 9815 in Haddam and Structures 3489, 9811, and 3717 in East Haddam), which would be taller than the existing structures, would not be expected to have a substantial increase in visibility from abutting residential properties when compared to the existing structures. Specifically:

- The two replacement structures in Haddam will be located directly east of Haddam

Substation, along a portion of the ROW where the existing double-circuit lattice steel structure (Structure 9815) is visible from abutting residential areas on Haddam View Heights road. The replacement structures for Structure 9815 will also be visible from these areas.

- The three replacement structures in East Haddam are located in the center of a large Eversource-owned parcel, as are the existing structures that will be replaced (i.e., existing double-circuit lattice steel Structure 9811 and existing three-pole Structure 3717). In this area, the intervening topography and/or forest vegetation that presently minimizes views from abutting properties will also limit views of the replacement structures.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 4
Question: How would the Project change the visibility from the Connecticut River?

Response:

Views of the transmission line structures at the Connecticut River crossing will change because the Project will replace the existing 221-foot-tall DCLTs with shorter single-circuit steel monopoles. The replacement monopole structures at the river crossing will have the same galvanized finish as the existing DCLTs. On the east side of the river, the shorter single-circuit monopoles that will replace existing DCLT Structure 9813 will be moved farther inland, making views of the replacement structures potentially less apparent from the river.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 5
Question: What is the total estimated cost of the Project? Of the cost total, what costs would be regionalized, and what costs would be localized? Estimate the percentages of the total cost that would be borne by Eversource ratepayers, Connecticut ratepayers, and the remainder of New England (excluding Connecticut) ratepayers, as applicable.

Response:

The total estimated cost of the Project is approximately $27.26 million. Eversource will submit a Transmission Cost Allocation (TCA) application to ISO-New England (ISO-NE) prior to the start of Project construction. The TCA will then be reviewed by the New England Power Pool (NEPOOL) Reliability Committee and ISO-NE, in accordance with a Schedule 12 C review. Following this review, a final determination as to the cost allocation will be issued by ISO-NE. Any costs identified as not eligible for regional cost recovery will be allocated to customers of The Connecticut Light and Power Company d/b/a Eversource Energy.

Eversource anticipates the following overall allocations for Project costs eligible for regional cost recovery:

- Customers of Eversource: 18.32%
- Other Connecticut customers: 5.62%
- Other New England customers: 76.06%

The estimated allocations are based on 2024 actual loads.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 6
Question: Has Petitioner analyzed the alternative of placing the replacement transmission lines underground as they cross the Connecticut River? If so, please provide:

a. the analysis of the costs of this alternative

b. specifying which costs are attributable to each aspect of the alternative

c. the period of time (years) over which the costs are amortized or to be recovered

d. an analysis of recovery costs over a 30-year recovery period.

Response:

Yes, The Petition, Attachment D, provides a detailed analysis of both the overhead and underground alternatives considered for rebuilding the 1772 and 348 lines at the Connecticut River crossing. Of the Project design alternatives identified as potentially feasible for the river crossing, two involved undergrounding (refer to the Petition, Attachment D, Section 3.3.2, pp. 11 to 23 and Section 3.3.3, pp. 28 to 36). Table 3-2 in Attachment D (pp. 37 to 38) compares these two underground alternatives to the feasible overhead alternatives, including the preferred overhead river crossing design.

a. Table 6-1, below, provides order of magnitude ([OOM]: -50% + 200%) cost estimates for the underground alternatives identified in the Petition, Attachment D (i.e., Alternatives UG-1 and UG-2).

b. Please see Table 6-1, below, which provides the cost of each underground alternative, by transmission line.

c. If Eversource were required to install both or one of the two transmission lines underground as described in either Alternative UG-1 or Alternative UG-2, the amortized cost recovery period would be similar to other Eversource capital projects, which is typically 40 years.

d. The estimated Project cost, using the preferred overhead line design as detailed in the Petition, is $27.26 million as provided in response CRGC-001-8. If Eversource were required to fully underground the project as contemplated in Alternative UG-1, the total project costs would increase to an estimated $80.66 million. The $80.66 million estimate is arrived at by starting with the $27.26 million project costs, removing the river crossing line item B.2 from the project cost table in CRGC-001-8 of $9.9 million, and then adding the undergrounding cost below of $63.3 million for a new total of $80.66 million. Therefore, fully undergrounding the river crossing would cost approximately three times more than the proposed Project.

   This same approximate 3x multiple would apply to the annual cost recovery as well. On an annual basis, the revenue requirements (return on rate base and associated taxes, depreciation expense, property tax, etc.) are estimated to be about three times higher in every year for the first 30 years. Using the revenue requirement line items referenced above in an illustrative example of this, assuming a 40-year project life, and discounting at the company's weighted average cost of capital, would yield a levelized annual revenue requirement of approximately $2.8 million a year over the first 30 years for the preferred overhead line design. This compares to an approximately $8.2 million levelized annual revenue requirement for the project alternative that includes undergrounding. As a note, neither of these illustrative annual levelized costs include other appropriately associated revenue requirements such as annual operations and maintenance expense or administrative and general expense, which are more difficult to estimate on a project-by-project basis.

Table 6-1: OOM Costs for Underground Alternatives: Connecticut River Crossing

UNDERGROUND RIVER CROSSING ALTERNATIVE	Haddam Substation to East Haddam Junction Rebuild Project CONNECTICUT RIVER CROSSINGORDER OF MAGNITUDE COST ESTIMATES ($) (-50% to +200%)		
	1772 LINE	348 LINE	TOTAL
Alternative UG-1: Both the 115-kV 1772 Line and the 345-kV 348 Line would be rebuilt underground with XLPE cables	$ 31.9	$ 31.4	$ 63.3
Alternative UG-2: (Hybrid) 115-kV 1772 Line would be placed underground using XLPE cables, and the 345-kV 348 Line would be installed overhead using specialty conductor (2048 kcmil Evans AECC) and specialty OPGW	$ 31.9	$ 11.8 M	$ 43.7

NOTES:

For UG-1: The 115-kV and 345-kV XLPE cables would be installed beneath the river in two separate conduits, using trenchless technology. For the 1772 Line, two new 95-115-foot-tall dead-end vertical riser structures (one on either side of river) would be needed to transition the underground cable to the overhead portions of the line. For the 348 Line, two new 95-115-foot-tall A-Frame structures (one on either side of the river would be required; each of these structures would be placed within a 115-x 90-foot permanent transition yard located within the ROW on either side of the river. (For further details, refer to the Petition, Attachment D.)

For UG-2: The 1772 Line would be installed beneath the river as described for Alternative UG-1; transition structures would be required within the ROW on either side of the river. The 348 Line would be installed overhead, using the specialty conductor and OPGW as described for the preferred overhead Project design, and supported by monopole structures on either side of the river at the same heights as for the preferred overhead line design (192.5 feet and 207.5 feet tall). For the purposes of this estimate, the OOM costs for the 348 Line in Alternative OH-2 (preferred overhead line design; refer to Attachment D) and Alternative UG-2 are assumed to reflect the

same scope and thus to be the same cost. In actuality, however, installing the 348 Line overhead for Alternative UG-2 would likely be more costly than the installation of the line overhead in Alternative OH-2. This is because Alterative OH-2 would rebuild both transmission lines overhead using the same conductor and installation methods, resulting in certain cost sharing and cost efficiencies.

The OOM costs are for the technically feasible alternatives for rebuilding the transmission lines underground beneath the Connecticut River portion of the Project only and do not reflect total Project costs.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 7
Question: Will the Project cost be collected through rates? Which Eversource customers will be charged for the recovery of the costs of the Project or any alternative? What is the estimated rate increase for Eversource customers? Explain.

Response:

For the proposed Project, The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) anticipates these costs will be regionalized pending the final determination of ISO New England's Schedule 12C review. Therefore, Eversource assumes that the $27.26 million Project cost will be collected via Regional Network Service rates under Schedule 9 of the ISO New England Open Access Transmission Tariff and charged to the New England Region. Connecticut Eversource customers will pay approximately 18.3% of these costs. The estimated rate increase for Eversource customers in the first year that the Project goes into service is approximately .00003 $/kWh, or ~$.02 per month based on a hypothetical 700 kWh retail customer.

As the Project proposes a rebuild of an existing overhead crossing, costs associated with an alternative underground design would not be regionalized and would be paid for by Connecticut Eversource customers.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 8
Question: Provide a detailed breakdown of Project costs, including but not limited to; engineering and indirect, structures and conductor installation/replacement (excluding river crossing), river crossing structures and conductors, substation work, commissioning; and environmental.

Response:

Project Costs Haddam Substation to East Haddam Junction Rebuild Project (1772 and 348 Lines)				
Item	**Description**	**1772 Line Total ($M)**	**348 Line Total ($M)**	**Project Cost Total ($M)**
A	Engineering and indirect	$1.09	$1.07	$2.16
B.1	Structures and conductor installation/replacement (*excluding river crossing*)	$7.96	$6.23	$14.19
B.2	River crossing structures and conductors	$4.94	$4.96	$9.90
C	Substation work	$0.36	$0	$0.36
D	Commissioning	$0.06	$0	$0.06
E	Environmental	$ 0.30	$ 0.29	$ 0.59
			Total Project Costs:	**$27.26**

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 9
Question: Please provide the costs Eversource incurred for undergrounding of any transmission lines which cross the Connecticut River which were installed/replaced in the last 15 years.

Response:

Eversource has not installed any transmission lines beneath the Connecticut River in the last 15 years.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 10
Question: Please provide the costs Eversource incurred for undergrounding any transmission lines which run beneath any water body which were installed/replaced in the last 15 years.

