56 Prospect Street
P.O. Box 270
Hartford, CT 06141-0270

Kathleen M. Shanley
Manager – Transmission Siting
Tel: 860-728-4527

March 14, 2018

Melanie Bachman
Connecticut Siting Council
Ten Franklin Square
New Britain, CT 06051

RE: Petition No. 1058
1990 Line Structure Replacement Project
Amendment - *Modifications to Add Structure Lighting Per FAA Determinations*

Dear Ms. Bachman:

On June 13, 2013, The Connecticut Light and Power Company (now doing business as Eversource Energy or Eversource) received a Declaratory Ruling from the Connecticut Siting Council (Council) that a Certificate of Environmental Compatibility and Public Need would not be required for the proposed 1990 Line (now re-designated the 1340 Line) Structure Replacement Project proposed in Petition No. 1058 (referred to herein as "the Project").

Following construction of this Project, the Connecticut Airport Authority directed Eversource file requests for determinations with the Federal Aviation Administration ("FAA") for additional structures on this line and the FAA subsequently issued determinations that the following structures would require lighting: structure 11167 in the Town of Oxford and structures 11168 and 11169 in the Town of Middlebury. These locations are highlighted as mark ups to the existing mapsheet of the Petition 1058 - Development and Management Plan (Attachment 2, Mapsheet 17 of 36). Specifically, Eversource proposes to install steady-state red obstruction lights on these existing transmission line structures and is seeking an amendment from Council staff to approve these installations.

Further detail about the proposed work, is provided in the following:

Attachment A: FAA Determination Letters for Structures 11167, 11168 and 11169

Attachment B: Mapsheet 17 of 36 from Petition 1058 ROW D&M Plan showing Lighting

Attachment C: Structure Cross Section Diagram of Proposed Installation

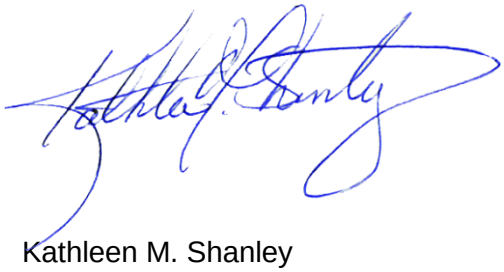
Attachment D: Representative Photographs of Proposed Lighting

Eversource is providing notice of the proposed Petition changes to the affected property owners and chief elected officials of the towns of Middlebury and Oxford.

Enclosed please find an original and 15 copies of this submission.

Should you or other Council members have any questions regarding this submission, please do not hesitate to contact me via e-mail at kathleen.shanley@eversource.com or telephone at (860) 728-4527.

Sincerely,



Kathleen M. Shanley

ATTACHMENT A
FAA DETERMINATION LETTERS FOR STRUCTURES 11167, 11168 & 11169

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

Aeronautical Study No.
2016-ANE-4731-OE

Issued Date: 01/09/2017

John Case
Eversource
56 Prospect St
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:	Utility Pole 11167
Location:	Waterbury, CT
Latitude:	41-29-12.86N NAD 83
Longitude:	73-07-22.07W
Heights:	870 feet site elevation (SE)
	91 feet above ground level (AGL)
	961 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 1, 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.

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

See attachment for additional condition(s) or information.

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

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as

indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

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

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

If we can be of further assistance, please contact our office at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-4731-OE.

Signature Control No: 311990056-314404898 (EBO)
Darin Clipper
Specialist

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

Additional information for ASN 2016-ANE-4731-OE

The existing utility pole (#11167), 91 feet (ft.) above ground level (AGL), 961 ft. above mean sea level (AMSL), is located approximately 3,869 ft. east of the approach end Runway 18 at Waterbury- Oxford Airport (OXC), Waterbury, CT. The existing structure (2C survey data provided) is identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to OXC 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): A Horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The existing structure exceeds the Horizontal Surface by up to 85 ft.

The existing structure also exceeds the VFR traffic pattern airspace (TPA), Horizontal Surface, as applied to visual approach runways at OXC by up to 85 ft.

The existing structure was not circularized for public comment because current FAA policy states public circularization will be determined by the FAA on a case-by-case basis. Due to the fact that there are previously studied existing structures in the general vicinity, circularization was not deemed necessary due to the fact there were no additional significant aeronautical effects identified other than if the existing structure should or should not be made conspicuous.

The existing structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or on any aeronautical facilities as it relates to either current or future runway extensions or proposals at OXC or at any other known public use or military airport. Information on the existing structure shall be forwarded for appropriate aeronautical charting.

