

Ms. Melanie Bachman
Acting Executive Director
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

October 9, 2019

Re: Docket No. Petition 1382 - 1355 Line Rebuild Project

This letter provides the response to requests for the information listed below.

Response to CSC-01 Interrogatories dated 09/26/2019
CSC-001, 002, 003, 004, 005, 006, 007, 008, 009

Very truly yours,

Kathleen Shanley
Manager
Transmission, Siting
As Agent for CL&P
dba EversourceEnergy

cc: Service List

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-001
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

Do any of the existing structures/conductors within the Project right-of-way have FAA lighting or marker balls? If so, identify locations and types of marking/lighting.

Response:

There are no existing FAA lighting or marker balls within the Eversource Project ROW. There are existing unlit marker balls located approximately 50 feet north outside of the Eversource ROW on structures owned by Town of Wallingford.

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-002
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

Why do new Structures 3659 and 3660 require lighting if they will be shorter than the existing structures to be removed and are located west of the runway approach? Do adjacent existing Structures 3661 and 5271 also require lighting?

Response:

Structures 3659 and 3660 require lighting since their modified locations and height create an obstruction and hazard to navigation as determined by the FAA. Structures 3661 and 5271 are not part of the current project scope and do not require lighting at this time.

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-003
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

Please submit FAA Determination letter(s) regarding structure lighting and conductor lighted marker balls for this Project.

Response:

Attached are the FAA Determination letters for eight structures. Proposed structure 3657 was previously identified as a structure requiring lighting, but this was in error; it does not require lighting since it's proposed height does not exceed the FAA threshold for classification as an obstruction creating a hazard to navigation.



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

Aeronautical Study No.
2018-ANE-5718-OE

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 1 of 23

Issued Date: 01/28/2019

Jerry Malz
Eversource
56 Prospect St
56P-1
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 3652
Location:	Meriden, CT
Latitude:	41-30-04.40N NAD 83
Longitude:	72-49-28.11W
Heights:	67 feet site elevation (SE) 65 feet above ground level (AGL) 132 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, spherical markers and red lights - Chapters 3(Marked), 4,5(Red),&12.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 07/28/2020 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, effective 21 Nov 2007, 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 (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5718-OE.

Signature Control No: 387336142-394505332

(DNE)

David Maddox
Specialist

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



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

Aeronautical Study No.
2018-ANE-5717-OE

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 3 of 23

Issued Date: 01/28/2019

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

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line 3653
Location:	Meriden, CT
Latitude:	41-30-04.64N NAD 83
Longitude:	72-49-34.18W
Heights:	94 feet site elevation (SE) 58 feet above ground level (AGL) 152 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, spherical markers and red lights - Chapters 3(Marked), 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

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This determination is subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2019. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2019 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, 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, effective 21 Nov 2007, 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.

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

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

This 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.

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 5 of 23

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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5717-OE.

Signature Control No: 387336138-394505259

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.
2018-ANE-5716-OE
Docket No. Petition 1382 ||Data Request CSC-01||Dated
09/26/2019 ||Q-CSC-003, Page 6 of 23

Issued Date: 01/28/2019

Jerry Malz
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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 3654
Location:	Meriden, CT
Latitude:	41-30-04.77N NAD 83
Longitude:	72-49-41.06W
Heights:	100 feet site elevation (SE) 65 feet above ground level (AGL) 165 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, spherical markers and red lights - Chapters 3(Marked), 4,5(Red),&12.

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

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

See attachment for additional condition(s) or information.

This determination expires on 07/28/2020 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 7 of 23

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

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This 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.

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 8 of 23

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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5716-OE.

Signature Control No: 387336133-394505260

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.

2018-ANE-5715-OE

Docket No. Petition 1382 ||Data Request CSC-01||Dated
09/26/2019 ||Q-CSC-003, Page 9 of 23

Issued Date: 01/28/2019

Jerry Malz
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56 Prospect St
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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 3655
Location:	Meriden, CT
Latitude:	41-30-08.79N NAD 83
Longitude:	72-49-42.80W
Heights:	97 feet site elevation (SE)
	56 feet above ground level (AGL)
	153 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:

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

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This determination becomes final on March 09, 2019 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Policy Group via telephone – 202-267-8783.

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

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 11 of 23

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).

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Signature Control No: 387336131-394505161

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.
2018-ANE-5714-OE
Docket No. Petition 1382 ||Data Request CSC-01||Dated
09/26/2019 ||Q-CSC-003, Page 12 of 23

Issued Date: 01/28/2019

Jerry Malz
Eversource
56 Prospect St
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Hartford, CT 06103

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

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Structure:	Transmission Line 3656
Location:	Meriden, CT
Latitude:	41-30-12.66N NAD 83
Longitude:	72-49-44.50W
Heights:	97 feet site elevation (SE) 55 feet above ground level (AGL) 152 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:

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Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 14 of 23

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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5714-OE.