Response:

Eversource has conducted five underwater horizontal directional drills (HDDs) for transmission projects in the last 15 years (refer to Table 1, below). However, four of these HDDs were part of projects in the Greater Boston area that consisted of all underground transmission line construction and it is typically not possible to isolate the cost of HDD under a waterbody crossing for a completely underground transmission line installation because the cost of the HDD is commonly integrated into the overall construction methodology and cost structure. The HDD process involves multiple interdependent components—such as mobilization, specialized equipment, drilling fluid management, environmental controls, and restoration—that are not easily separated from other underground transmission line project installation activities.

The only recent Eversource project where the cost of the HDD was easily extracted was from the Company's transmission line relocation project in Norwalk, Connecticut, as this was an overhead to underground transition that entailed moving two overhead 115-kV transmission lines off the Walk Railroad Bridge and placing the lines underground beneath the Norwalk River. The cost of the HDD for the Norwalk project was $6.1 million and represents the cost of HDD installation only. The cost does not include other related costs, such as the cost of the transmission cable, engineering, permitting, etc. For an underground/underwater crossing of the Connecticut River, additional costs would also include the transition structures, vaults, and costs associated with the underground property rights that would be required.

Table 1: Eversource Underground Transmission Waterbody Crossings Utilizing HDD Technology: 2010 through 2025

Transmission Line / (Year Installed)	Waterbody / Location (State)	Method of Installation	Transmission Cable Type
211/514Y 2019	Mystic River (MA)	HDD	115-kV HPFF
211/514Y 2022	Aberjona River (MA)	HDD	115-kV HPFF
3136 (2022)	Aberjona River Washington Street (MA)	HDD	345-kV XLPE
3136 (2023)	Aberjona River Cross Street (MA)	HDD	345-kV XLPE
1028/1146 (2025)	Norwalk River (CT)	HDD	115-kV XLPE

Acronyms:
HDD: Horizontal Directional Drill
HPFF: High-pressure fluid-filled pipe type cable with dielectric fluid and steel pipe
XLPE: Cross-linked polyethylene cable (solid dielectric)

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 11
Question: Did Eversource consult with the Connecticut Airport Authority (CAA) or the FAA? If so, what comments were received from CAA or FAA, and how were such comments addressed?

Response:

Eversource did not consult with the Connecticut Airport Authority (CAA). This Project is not within 0.5 miles of an airport runway as specified in Connecticut General Statutes Section 15–74b and c and therefore does not require consultation with the CAA. (The Goodspeed Airport is approximately 0.8 miles south of the transmission line ROW.)

Eversource's consultations with the Federal Aviation Authority (FAA) regarding the Project are provided in the responses to CRGC-001, Questions 12 and 13.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 12
Question: Referencing Petition p. 26, provide the proposed marking/lighting plans and marker ball plans if available and describe how the plans comply with any FAA marking/lighting standards.

Response:

Eversource would meet the requirements of the FAA's determinations using FAA marking/lighting standards, as specified in FAA Advisory Circular 70/7460-1 – Obstruction Marking and Lighting. Since the Petition filing the number of lights and marker balls have changed slightly.

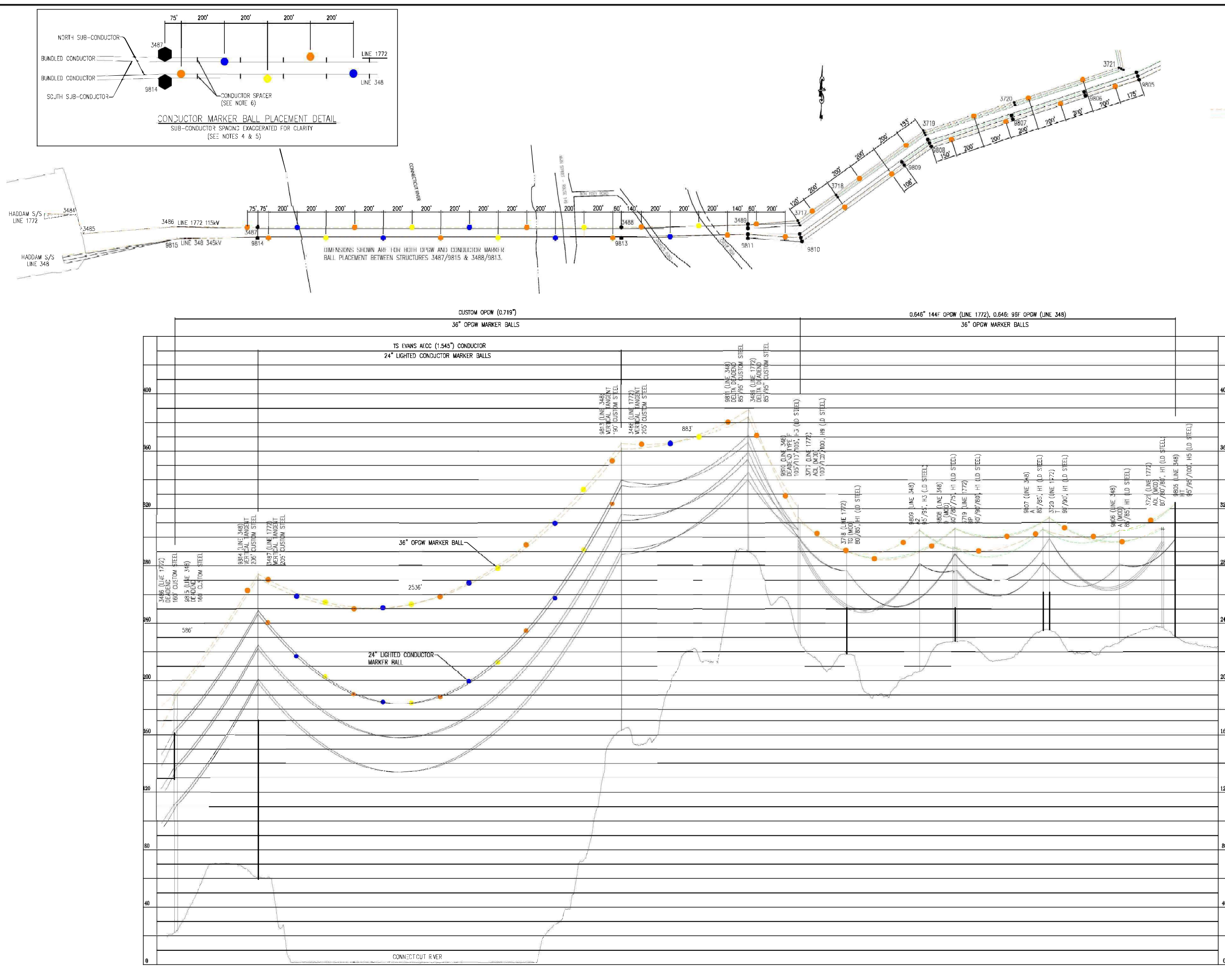
More specifically, Eversource will install:

- FAA safety lights on 1772 Line replacement Structures 3487 in Haddam and 3489 in East Haddam and 348 Line replacement Structures 9815 in Haddam and 9813 in East Haddam.

- Spherical unlit 36-inch-diameter marker balls on the new OPGW on the 1772 Line for a small section just west of Structure 3487, between Structures 3487 and 3488 over the Connecticut River, and between Structures 3488 and 3721 in East Haddam, and on the 348 Line between Structures 9814 and 9813 over the Connecticut River, and between Structures 9813 and 9805 in East Haddam.

- Spherical lit 24-inch-diameter marker balls on the replacement 348 Line and 1772 Line top phase conductor spans over the Connecticut River (Structures 9814 and 9813 and Structures 3487 and 3488, respectively).

Details of the marker ball and lighting plan are provided in the attached drawing (CRGC-001-12 Attachment). The marker balls and lights for the Project are consistent with FAA marking/lighting standards based on marker ball size, placement, spacing, and color (refer also to the response to CRGC-001-Q13).



LEGEND:

- 36" ORANGE MARKER BALL
- 36" WHITE MARKER BALL
- 36" YELLOW MARKER BALL
- 24" LIGHTED ORANGE MARKER BALL
- 24" LIGHTED WHITE MARKER BALL
- 24" LIGHTED YELLOW MARKER BALL
- PROPOSED OPGW
- EXISTING 7#8 ALUMOWELD SHIELD WIRE

NOTES:

1. CONDUCTOR SAGS SHOWN @ 392°F.
2. OVERHEAD SHIELD WIRE SAGS SHOW @ -20°F.
3. MARKER BALLS TO BE INSTALLED ON NEWLY INSTALLED OPGW. NO MARKER BALLS TO BE INSTALLED ON EXISTING 7#8 ALUMOWELD SHIELD WIRE.
4. START INSTALLING MARKER BALLS FROM WEST TO EAST ON BOTH CONDUCTORS AND OPGW.
5. ALTERNATE MARKER BALLS ON SUB-CONDUCTORS OF SAME PHASE. START CONDUCTOR MARKER BALLS ON THE NORTHERN MOST SUB-CONDUCTOR ON TOP PHASE OF EACH CIRCUIT.
6. START PLACEMENT OF BUNDLED CONDUCTOR SPACERS BETWEEN STRS. 3487/9814 - 3488/9813 150' EAST OF STRS. 3487/9814. THEN CONTINUE WITH STANDARD 200' SPACING.