The existing structure would exceed 77.19 (a) and also be located within the TPA for all categories of aircraft using the Waterbury-Oxford Airport. However, the normal flight path for an aircraft within a traffic pattern is based upon the category/approach speed of said aircraft. The higher the category/approach speed, the larger the traffic pattern flown. Category A aircraft would be the most likely aircraft affected by the existing structure as this traffic pattern keeps this category aircraft closer to the airport thereby closer to the existing structure more so than any other category of aircraft when OXC is utilizing left traffic to Runway 18 or right traffic to Runway 36.

The existing structure is located abeam and approximately one half nautical mile (NM) from OXC Runway 18/36 which places the structure in the level flight portion of the downwind leg of the traffic pattern abeam the airport. It is a commonly accepted practice for aircraft to establish the downwind leg of their traffic pattern approximately one nautical mile from the runway (farther for Category B or larger aircraft). The expected flight path of aircraft on the downwind leg of the traffic pattern would place an aircraft approximately 3,750 ft. east of the existing structure. It is unlikely than an aircraft would need to fly directly over the structure, as the traffic pattern for category A aircraft extends up to 1.25 NM abeam the runway and therefore should not require a VFR aircraft to change its regular flight course or altitude when entering or establishing the aircraft on down wind or completing pattern work.

To date, the traffic pattern altitude at OXC is 1,699 ft. AMSL for aircraft up to 12,500 pounds or 2,199 ft. for aircraft greater than 12,500 pounds. The airport elevation is 726 ft. AMSL and the height of the existing structure is 961 ft. AMSL. The difference is 235 ft. FAA Order 7400.2 states that structures up to 500 ft. AGL may be acceptable in the level flight portion of a traffic pattern bases upon specific circumstances. Aircraft operating at the established pattern altitude should be a minimum of 738 ft. or more above the existing structure depending on the traffic pattern being flown and there is also an airport remark in the Airport Facility Directory of 748 ft. electric transmission towers running NE to SW .2NM north of the middle marker.

It was found that the existing structure would not restrict the clear view of any runway or traffic pattern from the tower cab or derogate the airport's capacity or efficiency or affect the usable length of any existing or planned runway.

Study for possible visual flight rules (VFR) effect disclosed that the existing structure would have no substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at OXC or any other known public use or military airports. At 91 ft. AGL or below, the existing structure would not have a substantial adverse effect on VFR en route flight operations.

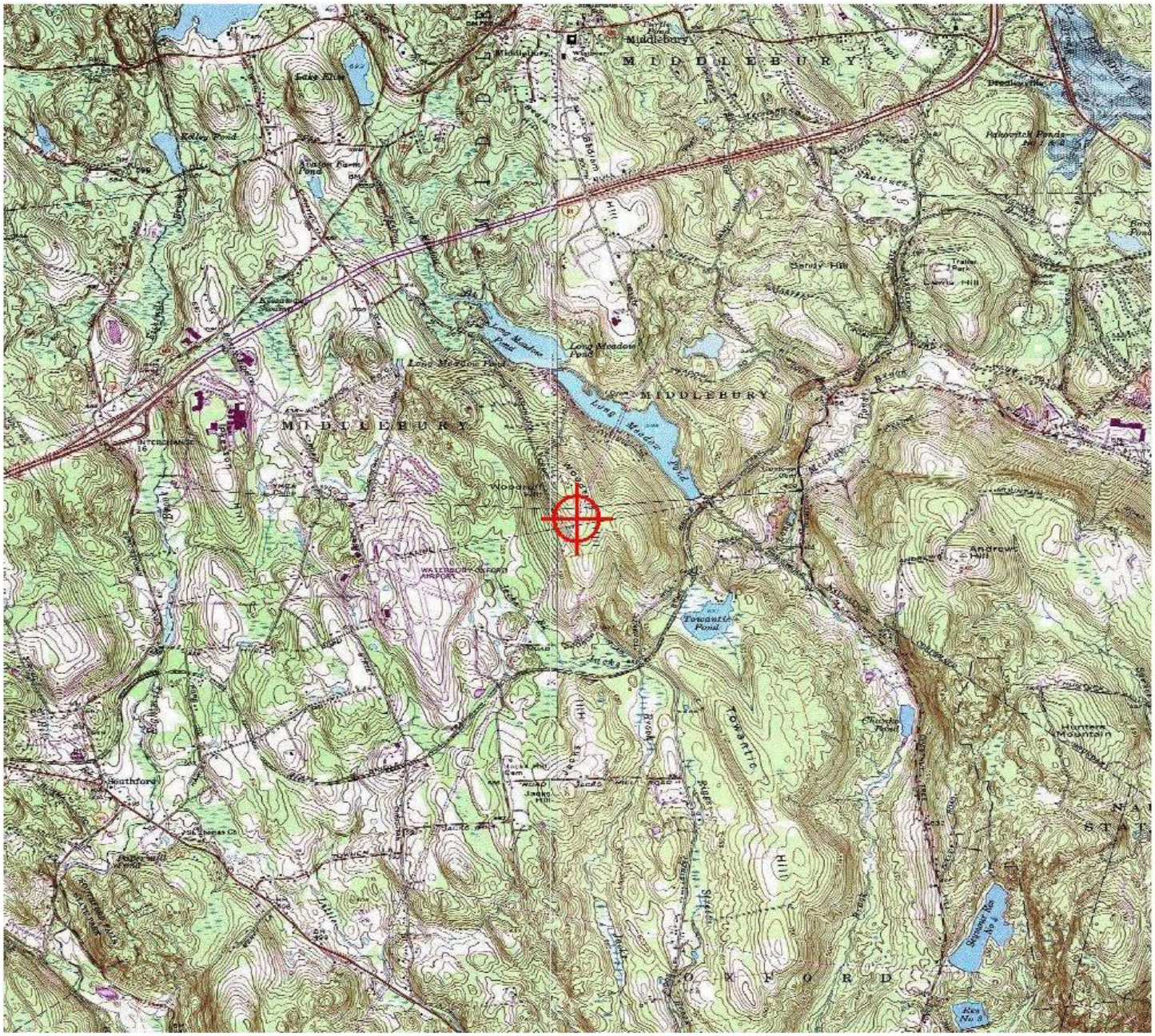
It is recommended the existing structure be lit with a red light to make it more conspicuous to airmen should circumnavigation be necessary.