Signature Control No: 387336130-394505159

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.
2018-ANE-5712-OE
Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 15 of 23

Issued Date: 01/28/2019

Jerry Malz
Eversource
56 Prospect St
56P-1
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 3658
Location:	Meriden, CT
Latitude:	41-30-13.06N NAD 83
Longitude:	72-49-55.97W
Heights:	167 feet site elevation (SE) 71 feet above ground level (AGL) 238 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 07/28/2020 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 February 27, 2019. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2019 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, 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, effective 21 Nov 2007, 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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5712-OE.

Signature Control No: 387336126-394505160

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.
2018-ANE-5711-OE

Docket No. Petition 1382 ||Data Request CSC-01||Dated
09/26/2019 ||Q-CSC-003, Page 18 of 23

Issued Date: 01/28/2019

Jerry Malz
Eversource
56 Prospect St
56P-1
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 3659
Location:	Meriden, CT
Latitude:	41-30-13.37N NAD 83
Longitude:	72-50-04.74W
Heights:	217 feet site elevation (SE) 61 feet above ground level (AGL) 278 feet above mean sea level (AMSL)

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 07/28/2020 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 February 27, 2019. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2019 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Policy Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, 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, effective 21 Nov 2007, 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.

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

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

This 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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5711-OE.

Signature Control No: 387336125-394505158

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)



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

Aeronautical Study No.
2018-ANE-5710-OE

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 21 of 23

Issued Date: 01/28/2019

Jerry Malz
Eversource
56 Prospect St
56P-1
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 3660
Location:	Meriden, CT
Latitude:	41-30-13.51N NAD 83
Longitude:	72-50-08.55W
Heights:	229 feet site elevation (SE) 53 feet above ground level (AGL) 282 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:

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

See attachment for additional condition(s) or information.

This determination expires on 07/28/2020 unless:

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

Docket No. Petition 1382 ||Data Request CSC-01||
Dated 09/26/2019 ||Q-CSC-003, Page 23 of 23

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 David Maddox, at (202) 267-4525, or david.maddox@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ANE-5710-OE.

Signature Control No: 387336122-394505162

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Case Description

Map(s)

Witness:

Request from: Connecticut Siting Council

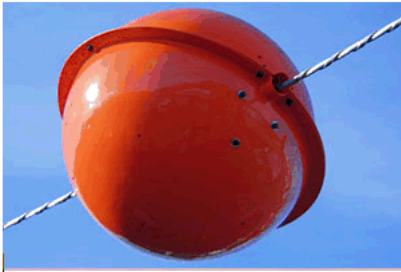
Question:

Submit details regarding the FAA-required structure lighting and conductor lighted marker balls including size, color for both on and off modes, and illumination type (strobe e.g.).

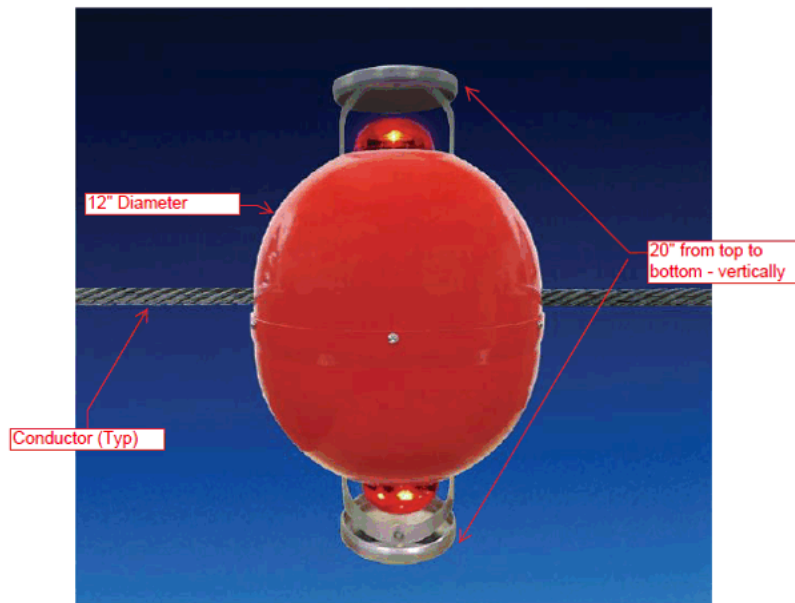
Response:

The two OPGW lines at the top of the structures will each have FAA-required unlit orange 36-inch diameter marker balls (as shown in the first picture in attachment); one marker ball will be on one of the OPGW lines offset and two marker balls will be on the second OPGW line offset, for a total of 3 marker balls per span. The three conductors will each have an FAA-required continuously lit 12-inch diameter orange marker ball (as shown in the second picture in attachment); each conductor will have one marker ball on it offset for a total of 3 marker balls per span.