REVISIONS DURING CONSTRUCTION

A	05/12/25	ISSUED FOR 100% REVIEW WO #80470583, 80293485 WO #80470583, 80293485	MMM	CJS	BRK
B	08/08/25	ISSUED FOR CONSTRUCTION WO #80470583, 80293485 WO #80470583, 80293485	KAT	MMM	BRK

EVERSOURCE ENERGY

TITLE
EAST HADDAM JCT - HADD S/S
115-kV TRANSMISSION LINE
INSTALLATION OF SPHERICAL MARKERS COLOR SCHEME & PATTERN
WINDSOR LOCKS & EAST WINDSOR, CONNECTICUT

BY MMM/TRC	CHKD BRK/TRC	APP ATS/ES	APP JM/ES
DATE 05/05/25	DATE 05/05/25	DATE 08/08/25	DATE 08/08/25
H-SCALE 1"=100' V-SCALE 1"=20'	SIZE ARCH D / V.S.	FIELD BOOK & PAGES / R.E.DWG.	
R.E. PROJ. NUMBER	80470583, 80293485	DWG NO.	01171-85008p001

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 13
Question: Referencing Federal Aviation Administration (FAA) consultation;

a) on what date did Eversource file its Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA)?
b) on what date did FAA indicate that the proposed structures did not exceed the Notice Criteria?
c) submit the FAA determination for the project.
d) what is the diameter and color of the marker balls?
e) What specific conductors would have marker balls?
f) how many marker balls are required?
g) would the marker balls require lighting? If yes, submit lighting details.

Response:

Please see the responses below:

(a) Eversource filed with the FAA the required Form 7460-1 Notices of Proposed Construction or Alteration for the Project in February 2024 (file numbers 2023-ANE-4325-OE through 2023-ANE-4339-OE). At the time of Eversource's submission to the FAA, the anticipated Project design at the Connecticut River crossing included the use of 1590 kcmil "Falcon" ACSS conductor with taller replacement structures (i.e., Alternative OH-1 as described in the Petition, Attachment D) rather than the current preferred design. The shorter structures (at the Connecticut River crossing associated with the preferred design remain above the obstruction surface due to the high ground elevations along the Project right-of-way (ROW) and proximity to Goodspeed Airport. Eversource will file Form 7460-2 notifications with final obstruction heights consistent with FAA procedure.

(b) The FAA did not indicate that the proposed structures did not exceed Notice Criteria. FAA determinations (with dates issued by FAA) are attached as CRGC-001-13 Attachment).

(c) Please refer to the response to part (b) above. Extensions have been filed since the original determination to maintain their active status. Also attached are

determinations for File Numbers 2024-ANE-983-OE-MAL through 2024-ANE-988-OE-MAL where the FAA was unable to accommodate the Eversource request to reduce marking and lightning requirements for the shortest structures and spans of the Project. Considering the high ground elevation along the Project ROW, its proximity to Goodspeed Airport, and the FAA's evaluation of objects above the obstruction surface, it is Eversource's opinion that the transmission line design, regardless of height, will likely require marking and lighting.

(d) Marker balls would have a 36-inch diameter on the shield wire (OPGW), and a 24-inch diameter on the conductor. The colors of the marker balls would be orange, yellow, and white as illustrated on the Plan and Profile drawing include in the attachment to the response to Question 12.

(e) Marker balls will be installed on the top phase of each circuit. Details concerning the location of the marker balls are provided in the response to CRGC-001-12 .

(f) A total of 45 marker balls would be required to conform to the FAA requirements.

(g) Marker balls on the conductor will require lighting, as detailed in the response to CRGC-001-12. Marker balls on the shield wire do not require lighting.

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

Aeronautical Study No.
2023-ANE-4325-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 3489
Location:	East Haddam, CT
Latitude:	41-27-40.62N NAD 83
Longitude:	72-27-33.57W
Heights:	288 feet site elevation (SE) 96 feet above ground level (AGL) 384 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4325-OE.

Signature Control No: 594027704-613518279 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4325-OE

The proposed tower, at a height of 96 feet (ft.) above ground level (AGL), 384 ft. above mean sea level (AMSL), would be located 4,782 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 225 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 225 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 1, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

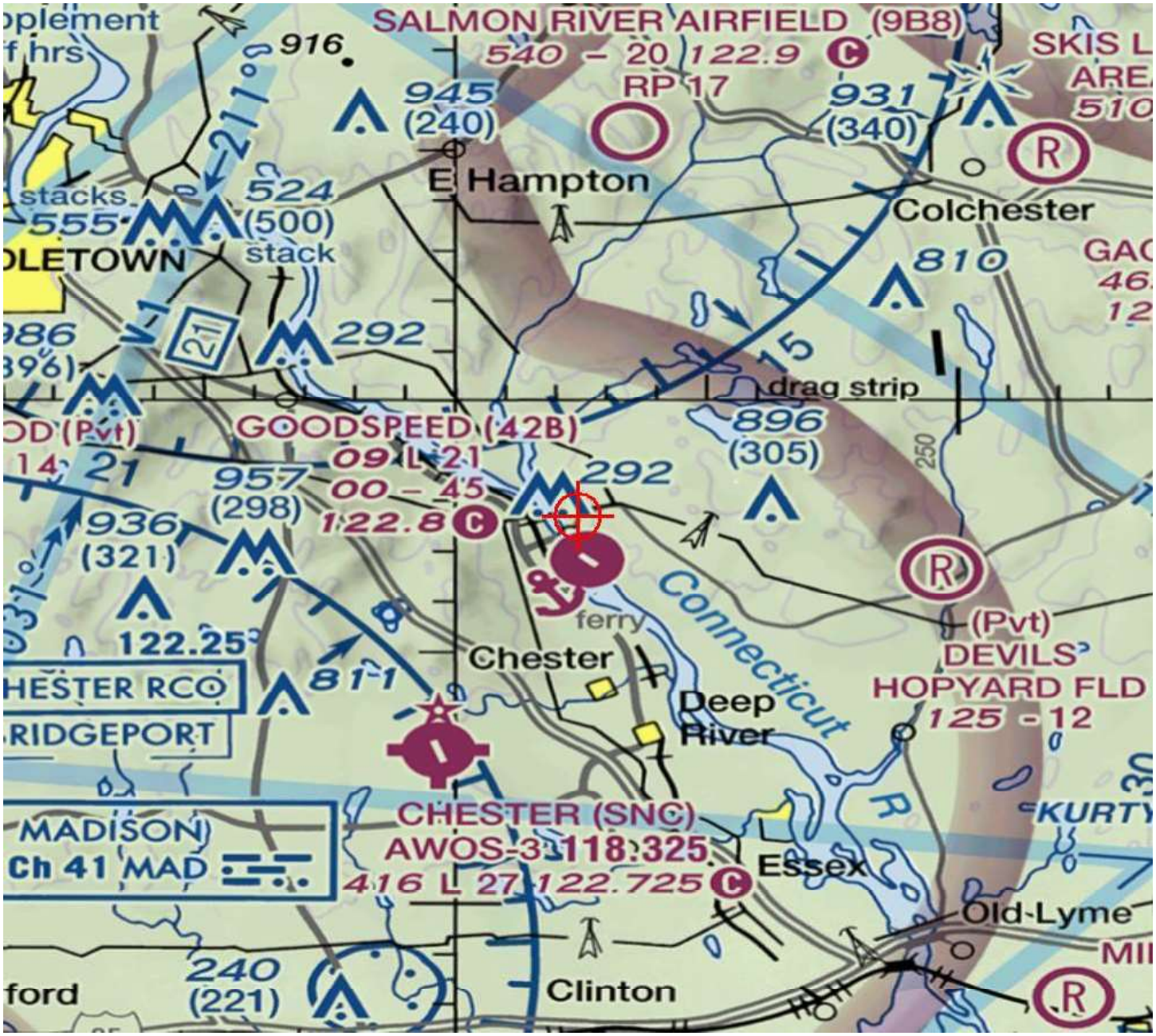
Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal will be located in an area of rising terrain. Therefore, at 96 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.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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.
2023-ANE-4326-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 9811
Location:	East Haddam, CT
Latitude:	41-27-39.98N NAD 83
Longitude:	72-27-33.54W
Heights:	288 feet site elevation (SE) 96 feet above ground level (AGL) 384 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4326-OE.