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

Therefore, it is determined that the existing structure 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 as long as all conditions written within this determination are met.

Existing structure, that shall remain, is located near proposed structures #1453 (2016-ANE-2803-OE) and #1454 (2016-ANE-2804-OE).

TOPO Map for ASN 2016-ANE-4731-OE



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

Aeronautical Study No.
2016-ANE-4732-OE

Issued Date: 01/09/2017

John Case
Eversource
56 Prospect St
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:	Utility Pole 11168
Location:	Waterbury, CT
Latitude:	41-29-18.67N NAD 83
Longitude:	73-07-19.42W
Heights:	867 feet site elevation (SE)
	86 feet above ground level (AGL)
	953 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 1, 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.

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

See attachment for additional condition(s) or information.

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

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as

indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

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

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

If we can be of further assistance, please contact our office at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-4732-OE.

Signature Control No: 311990057-314405570 (EBO)
Darin Clipper
Specialist

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

The existing utility pole (#11168), 86 feet (ft.) above ground level (AGL), 953 ft. above mean sea level (AMSL), is located approximately 4,152 ft. east of the approach end Runway 18 at Waterbury- Oxford Airport (OXC), Waterbury, CT. The existing structure (2C survey data provided) is identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to OXC 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): A Horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The existing structure exceeds the Horizontal Surface by up to 77 ft.

The existing structure also exceeds the VFR traffic pattern airspace (TPA), Horizontal Surface, as applied to visual approach runways at OXC by up to 77 ft.

The existing structure was not circularized for public comment because current FAA policy states public circularization will be determined by the FAA on a case-by-case basis. Due to the fact that there are previously studied existing structures in the general vicinity, circularization was not deemed necessary due to the fact there were no additional significant aeronautical effects identified other than if the existing structure should or should not be made conspicuous.

The existing structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or on any aeronautical facilities as it relates to either current or future runway extensions or proposals at OXC or at any other known public use or military airport. Information on the existing structure shall be forwarded for appropriate aeronautical charting.

The existing structure would exceed 77.19 (a) and also be located within the TPA for all categories of aircraft using the Waterbury-Oxford Airport. However, the normal flight path for an aircraft within a traffic pattern is based upon the category/approach speed of said aircraft. The higher the category/approach speed, the larger the traffic pattern flown. Category A aircraft would be the most likely aircraft affected by the existing structure as this traffic pattern keeps this category aircraft closer to the airport thereby closer to the existing structure more so than any other category of aircraft when OXC is utilizing left traffic to Runway 18 or right traffic to Runway 36.

The existing structure is located nearly abeam OXC where an aircraft would begin transitioning from level flight to the climb/decent area of the TPA and approximately .69 nautical miles (NM) from OXC Runway 18/36. It is a commonly accepted practice for aircraft to establish the downwind leg of their traffic pattern approximately one nautical mile from the runway (farther for Category B or larger aircraft). The expected flight path of aircraft on the downwind leg of the traffic pattern would place an aircraft approximately 3,450 ft. east of the existing structure. It is unlikely than an aircraft would need to fly directly over the structure, as the traffic pattern for category A aircraft extends up to 1.25 NM abeam the runway and therefore should not require a VFR aircraft to change its regular flight course or altitude when entering or establishing the aircraft on down wind or completing pattern work.

