



January 13, 2009

Mr. Max Musich
Iberdrola Renewables, Inc.
1125 NW Couch, Suite 700
Portland, OR 97209

Re: Blue Creek, 09-N-0521.OR.001

Dear Mr. Musich:

Pursuant to your request, Aviation Systems, Inc. (ASI), has performed an initial evaluation of the feasibility of the Blue Creek Wind Power Project. The purpose of the study is to determine the feasibility of erecting wind turbines with a tip height of up to 428 feet above ground level (AGL), from an aviation and airspace point of view. We have reviewed the above referenced project against aviation and airspace criteria set forth in Federal Aviation Regulation (FAR) Part 77 (14 CFR 77) *Obejcts Affecting the Navigable Airspace*; FAA Order 8260.3B, the *United States Standard for Terminal Instrument Procedures* (TERPs) and; FAA Order JO 7400.2G, *Procedures For Handling Airspace Matters*. The criteria in these documents comprise the factors the Federal Aviation Administration (FAA) will use in evaluating the aeronautical compatibility of the project when it is submitted for their official regulatory review. Our findings include the following:

- The project consists of proposed wind turbines to be located within an approximate area 16.6x 14.6 nautical miles (NM) in the State of Ohio.
- Ground elevations within the area range from 720 feet above mean sea level (AMSL) to 835 feet AMSL. With a proposed turbine height of 428 feet AGL, the highest point of the project could be 1263 feet AMSL. See attached map depicting the project and surrounding area. A 100-foot buffer is added for terrain variations and to establish the "Target Height" of 1363 feet AMSL.
- The nearest public airport is Van Wert County (VNW) Airport, located 9.65 NM, south of the project centerpoint. The project would impact airport operations as noted below. A total of two public use airports impact the project area.

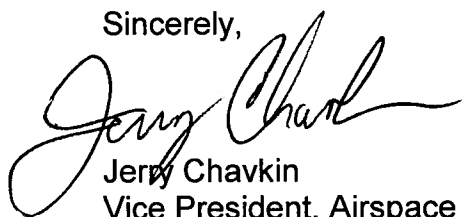
- The project would impact Minimum Vectoring Altitudes (MVA) as depicted on the chart. In Sector F, an MVA would be penetrated above 1200 feet AMSL. The FAA may limit structure heights within this area. If necessary, the FAA limitations imposed by the MVA (if any) would need to be evaluated by filing selected sites to determine feasibility.
- One Enroute Airway, V96, crosses the north section of the area, is 8 miles wide (broken green line is centerline) and has a Minimum Obstruction Clearance Altitude (MOCA) of 1200 feet AMSL. The FAA may initially issue Notices of Presumed Hazard. However, Obstruction Standards are not considered ultimate Operational Limitations and the FAA should issue Determinations of No Hazard after conducting an extended study.
- The project would be located outside the boundaries of Military Operations Areas or Restricted Areas.
- The La Grange Long Range Joint Use Radar Site (ARSR) is within 60 NM (49.35 NM northwest) of the search area centerpoint. Development is unlikely to impact Air Defense and Homeland Security radars. Further radar impact study is not necessary.
- Minimal to no impact to Weather Surveillance Radar-1988 Doppler (WSR-88D) weather radar operations. Further radar impact study is not necessary.
- The following list of Blue Creek Sectors indicates the vertical AMSL limits of each listed procedure:
 - Sector A – 1021' AMSL – VNW NDB Ruway 9 Primary Area
 - Sector B – 1021' AMSL to 1200' AMSL – NDB Runway 9 Secondary Area
 - Sector C – 1135' AMSL – VNW VFR CAT C Traffic Pattern
 - Sector D – 1136' AMSL to 1363' AMSL – VNW Runway 18 – 27 - 09 Outer Departure Area
 - Sector E – 1071' AMSL – Paulding Airport VFR CAT B Traffic Pattern
 - Sector F – 1200' AMSL – Fort Wayne Approach Control MVA
 - Sector G – 1363' AMSL – “Target Height”
- There are 3 Private Use Airports within the search area that are not protected by FAA criteria.
- Notwithstanding the 1200 feet AMSL MVA and MOCA which may limit structure height where the ground elevation exceeds 772 feet AMSL, there are many areas within the search area below the indicated Sector limits that would not cause any aviation operational impact and 428 feet AGL wind turbines should receive Determinations of No Hazard from the FAA.

Additionally, any structure over 200 feet AGL, in this case the turbines, requires notice to the FAA and also would require lighting in accordance with FAA Advisory Circular (AC) 70/7460-1K, change 2. After suitable locations are selected and at your request, ASI can handle the FAA filing process pursuant to the notice requirements of FAR Part 77 and follow-up until the No Hazard Determinations are issued by the FAA. We will be able to negotiate selective lighting so that not all of the turbines would require the extra expense of installing and maintaining lights.

FAA makes changes to the National Aviation System everyday. New approaches are published, departure procedures are changed, new runways are planned, MVAs are modified, etc. Therefore, it is possible for the study findings to become obsolete in a relatively short time period. We recommend that prior to filing specific sites within the study area, the study findings be reviewed for currency. Studies greater than 12 months old should automatically be re-visited and their findings confirmed.

Our findings are intended as a planning tool, in conjunction with the resolution of other pertinent issues. Actual construction activities are not advisable until the FAA Determinations of No Hazard are issued.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Chavkin". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

Jerry Chavkin
Vice President, Airspace Operations

Attachments