Signature Control No: 594027705-613519395 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4326-OE

The proposed tower, at a height of 96 feet (ft.) above ground level (AGL), 384 ft. above mean sea level (AMSL), would be located 4,717 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 225 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 225 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

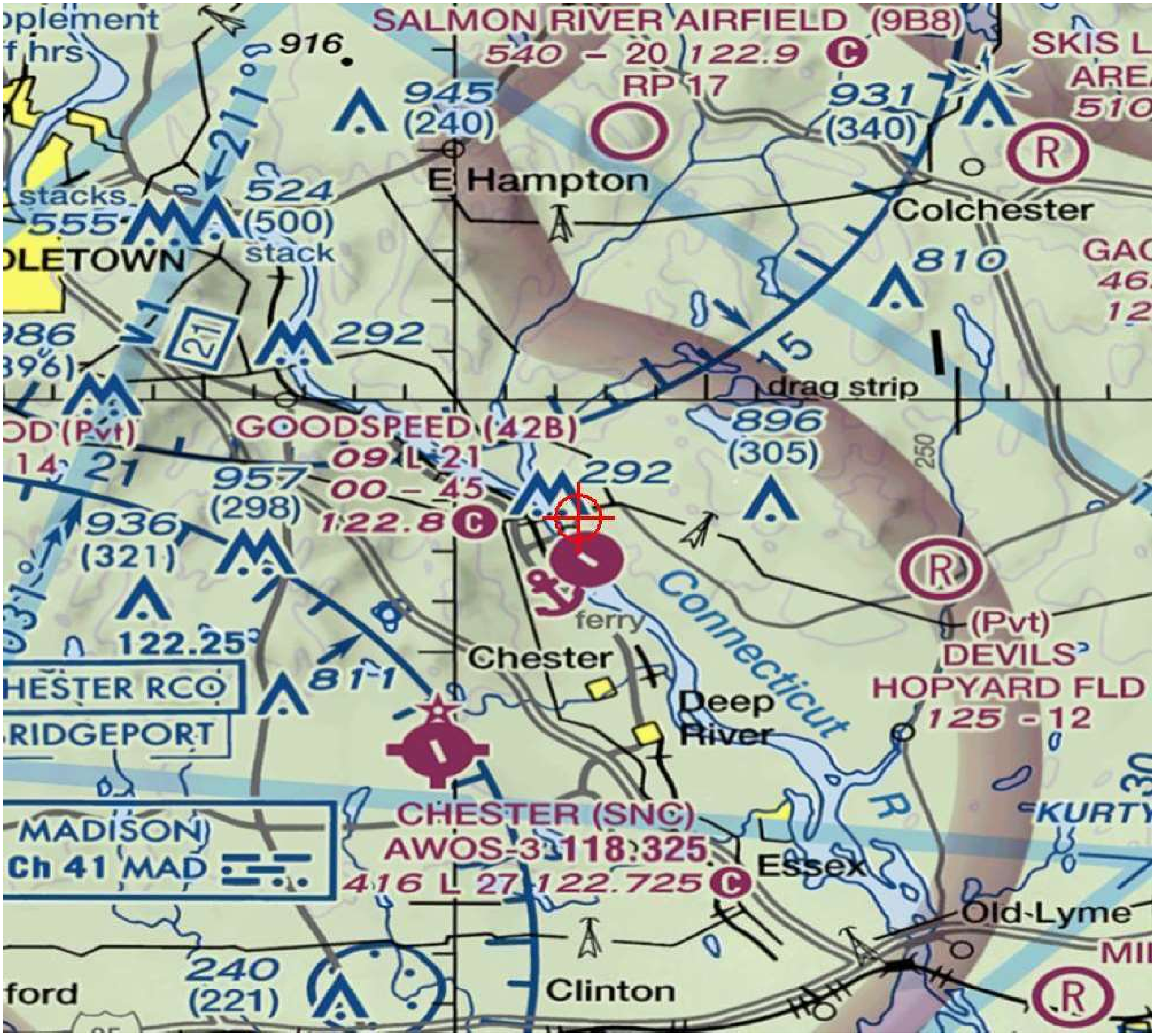
Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal will be located in an area of rising terrain. Therefore, at 96 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-4326-OE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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.
2023-ANE-4327-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 3488
Location:	East Haddam, CT
Latitude:	41-27-40.26N NAD 83
Longitude:	72-27-45.10W
Heights:	153 feet site elevation (SE)
	302 feet above ground level (AGL)
	455 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4327-OE.

Signature Control No: 594027706-613520221 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4327-OE

The proposed tower, at a height of 302 feet (ft.) above ground level (AGL), 455 ft. above mean sea level (AMSL), would be located 4,787 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 296 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 296 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

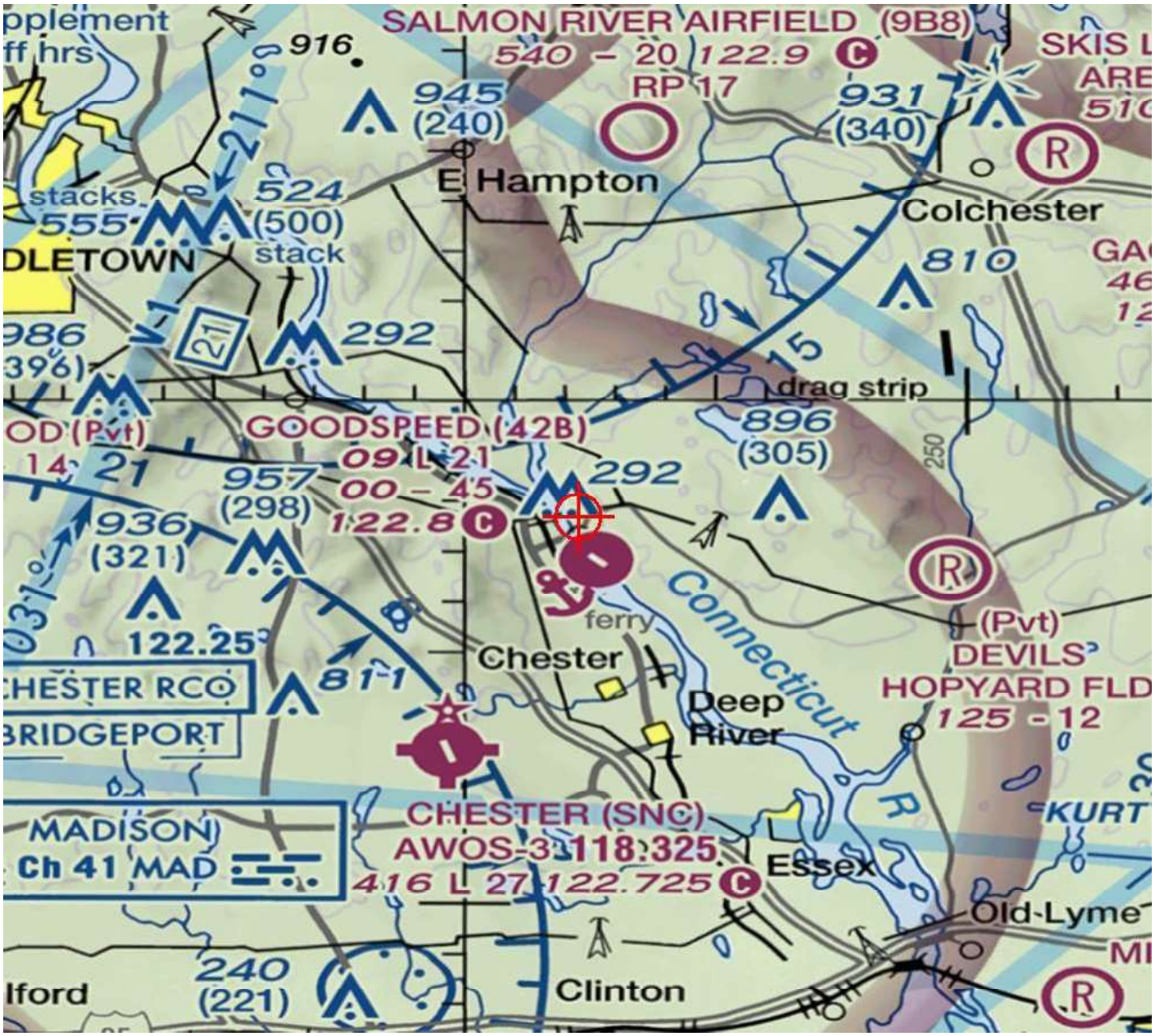
Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal will be located in an area of rising terrain. Therefore, at 302 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-4328-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 9812
Location:	East Haddam, CT
Latitude:	41-27-39.42N NAD 83
Longitude:	72-27-45.11W
Heights:	171 feet site elevation (SE)
	286 feet above ground level (AGL)
	457 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4328-OE.

Signature Control No: 594027707-613520640 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4328-OE

The proposed tower, at a height of 286 feet (ft.) above ground level (AGL), 457 ft. above mean sea level (AMSL), would be located 4,703 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 298 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 298 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