To date, the traffic pattern altitude at OXC is 1,699 ft. AMSL for aircraft up to 12,500 pounds or 2,199 ft. for aircraft greater than 12,500 pounds. The airport elevation is 726 ft. AMSL and the height of the existing structure is 953 ft. AMSL. The difference is 227 ft. Aircraft operating at the established pattern altitude should be a minimum of 746 ft. or more above the existing structure depending on the traffic pattern being flown. There is also an airport remark in the Airport Facility Directory of existing 748 ft. electric transmission towers running NE to SW .2NM north of the middle marker and it should be noted the terrain itself in the general vicinity of the existing structure exceeds OXC's Horizontal Surface by up to 219 ft.

It was found that the existing structure would not restrict the clear view of any runway or traffic pattern from the tower cab or derogate the airport's capacity or efficiency or affect the usable length of any existing or planned runway.

Study for possible visual flight rules (VFR) effect disclosed that the existing structure would have no substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at OXC or any other known public use or military airports. At 86 ft. AGL or below, the existing structure would not have a substantial adverse effect on VFR en route flight operations.

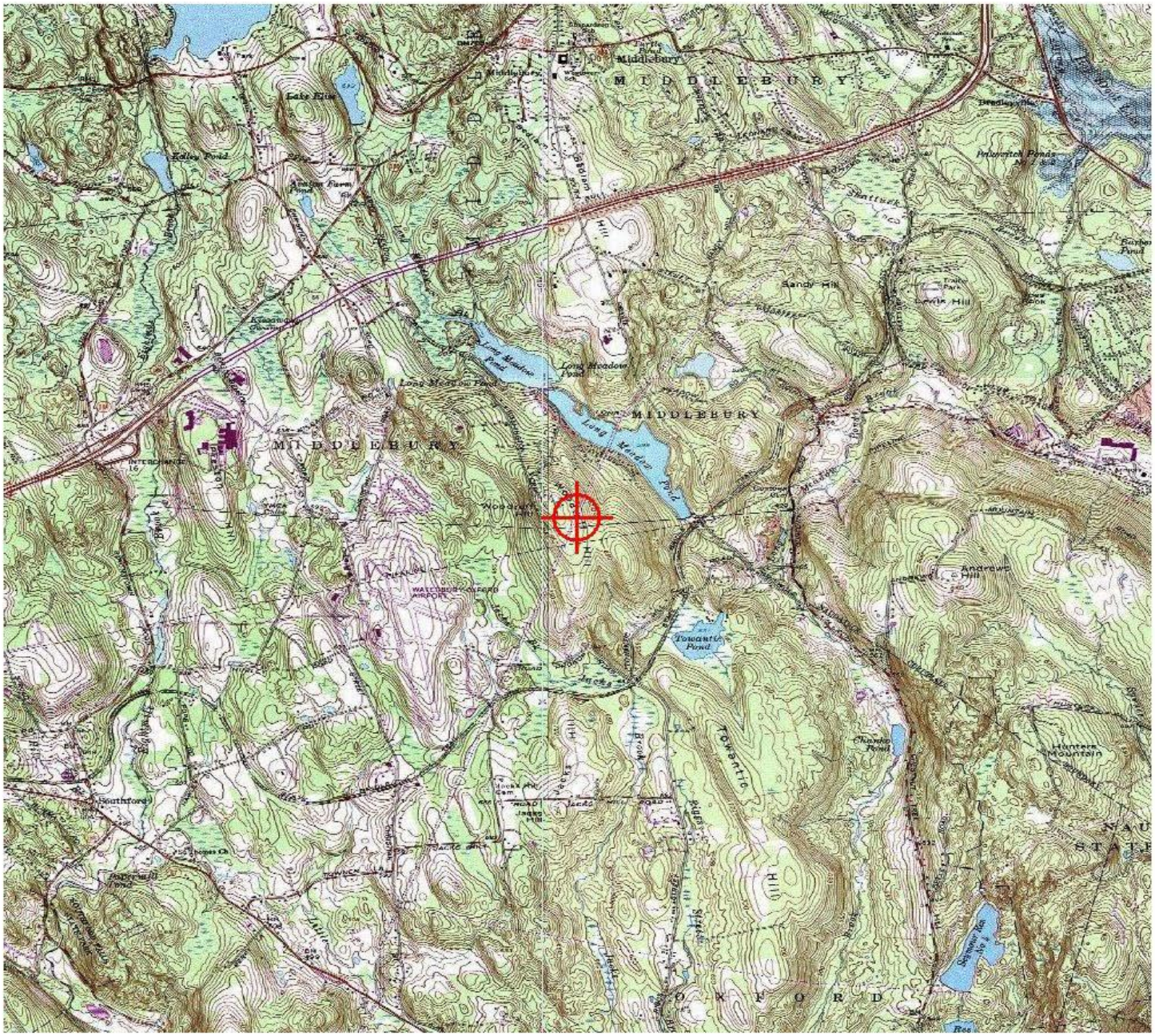
It is recommended the existing structure be lit with a red light to make it more conspicuous to airmen should circumnavigation be necessary.