Each of the eight structures will have one 7.9-inch, red, steady burning light (see the third picture in attachment) at the top of the structure.

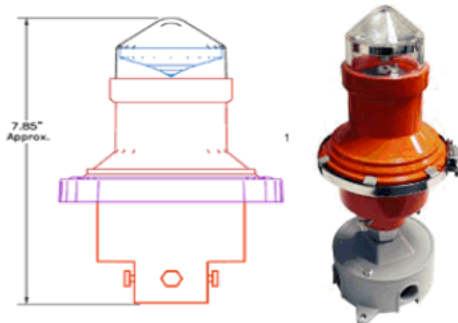


1. 3 each - 36" Diameter, per span, 4 spans, Orange marker ball to be installed for day time visibility on the overhead shield wire (OHSW) / optical ground wire (OPGW).



SpanLite SL12-2

2. FAA-required continuously lit 12-inch diameter orange marker ball



3. .8 each - 7.9" in height, red, steady burning light attached to the top side of each structure

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-005
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

Who is responsible for monitoring and maintenance of the FAA-required structure lighting and conductor lighted marker balls?

Response:

Eversource is responsible for monitoring and maintaining the FAA-required structure lighting and lighted marker balls.

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-006
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

What is the expected visual impact of FAA-required structure and conductor lighted marker balls on nearby residential areas?

Response:

The expected visual impact of the FAA-required lighting will be minimal on the nearby residential areas; especially since the existing tree line will shield the view of these lights from most vantage points.

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-007
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

Can new Structure 3654 be relocated to avoid direct impacts to Wetland 5? Can temporary matting instead of gravel be used for the work pad at this location?

Response:

Proposed Structure 3654 cannot be relocated; it needs to be installed at the designed location since it is an angle structure and requires a 45 foot off set (the minimum distance required from the edge of the north side of the right-of-way). The south side of the ROW needs to be maintained for future use.

Eversource can and will use temporary matting instead of gravel for the work pad at this location.

CL&P dba Eversource Energy
Docket No. Petition 1382

Data Request CSC-01
Dated: 09/26/2019
Q-CSC-008
Page 1 of 1

Witness:

Request from: Connecticut Siting Council

Question:

The Wetland Report, Appendix A, lists wetland 5 twice, please clarify.

Response:

This was a typographical error. Second reference is for W6.

Witness:

Request from: Connecticut Siting Council

Question:

Referring to Petition p. 19, has DEEP commented on the proposed NDDB-listed species protection measures?

Response:

As noted in the Petition (pp. 18-19), Eversource consulted with the CT DEEP NDDB in July 2018 and received correspondence from NDDB in August 2018 (NDDB Determination 201809692) regarding the potential for state-listed species to occur in the vicinity of the Project; in its correspondence, NDDB recommended that Eversource perform surveys and/or implement protection measures for five species. In August 2018, Eversource conducted surveys to assess the potential for habitat for four of the state-listed species to occur within the Project ROW (per CT DEEP, the fifth species - a turtle - is known to inhabit the area in the vicinity of the Project and NDDB provided protection measures for this species in its August 2018 correspondence to Eversource).

For the four species, field surveys were performed in September 2018 and Spring 2019. These surveys documented the presence of two of the listed species along the ROW; habitat for the two other NDDB-listed species was not found in proposed Project work areas.

For the two species found to occur in the Project area, Eversource used the results of the field surveys to define protection measures, such as modifying construction methods (e.g., relocating access roads, work pads; refining vegetation clearing techniques) in order to either avoid the species habitat entirely or to protect the species. For the turtle species known to potentially occur in the entire Project area, Eversource will use the CT DEEP-recommended protection strategies, as defined in the NDDB Determination/letter of August 2018.

In June 2019, Eversource provided to NDDB the results of the surveys (as well as the avoidance and recommended protection measures for the two listed species), and committed to adhere to the NDDB-recommended turtle protection strategies. To date, CT DEEP NDDB has not provided any comments on Eversource's June 2019 correspondence. However, Eversource has designed and expects to implement its proposed protection strategies to avoid impacts to the listed species during Project construction.

Eversource will continue to coordinate with CT DEEP NDDB as necessary as the Project moves forward and will refine its protection strategies further, as appropriate.