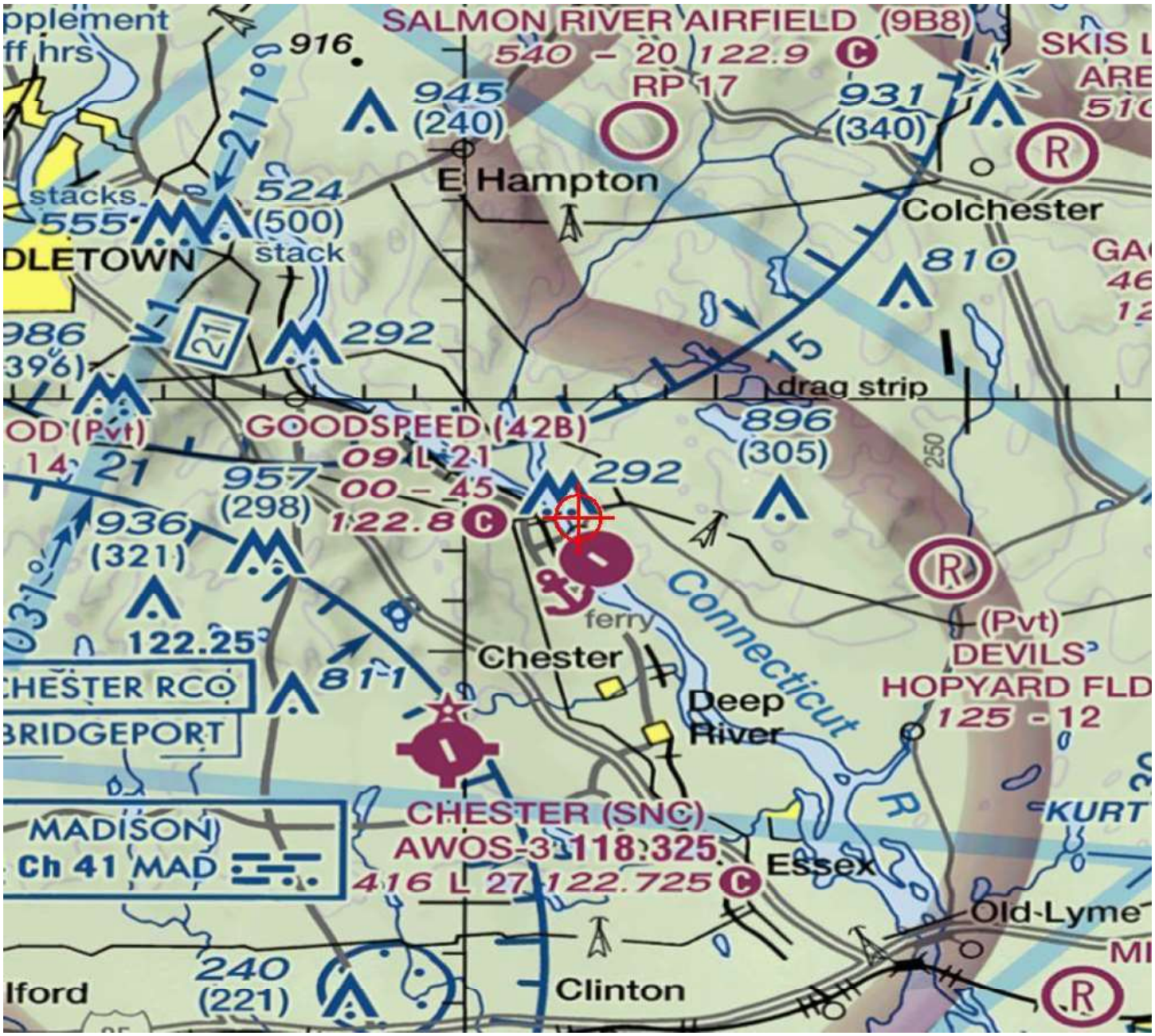
Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. The proposal will be located in an area of rising terrain. Therefore, at 286 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-4328-OE



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

Aeronautical Study No.
2023-ANE-4329-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 3487
Location:	East Haddam, CT
Latitude:	41-27-39.61N NAD 83
Longitude:	72-28-18.40W
Heights:	63 feet site elevation (SE)
	306 feet above ground level (AGL)
	369 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4329-OE.

Signature Control No: 594027708-613520884 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4329-OE

The proposed tower, at a height of 306 feet (ft.) above ground level (AGL), 369 ft. above mean sea level (AMSL), would be located 5,666 ft. northwest of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (b): The proposal would exceed the Conical Surface by 187 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Conical Surface as applied to visual approach runways at 42B by 187 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

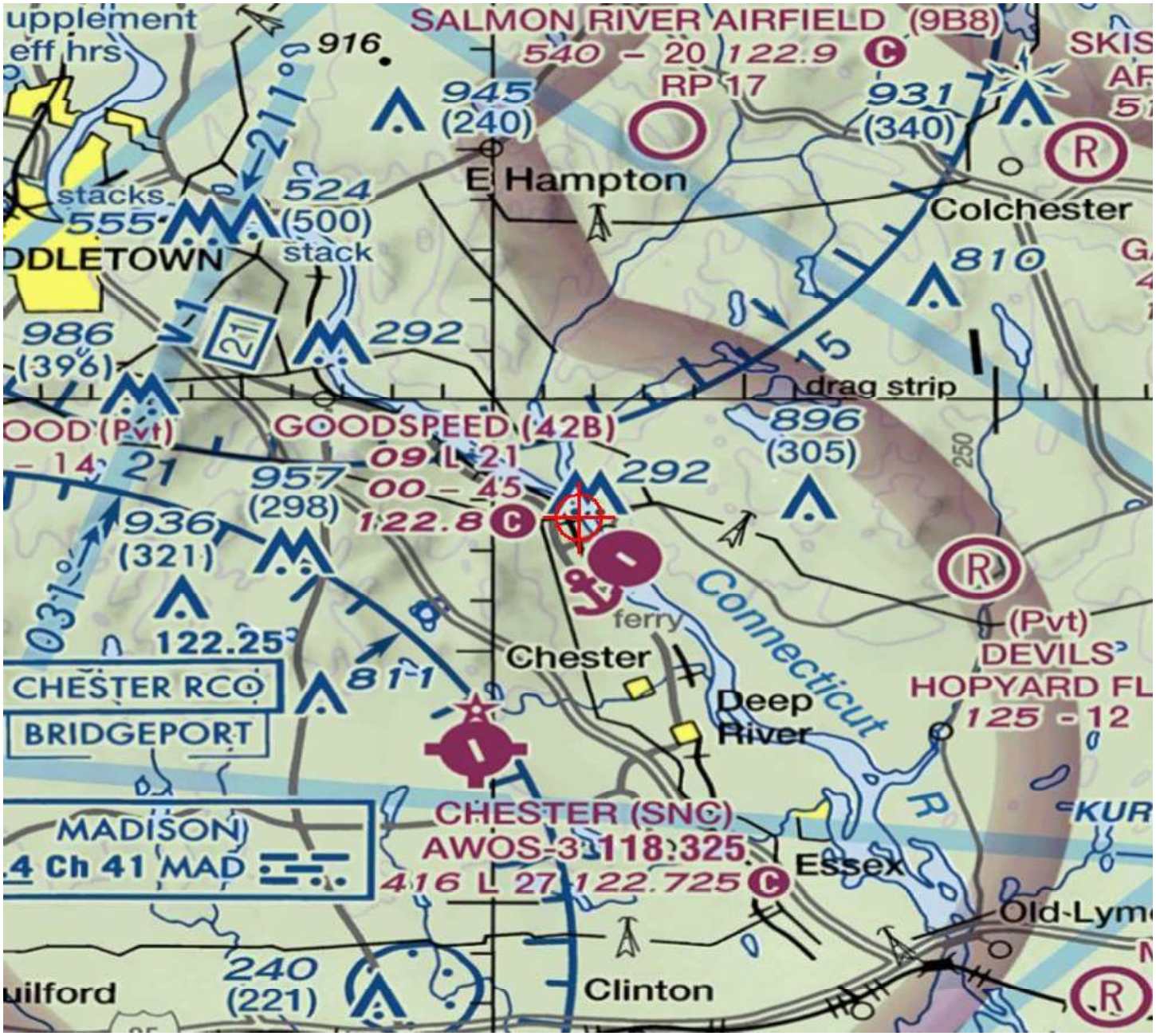
Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 306 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.


SALMON RIVER AIRFIELD (9B8)
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RP 17
945
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Colchester
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stacks
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drag strip
896
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GOODSPEED (42B)
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CHESTER RCO
BRIDGEPORT
Chester
Deep River
Connecticut
ferry
(Pvt)
DEVILS
HOPYARD FL
125 – 12
MADISON
Ch 41 MAD
CHESTER (SNC)
AWOS-3 118.325
416 L 27 122.725
Essex
Old-Lym
240
(221)
Clinton
250

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Aeronautical Study No.
2023-ANE-4330-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 9813
Location:	East Haddam, CT
Latitude:	41-27-38.76N NAD 83
Longitude:	72-28-18.39W
Heights:	63 feet site elevation (SE)
	306 feet above ground level (AGL)
	369 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 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4330-OE.

Signature Control No: 594027709-613521699 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4330-OE

The proposed tower, at a height of 306 feet (ft.) above ground level (AGL), 369 ft. above mean sea level (AMSL), would be located 5,595 ft. northwest of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (b): The proposal would exceed the Conical Surface by 190 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Conical Surface as applied to visual approach runways at 42B by 190 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 306 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-4330-OE

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

Aeronautical Study No.
2023-ANE-4331-OE

Issued Date: 10/26/2023

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 3486
Location:	East Haddam, CT
Latitude:	41-27-39.44N NAD 83
Longitude:	72-28-26.10W
Heights:	25 feet site elevation (SE) 162 feet above ground level (AGL) 187 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:

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/26/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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.

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) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4331-OE.

Signature Control No: 594027710-603019960 (DNE)
Stephanie Kimmel
Specialist

Attachment(s)
Map(s)

Sectional Map for ASN 2023-ANE-4331-OE

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

Aeronautical Study No.
2023-ANE-4332-OE

Issued Date: 10/26/2023

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Transmission Line Tower Structure 9814
Location:	East Haddam, CT
Latitude:	41-27-38.60N NAD 83
Longitude:	72-28-25.76W
Heights:	25 feet site elevation (SE) 162 feet above ground level (AGL) 187 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:

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/26/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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.

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) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4332-OE.

Signature Control No: 594027712-603019959 (DNE)
Stephanie Kimmel
Specialist

Attachment(s)
Map(s)

Sectional Map for ASN 2023-ANE-4332-OE

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

Aeronautical Study No.
2023-ANE-4333-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 3717 to 3489
Location:	East Haddam, CT
Latitude:	41-27-40.61N NAD 83
Longitude:	72-27-31.36W
Heights:	251 feet site elevation (SE)
	97 feet above ground level (AGL)
	348 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4333-OE.

Signature Control No: 594027713-613522780 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed catenary wire, at a height of 97 feet (ft.) above ground level (AGL), 348 ft. above mean sea level (AMSL), would be located approximately 4,791 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 189 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 189 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 97 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.


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KURTY

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

Aeronautical Study No.
2023-ANE-4334-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 9810 to 9811
Location:	East Haddam, CT
Latitude:	41-27-39.83N NAD 83
Longitude:	72-27-30.97W
Heights:	242 feet site elevation (SE)
	100 feet above ground level (AGL)
	342 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4334-OE.