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

Therefore, it is determined that the existing structure 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 as long as all conditions written within this determination are met.

Existing structure, that shall remain, is located near proposed structures #1454 (2016-ANE-2804-OE) and #1455 (2016-ANE-2805-OE).

TOPO Map for ASN 2016-ANE-4732-OE



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

Aeronautical Study No.
2016-ANE-4733-OE

Issued Date: 01/09/2017

John Case
Eversource
56 Prospect St
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:	Utility Pole 11169
Location:	Waterbury, CT
Latitude:	41-29-24.18N NAD 83
Longitude:	73-07-16.91W
Heights:	815 feet site elevation (SE)
	96 feet above ground level (AGL)
	911 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 1, 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.

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

See attachment for additional condition(s) or information.

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

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as

indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

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

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

If we can be of further assistance, please contact our office at (404) 305-6531. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ANE-4733-OE.

Signature Control No: 311990058-314411569 (EBO)
Darin Clipper
Specialist

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

Additional information for ASN 2016-ANE-4733-OE

The existing utility pole (#11169), 96 feet (ft.) above ground level (AGL), 911 ft. above mean sea level (AMSL), is located approximately 4,484 ft. east of the approach end Runway 18 at Waterbury- Oxford Airport (OXC), Waterbury, CT. The existing structure (2C survey data provided) is identified as an obstruction under the standards of Title 14, Code of Federal Regulations (CFR), Part 77, as applied to OXC 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): A Horizontal plane 150 ft. above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The existing structure exceeds the Horizontal Surface by up to 35 ft.

The existing structure also exceeds the VFR traffic pattern airspace (TPA), Horizontal Surface, as applied to visual approach runways at OXC by up to 35 ft.

The existing structure was not circularized for public comment because current FAA policy states public circularization will be determined by the FAA on a case-by-case basis. Due to the fact that there are previously studied existing structures in the general vicinity, circularization was not deemed necessary due to the fact there were no additional significant aeronautical effects identified other than if the existing structure should or should not be made conspicuous.

The existing structure would have no effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, or on any aeronautical facilities as it relates to either current or future runway extensions or proposals at OXC or at any other known public use or military airport. Information on the existing structure shall be forwarded for appropriate aeronautical charting.

The existing structure would exceed 77.19 (a) and also be located within the TPA for all categories of aircraft using the Waterbury-Oxford Airport. However, the normal flight path for an aircraft within a traffic pattern is based upon the category/approach speed of said aircraft. The higher the category/approach speed, the larger the traffic pattern flown. Category A aircraft would be the most likely aircraft affected by the existing structure as this traffic pattern keeps this category aircraft closer to the airport thereby closer to the existing structure more so than any other category of aircraft when OXC is utilizing left traffic to Runway 18 or right traffic to Runway 36.

The existing structure is located nearly abeam OXC where an aircraft would begin transitioning from level flight to the climb/decent area of the TPA and approximately .84 nautical miles (NM) from OXC Runway 18/36. It is a commonly accepted practice for aircraft to establish the downwind leg of their traffic pattern approximately one nautical mile from the runway (farther for Category B or larger aircraft). The expected flight path of aircraft on the downwind leg of the traffic pattern would place an aircraft approximately 3,200 ft. east of the existing structure. It is unlikely than an aircraft would need to fly directly over the structure, as the traffic pattern for category A aircraft extends up to 1.25 NM abeam the runway and therefore should not require a VFR aircraft to change its regular flight course or altitude when entering or establishing the aircraft on down wind or completing pattern work.

To date, the traffic pattern altitude at OXC is 1,699 ft. AMSL for aircraft up to 12,500 pounds or 2,199 ft. for aircraft greater than 12,500 pounds. The airport elevation is 726 ft. AMSL and the height of the existing structure is 911 ft. AMSL. The difference is 185 ft. Aircraft operating at the established pattern altitude should be a minimum of 788 ft. or more above the existing structure depending on the traffic pattern being flown. There is also an airport remark in the Airport Facility Directory of existing 748 ft. electric transmission towers running NE to SW .2NM north of the middle marker and it should be noted the terrain itself in the general vicinity of the existing structure exceeds OXC's Horizontal Surface by up to 219 ft.