Signature Control No: 594027714-613523178 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4334-OE

The proposed catenary wire, at a height of 100 feet (ft.) above ground level (AGL), 342 ft. above mean sea level (AMSL), would be located approximately 4,715 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 183 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 183 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

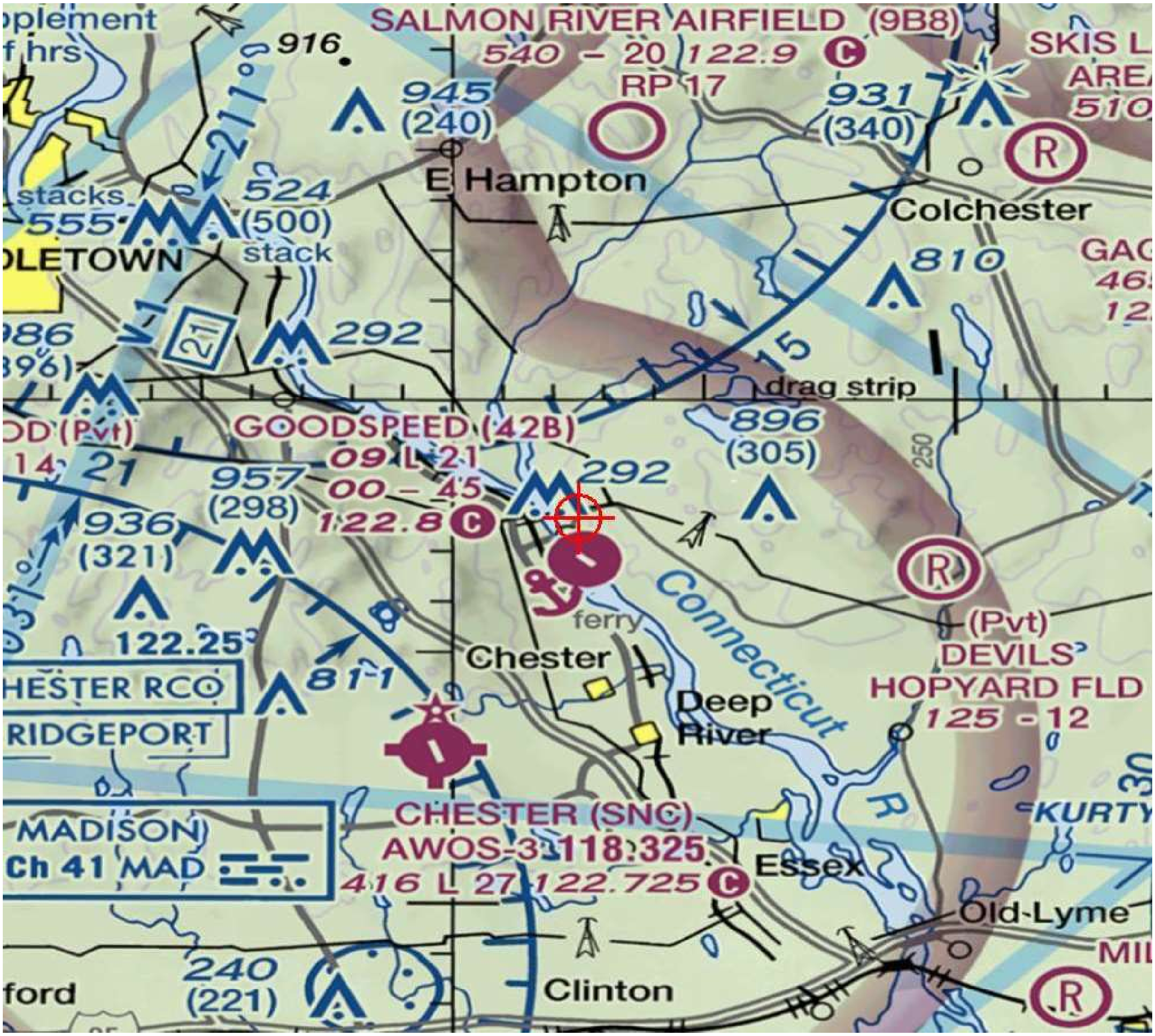
Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 100 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-4334-OE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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.
2023-ANE-4335-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 3489 to 3488
Location:	East Haddam, CT
Latitude:	41-27-40.21N NAD 83
Longitude:	72-27-45.06W
Heights:	156 feet site elevation (SE)
	293 feet above ground level (AGL)
	449 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4335-OE.

Signature Control No: 594027715-613523595 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed catenary wire, at a height of 293 feet (ft.) above ground level (AGL), 449 ft. above mean sea level (AMSL), would be located approximately 4,782 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 290 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 290 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

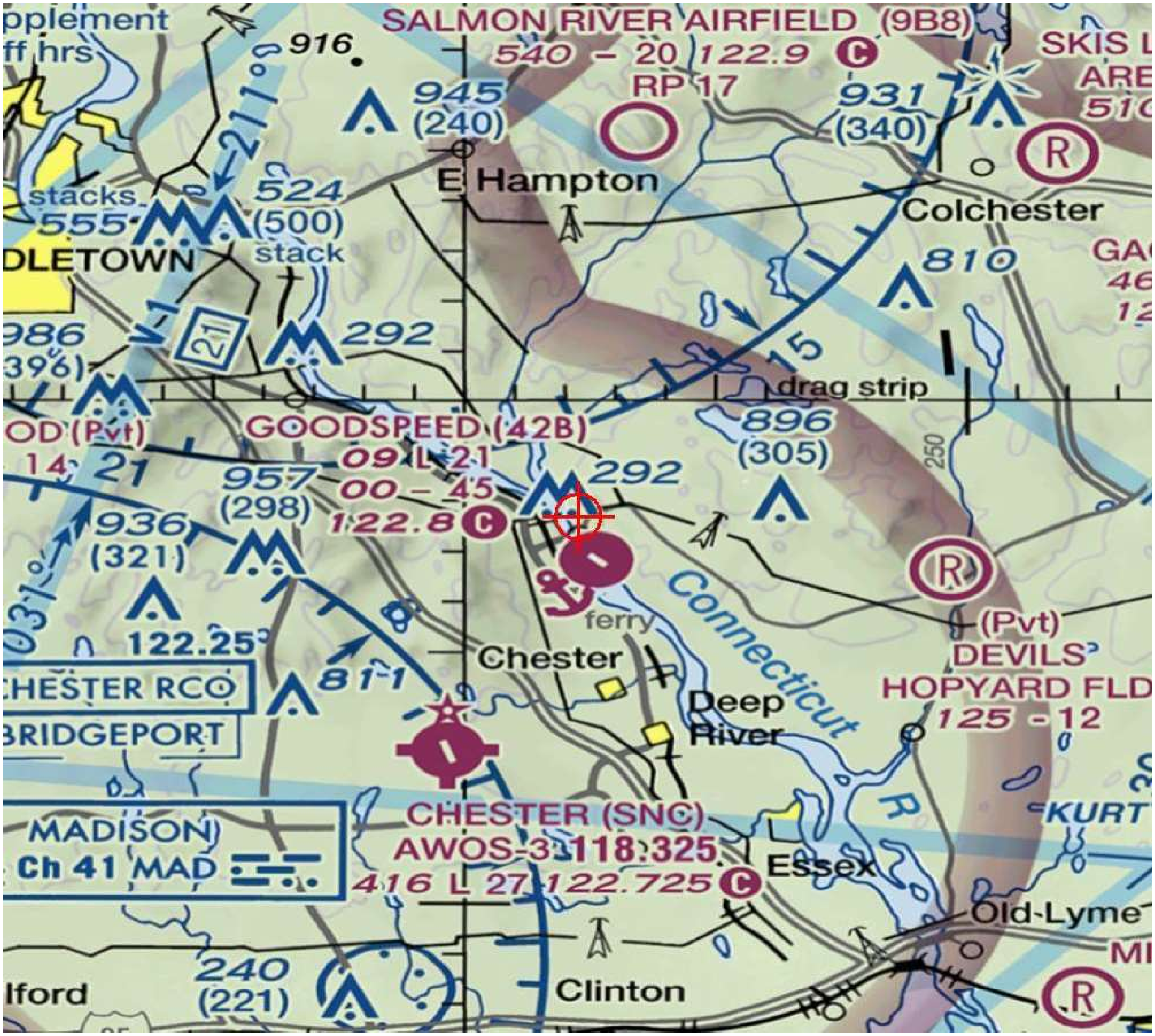
Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 293 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.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Mail Processing Center
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Southwest Regional Office
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-ANE-4336-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 9811 to 9813
Location:	East Haddam, CT
Latitude:	41-27-39.47N NAD 83
Longitude:	72-27-45.09W
Heights:	170 feet site elevation (SE)
	275 feet above ground level (AGL)
	445 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4336-OE.

Signature Control No: 594027716-613524293 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed catenary wire, at a height of 275 feet (ft.) above ground level (AGL), 445 ft. above mean sea level (AMSL), would be located approximately 4,708 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 286 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 286 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 275 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.


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KURTY

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

Aeronautical Study No.
2023-ANE-4337-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 3488 to 3487
Location:	East Haddam, CT
Latitude:	41-27-39.63N NAD 83
Longitude:	72-28-14.59W
Heights:	0 feet site elevation (SE)
	314 feet above ground level (AGL)
	314 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4337-OE.

Signature Control No: 594027717-613524607 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2023-ANE-4337-OE

The proposed catenary wire, at a height of 314 feet (ft.) above ground level (AGL), 314 ft. above mean sea level (AMSL), would be located approximately 5,509 ft. northwest of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (b): The proposal would exceed the Conical Surface by 140 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Conical Surface as applied to visual approach runways at 42B by 140 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 314 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.

Sectional Map for ASN 2023-ANE-4337-OE

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

Aeronautical Study No.
2023-ANE-4338-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 9813 to 9814
Location:	East Haddam, CT
Latitude:	41-27-39.35N NAD 83
Longitude:	72-27-51.31W
Heights:	27 feet site elevation (SE)
	311 feet above ground level (AGL)
	338 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4338-OE.

Signature Control No: 594027718-613524799 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed catenary wire, at a height of 311 feet (ft.) above ground level (AGL), 338 ft. above mean sea level (AMSL), would be located approximately 4,786 ft. north of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (a): The proposal would exceed the Horizontal Surface by 179 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Horizontal Surface as applied to visual approach runways at 42B by 179 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 311 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.


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Connecticut
(Pvt)
DEVILS
HOPYARD FLD
125 – 12
CHESTER (SNC)
KURTY

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

Aeronautical Study No.
2023-ANE-4339-OE

Issued Date: 02/23/2024

Austin Sullivan
Eversource - AS
56 Prospect Street
Hartford, CT 06103

**** 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:	Catenary Wire Catenary 3487 to 3486
Location:	East Haddam, CT
Latitude:	41-27-39.55N NAD 83
Longitude:	72-28-18.40W
Heights:	61 feet site elevation (SE)
	307 feet above ground level (AGL)
	368 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 M, Obstruction Marking and Lighting, spherical markers and red lights-Chapters 3(Marked),4,5(Red),&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 Air Missions (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)
__X__ 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 08/23/2025 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.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE 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 March 24, 2024. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 03, 2024 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. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Stephanie Kimmel, at (404) 305-6582, or Stephanie.Kimmel@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ANE-4339-OE.

Signature Control No: 594027719-613525016 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

The proposed catenary wire, at a height of 307 feet (ft.) above ground level (AGL), 368 ft. above mean sea level (AMSL), would be located approximately 5,661 ft. northwest of Runway End 14 at Goodspeed Airport (42B), East Haddam, CT.

The proposal has been identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to 42B as follows:

Section 77.17 (a) (5): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23. However, no part of the takeoff or landing area itself will be considered an obstruction.

Section 77.19 (b): The proposal would exceed the Conical Surface by 186 ft.

The proposal exceeds the Visual Flight Rules (VFR) traffic pattern airspace Conical Surface as applied to visual approach runways at 42B by 186 ft. for all categories of aircraft operating at 42B.

In order to facilitate the public comment process, the study was circularized on November 2, 2023 to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No letters of objection were received.

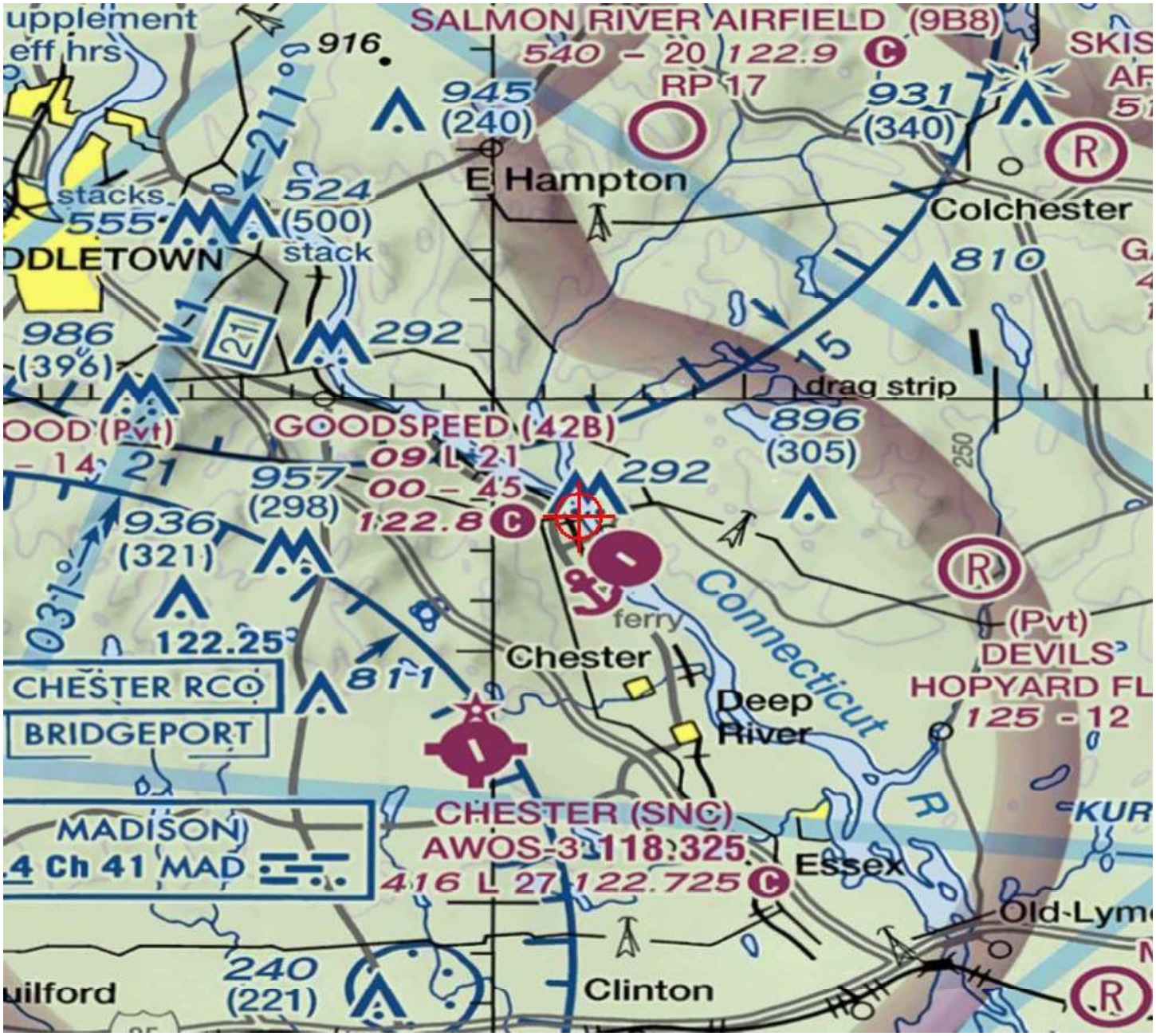
Aeronautical study disclosed that the proposal will have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at 42B or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed the VFR traffic pattern at 42B for all categories of aircraft. However, the proposal would not conflict with any airspace required to conduct normal VFR traffic pattern at 42B or any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at 307 ft. AGL, the proposal would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be appropriately marked/lighted to make it more conspicuous should circumnavigation become necessary.

The cumulative impact of the proposal, 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 proposals 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 providing the conditions set forth in this determination are met.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Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 14
Question: Please provide photo-simulations to include the FAA marker balls.

Response:

The photo-simulations included in Appendix 1 to Attachment D of the Petition include the anticipated locations of FAA marker balls on the wires over the river, using the proposed Project design with 2048 kcmil Evans AECC conductors and associated replacement monopoles that are shorter than the existing 221-foot-tall double-circuit lattice steel towers. (The marker balls are evident when the photo-simulations are enlarged.)

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 15
Question: What is the status of the filing to the State Historic Preservation Office and the Tribal Historic Preservation Offices? And if any response has been received, please provide.

Response:

As noted in the Petition, Section 5.3.2, p. 24, cultural resource reports concerning the Project were submitted to both the State Historic Preservation Officer ("SHPO") and the Tribal Historic Preservation Offices in April and May 2025, respectively.

On July 11, 2025 Eversource received a determination from the SHPO that the Project will not adversely affect archaeological or historic resources (please see Attachment F of the Petition filing). At this time, Eversource has not received any comments or correspondence from Tribal Historic Preservation Offices.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 16
Question: Is the Project in proximity to osprey or bald eagle habitat? Describe mitigation procedures, if any, if an osprey or bald eagle nest is located on a structure to removed. Would the design of the replacement structures deter osprey or bald eagle nesting?

Response:

Yes, the Project is in proximity to osprey and bald eagle habitat, with osprey nests observed on both of the existing double-circuit lattice steel towers at the Connecticut River crossing (i.e., Structures 9814 in Haddam and 9813 in East Haddam).

Only ospreys have been observed nesting on the two existing lattice steel towers. In the fall of 2023, a bald eagle was observed using existing Structure 9813 as a perch. However, due to the time of year (i.e., the eagle was observed during the non-nesting season), it could not be confirmed whether the nest had been used by eagles. During the winter of 2023/2024, the nest on existing Structure 9813 was blown down during a storm.

During the 2024 nesting period, osprey rebuilt the nest on existing Structure 9813. In 2024/2025 and up until the filing of the Petition for this Project, the nests on Structure 9814 and 9813 were confirmed as osprey only nesting sites.

Prior to Project construction, the osprey nests will be removed from the existing structures during the osprey non-nesting time period (September to February). After the removal of the nests, anti-nesting measures will be installed to deter renesting on these existing lattice steel towers. During Project construction, this area will be frequently monitored to ensure that any nest building materials are removed prior to eggs being placed.