It was found that the existing structure would not restrict the clear view of any runway or traffic pattern from the tower cab or derogate the airport's capacity or efficiency or affect the usable length of any existing or planned runway.

Study for possible visual flight rules (VFR) effect disclosed that the existing structure would have no substantial adverse effect on any existing or proposed arrival or departure VFR operations or procedures. It would not conflict with airspace required to conduct normal VFR traffic pattern operations at OXC or any other known public use or military airports. At 96 ft. AGL or below, the existing structure would not have a substantial adverse effect on VFR en route flight operations.

It is recommended the existing structure be lit with a red light to make it more conspicuous to airmen should circumnavigation be necessary.

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

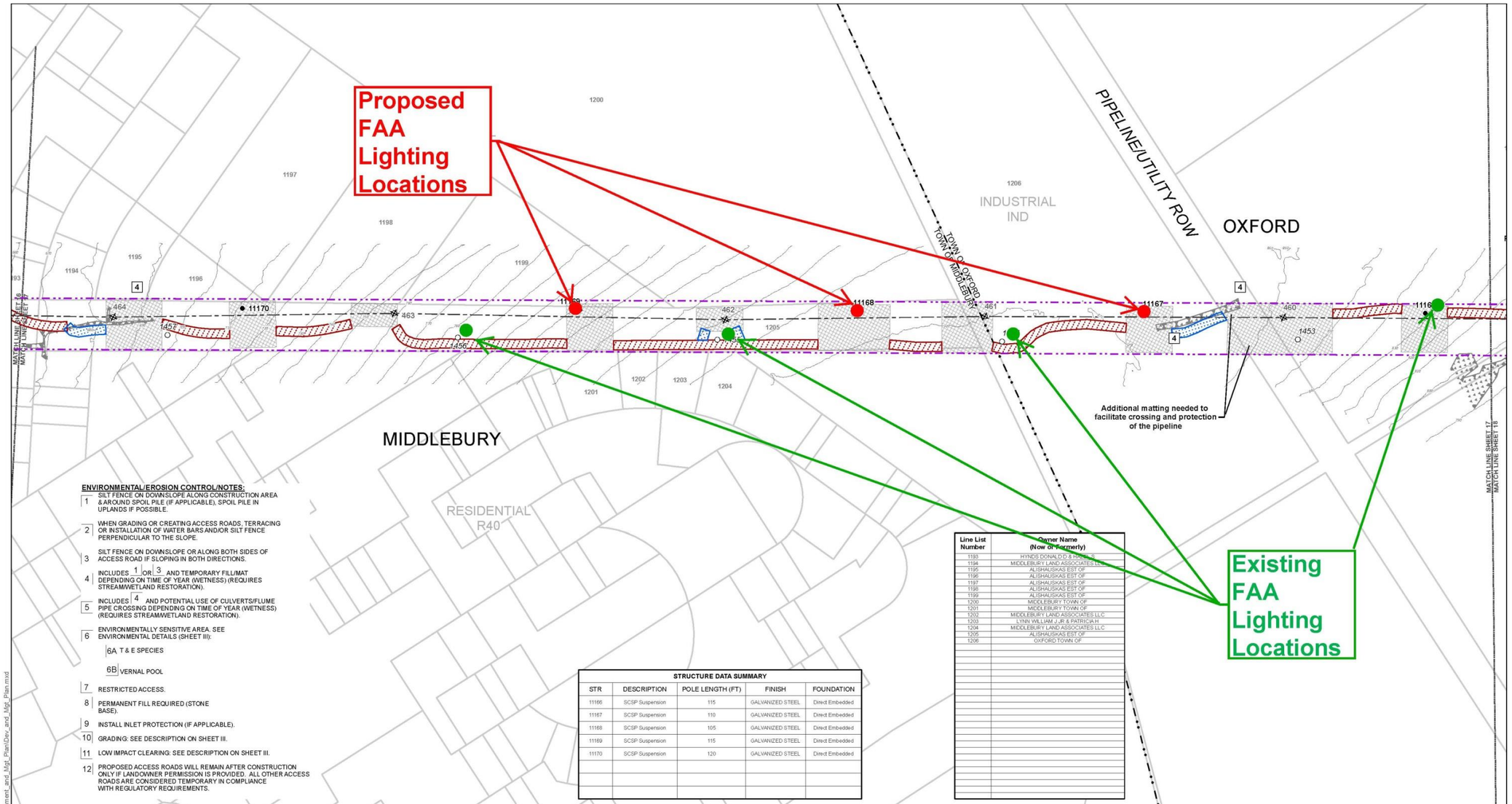
Therefore, it is determined that the existing structure would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation as long as all conditions written within this determination are met.