The replacement structures are not designed to deter osprey or eagle nesting. However, in general, monopoles may be slightly less attractive for nesting than lattice steel towers. Eversource has used anti-nesting deterrents when deemed necessary.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 17
Question: Are any residential areas within the area with increased year-round visibility? If yes, describe the views of the facility from these areas?

Response:

Yes.

Two residential properties along the ROW near Porges Road in East Haddam, which currently have overhead lines across their properties, will each have a replacement single-circuit monopole structure installed (i.e., replacement Structure 3488 on the 1772 Line and Structure 9813 on the 348 Line), with year-round visibility of the structures. The existing double-circuit lattice steel towers (DCLTs), Structures 9813 and 9812, located west and east of these properties are presently visible from these properties. Both DCLTs will be removed, and DCLT Structure 9812 will not be replaced.

The Visibility Analysis (refer to the Petition, Attachment D, Appendix 1) includes the results of three-dimensional computer modeling that was used to depict the viewshed associated with the existing and proposed replacement structures supporting the Connecticut River crossing (i.e., DCLT Structures 9813 and 9814; replacement structures 3487 and 3488 on the 1772 Line and 9814 and 9813 on the 348 Line)[3] under existing conditions and with the proposed Project (i.e., with the replacement structures). The modeling results show that there are a few non abutting

[3] As stated in Petition 1690, Section 5.3 – Viewshed Analysis ("VA"), given the proximity of portions of the Project to historic resources, Eversource consulted with the SHPO regarding the extent of the VA that would be required for the Project. Based on these consultations and given the locations of the replacement structures on either side of the Connecticut River crossing (Structures 9814 and 3487 in Haddam; Structures 9813 and 3488 in East Haddam) in relation to designated historic resources (i.e., historic districts and contributing historic structures), the SHPO requested a VA with a 1-mile radius of the Project ROW for existing Structures 9813, 9814, and proposed replacement Structures 9813, 9814, 3487, and 3488.

residences in areas of potential increased year-round visibility.[4] This potential increase in visibility is primarily due to factors such as slight shifts in the locations of the replacement structures within the ROW compared to the locations of the existing double-circuit lattice steel towers and the change in structure type (i.e., removing the lattice steel towers and replacing them with galvanized steel monopoles).

For the most part, the varied topography and forest vegetation in the Project area limits views of the existing structures and will mitigate potential views of the replacement structures. Further, no forest vegetation would be cleared within the Project ROW, which is generally bordered by mature coniferous and deciduous trees.

The specific type of potential year-round views of the Project structures from the above locations are not predicted by the computer model. However, given the characteristics of the Project area and the planned replacement of the existing lattice steel towers that have long been elements of the local landscape, it is expected that possible views would be of the tops of the replacement structures above the tree canopy or views of portions of the replacement monopole structures through intervening forest and other vegetation.

[4] Year-round visibility refers to the general visibility of any portion of the existing and proposed structures above the tree canopy and surrounding topography.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 18
Question: What is the finish of the river crossing structures? Would the replacement structures have the same finish? If not, what finish would have the least visual impact from the scenic overlooks in Eagle Landing Park, the Goodspeed Opera House, the Connecticut River, and adjacent areas?

Response:

The existing double-circuit lattice steel towers at the Connecticut River crossing are galvanized steel. The replacement structures will also be galvanized steel. Eversource has selected the galvanized steel finish over a weathering steel finish to closely approximate the aesthetic of the existing structures and allow the structures to blend into the backdrop of the sky, mitigating potential views of the structures within the landscape and from Eagle Landing Park, the Goodspeed Opera House, the Connecticut River and adjacent areas.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 19
Question: What are the costs associated with different finish options?

Response:

Please see Eversource's response to question CSC-001-17.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 20
Question: Describe how the Project river crossing conforms to the Federal Energy Regulatory Commission, Electric Power Transmission and the Environment Guidelines for the Protection of Natural, Historic, Scenic, and Recreational Values in the Design and Location of Rights-of-way and Transmission Facilities.

Response:

The Project's proposed rebuild of the 1772 and 348 lines at the Connecticut River crossing is consistent with the applicable principles presented in the *Guidelines for the Protection of Natural, Historic, Scenic, and Recreational Values in the Design and Location of Rights-of-way and Transmission Facilities* (Guidelines).

The Guidelines were issued by the Federal Power Commission (FPC), the precursor to the Federal Energy Regulatory Commission, in November 1970, 42 years after the Project right-of-way (ROW) including the Connecticut River crossing, was established. As stated by the FPC, the Guidelines provide "an indication of the basic principles and elements of good practice" concerning the routing of transmission line ROWs and the design of transmission facilities. The Guidelines also note the need to consider in the transmission line planning and design process factors such as safety, reliability of service, land use planning, economics, and technical feasibility.

The Guidelines include 59 basic principles that cover topics such as the initial identification and selection of locations for ROWs, clearing of ROWs, the location and design of transmission line structures, ROW maintenance, potential secondary uses of ROWs, and the location of related above-ground facilities. These principles focus more on new transmission lines or establishing new ROWs, than the rebuild of existing overhead transmission lines within an existing ROW so many of those principles do not apply to the Project, but there are some Guidelines that are applicable to the Project scope.

The Project rebuild conforms to the Guideline's applicable provisions, as follows:

- *Guideline #1 states that existing ROWs should be given priority as to the locations for additions to existing transmission facilities, and the joint use of existing ROWs by different*

kinds of utilities should be considered.

The rebuilt 1772 and 348 transmission lines would extend along the ROW and above the Connecticut River in the same location that overhead transmission lines have occupied for almost 100 years and would be located entirely within the existing ROW.

- *Guideline #5 states that in scenic areas, clearing of natural vegetation should be limited to the material which poses a hazard to the transmission line, in keeping with the National Electric Safety Code, state, or other electric safety and reliability requirements.*

  As with all of its transmission line ROWs, Eversource manages the Project ROW in accordance with integrated vegetation management procedures that are designed to promote vegetation that is compatible with the safe operation of overhead transmission lines. For the Project, no tree removal would be required within the ROW. Limited tree clearing would be required on a private property adjacent to the ROW in Haddam for a temporary work pad that is needed to provide space to safely install a replacement monopole. Otherwise, Project construction would involve only the removal of existing shrubs and herbaceous vegetation in work areas (e.g., along access roads as needed and at work pads).

- *Guideline #40 states that the materials used to construct transmission structures and the colors of the components of the structures should comport with the natural surroundings; Guideline #43 states that the use of galvanized steel structures should be considered when transmission towers are to be silhouetted against the sky*.

  Eversource proposes to use galvanized steel monopole replacement structures on either side of the Connecticut River crossing because the galvanized steel finish would blend with the sky when the structures are viewed in silhouette. For the replacement of the 1772 Line's single-circuit wood three-pole structure (Structure 3717), which is located farther east of the river where the ROW is generally bordered by forested areas, Eversource proposes to use a three-pole H-frame type structure with a weathering steel finish to blend with the surrounding forested areas.

- *Guideline #37 states that the size of transmission towers should be kept to the minimum feasible*.

  The proposed Project will minimize the height of the replacement structures to the extent feasible while adhering to current conductor clearance requirements. The replacement structures proposed to support the Connecticut River spans will be 13.5 to 28.5 feet shorter than the existing 221-foot-tall double-circuit lattice steel towers at the river crossing.

- *Guideline #50 seeks consideration of potential secondary uses of ROWs, to the extent permitted by property owners, including parks, hiking trails, etc*.

  The proposed Project will not affect permitted secondary uses of the ROW and or any public recreational areas (parks or hiking trails). The existing 1772 and 348 lines span the CT DEEP's linear Connecticut Valley Railroad State Park ("CVRSP"), located along the west bank of the Connecticut River; the rebuilt transmission lines also will span the CVRSP, but no Project work will be required within the park.

- *Guideline #4 calls for coordination with state agencies where transmission lines cross state lands.*

  Eversource has coordinated with and will continue to coordinate with CT DEEP regarding the proposed Project, specifically the transmission line spans above the CVRSP. The Project ROW does not cross any other state lands.

In addition to the above, Eversource would construct the Project consistent with other Guidelines pertaining to activities such as vegetation clearing, ROW maintenance, water resource crossings, excess soil management, erosion and sedimentation control, access roads, permitting, soil stabilization, spill prevention, and ROW inspections (Guideline #s 7, 8, 13, 16, 18, 22, 36, 46, 48, and 49, respectively). Eversource's protocols for these activities are described in the Petition and are presented in detail in documents such as the Company's BMP Manual and the Project-specific Storm Water Pollution Control Plan.

Date Filed: January 08, 2026

Request from: Connecticut River Gateway Commission, Inc. ("CRGC")

Question: 21
Question: What permits are required to complete the project from CTDEEP, Army Corps of Engineers, USEPA or other entities (other than the CT Siting Council)? What is the status of these permits? When will (were) applications be submitted?

Response:

The following lists the permits required for the Project, along with the status of each:

- US Army Corps of Engineers – CT General Permit Self-Verification. Submitted 10/20/25. Received 12/18/25.
- CT Department of Energy and Environmental Protection (CT DEEP) General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities. Submitted 01/05/26.
- CT DEEP Certificate of Permission. Submitted 11/04/25. Received 12/18/25.
- CT DEEP Natural Diversity Database Determination. Submitted 04/22/24. Received 08/15/25.
- Public Utilities Regulatory Authority Petition for Method and Manner of Construction. To be submitted Q2 2026.
- Connecticut Department of Transportation (CT DOT) Encroachment Permits for State Routes 149 and 151 (East Haddam). To be submitted Q2 2026.