Existing structure, that shall remain, is located near proposed structures #1455 (2016-ANE-2805-OE) and #1456 (2016-ANE-2806-OE).

TOPO Map for ASN 2016-ANE-4733-OE

ATTACHMENT B

MAPSHEET 17 OF 36 FROM PETITION 1058 ROW D&M PLAN SHOWING LIGHTING



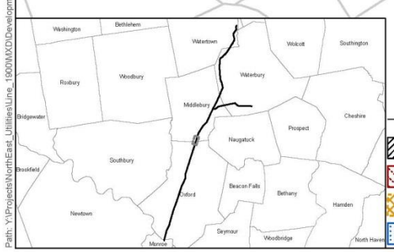
ENVIRONMENTAL/EROSION CONTROL/NOTES:

1. SILT FENCE ON DOWNSLOPE ALONG CONSTRUCTION AREA & AROUND SPOIL PILE (IF APPLICABLE), SPOIL PILE IN UPLANDS IF POSSIBLE.
2. WHEN GRADING OR CREATING ACCESS ROADS, TERRACING OR INSTALLATION OF WATER BARS AND/OR SILT FENCE PERPENDICULAR TO THE SLOPE.
3. SILT FENCE ON DOWNSLOPE OR ALONG BOTH SIDES OF ACCESS ROAD IF SLOPING IN BOTH DIRECTIONS.
4. INCLUDES 1 OR 3 AND TEMPORARY FILL/MAT DEPENDING ON TIME OF YEAR (WETNESS) (REQUIRES STREAM/WETLAND RESTORATION).
5. INCLUDES 4 AND POTENTIAL USE OF CULVERTS/FLUME PIPE CROSSING DEPENDING ON TIME OF YEAR (WETNESS) (REQUIRES STREAM/WETLAND RESTORATION).
6. ENVIRONMENTALLY SENSITIVE AREA. SEE ENVIRONMENTAL DETAILS (SHEET III):
   - 6A T & E SPECIES
   - 6B VERNAL POOL
7. RESTRICTED ACCESS.
8. PERMANENT FILL REQUIRED (STONE BASE).
9. INSTALL INLET PROTECTION (IF APPLICABLE).
10. GRADING: SEE DESCRIPTION ON SHEET III.
11. LOW IMPACT CLEARING: SEE DESCRIPTION ON SHEET III.
12. PROPOSED ACCESS ROADS WILL REMAIN AFTER CONSTRUCTION ONLY IF LANDOWNER PERMISSION IS PROVIDED. ALL OTHER ACCESS ROADS ARE CONSIDERED TEMPORARY IN COMPLIANCE WITH REGULATORY REQUIREMENTS.

STRUCTURE DATA SUMMARY

STR	DESCRIPTION	POLE LENGTH (FT)	FINISH	FOUNDATION
11166	SCSP Suspension	115	GALVANIZED STEEL	Direct Embedded
11167	SCSP Suspension	110	GALVANIZED STEEL	Direct Embedded
11168	SCSP Suspension	105	GALVANIZED STEEL	Direct Embedded
11169	SCSP Suspension	115	GALVANIZED STEEL	Direct Embedded
11170	SCSP Suspension	120	GALVANIZED STEEL	Direct Embedded

Line List Number	Owner Name (Now or Formerly)
1193	HYNDS DONALD D & HOPE S
1194	MIDDLEBURY LAND ASSOCIATES LLC
1195	ALISHAUSKAS EST OF
1196	ALISHAUSKAS EST OF
1197	ALISHAUSKAS EST OF
1198	ALISHAUSKAS EST OF
1199	ALISHAUSKAS EST OF
1200	MIDDLEBURY TOWN OF
1201	MIDDLEBURY TOWN OF
1202	MIDDLEBURY LAND ASSOCIATES LLC
1203	LYNN WILLIAM J JR & PATRICIA H
1204	MIDDLEBURY LAND ASSOCIATES LLC
1205	ALISHAUSKAS EST OF
1206	OXFORD TOWN OF



- Structure Removal
- Proposed Structure
- Existing Structure to Remain
- Existing 1990 Centerline
- Alternative Access Road
- Existing Access Road
- Off-ROW Access Road
- Proposed Access Road 12
- Existing Treeline
- Existing ROW Easement
- Existing Contour Line (10' Intervals)
- Major Highway
- Town Boundary
- Trail
- Stream Flow Direction
- Fenceline
- Wetland Area
- Company-Owned Property
- Construction Pad
- Building
- Proposed Temporary Access Road (Construction Mat)
- Parcel Boundary
- Stone Features (15' Buffer)

THE CONNECTICUT LIGHT AND POWER COMPANY 1990 LINE DEVELOPMENT AND MANAGEMENT PLAN

Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
False Easting: 164041.666667
False Northing: 0.000000
Central Meridian: -75.000000
Scale Factor: 0.999930
Latitude Of Origin: 0.000000
Linear Unit: Foot US

0 100 200 400 Feet

1 inch = 100 feet

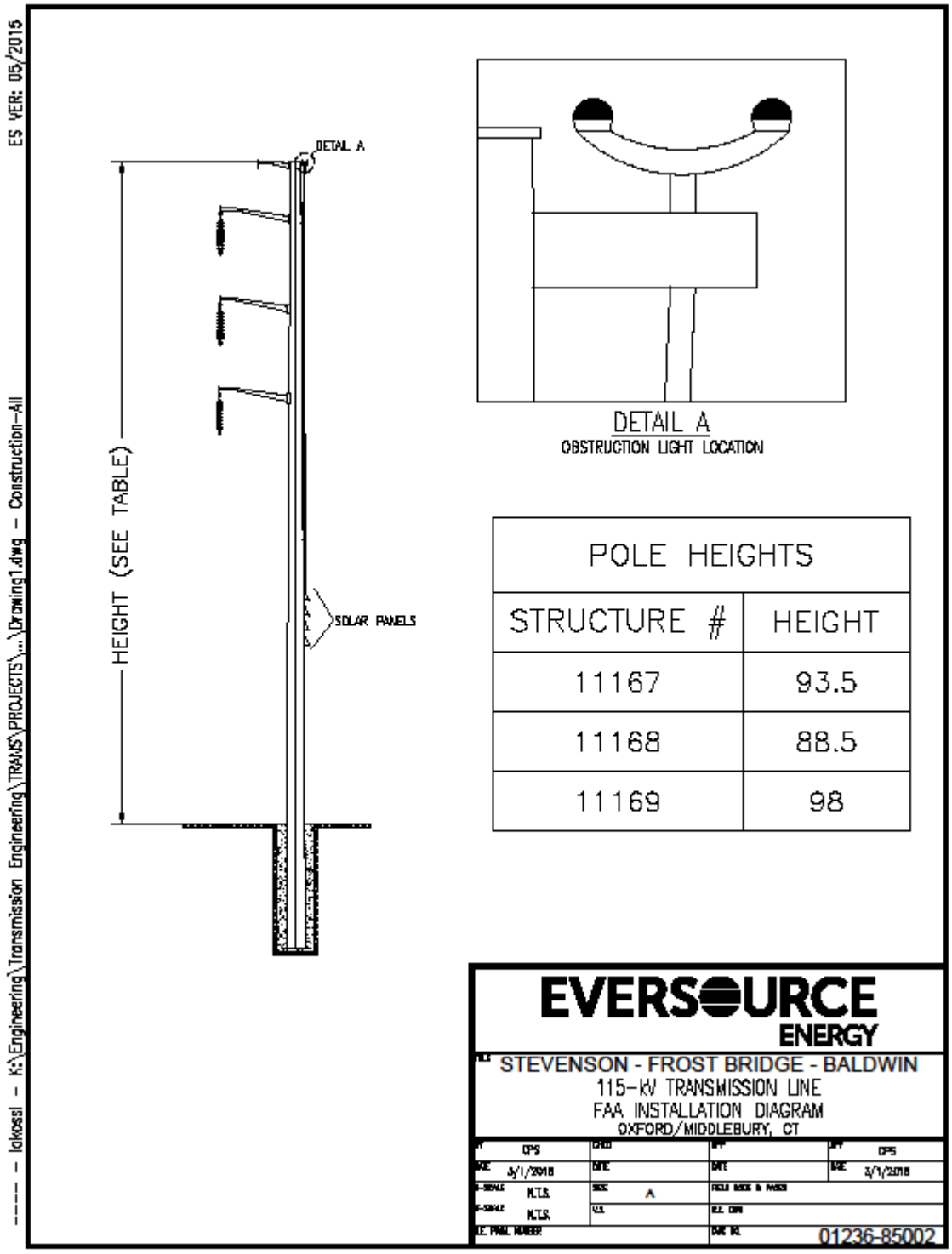
Connecticut Light & Power
A Northeast Utilities Company

AECOM

Path: Y:\Projects\NorthEast_Utilities\Line_1900\MXD\Development_and_Mgt_Plan\Dev_and_Mgt_Plan.mxd

ATTACHMENT C

STRUCTURE CROSS SECTION DIAGRAM OF PROPOSED INSTALLATION



ATTACHMENT D

REPRESENTATIVE PHOTOGRAPHS OF PROPOSED LIGHTING