



Manfred R. Ohnstad 1914 - 1987
Bradley J. Burgum 1952 - 2010

February 7, 2011

Lukas D. Andrud*
Duane R. Breitling, * Retired
Susan L. Ellison*
Sean M. Fredricks*
Erin A. Muldoon Haug*
Robert G. Hoy*
Amanda N. Juelson
John A. Juelson
Ross V. Keller*
Delwin J. Losing*
Marshall W. McCullough
Christopher M. McShane*
Michael D. Nelson*
Brian D. Neugebauer*
Srihari S. Panjini
Robert E. Rosenvoid*
John T. Shockley*
Sara K. Sorenson*
Michel W. Stefanowicz
Daniel R. Twichell, Retired
David L. Wanner

Peggy J. Buchholz, PLS
Office Administrator

Mr. Darrin Lahr
Siting and Permitting Supervisor
Xcel Energy
8701 Monticello Lane
Maple Grove, MN 55369

Re: Proposed CapX 2020 Transmission Line
NDPSC Case No. PU-07-759

Dear Mr. Lahr:

Our firm represents Arlyn Kraft, owner and operator of Kraft Airport (FAA identifier: 2ND0) south of Mapleton, North Dakota. I wrote you previously concerning siting of the proposed CapX 2020 Transmission Line as it leaves the Bison Substation on its way to Minnesota. I enclose a copy of that letter dated August 6, 2010, for your reference.

I have recently obtained copies of the proposed siting maps showing alternative locations of the Bison Substation, together with a Preferred Route, and an Alternative Route. I write to offer further concerns about siting this project.

Initially, the Preferred Route leading south from Bison Substation Siting Area 2, as shown on the accompanying Map 1, would not cause my clients or the Kraft Airport any difficulties. The alternative route, proceeding south from Bison Substation Siting Area 1, however, raises concerns for the continued safe operation of Kraft Airport. The proposed three mile wide corridor of this alternative route encompasses Sections 34, 35, and 36 of Durbin Township (T139N-R51W). In my previous correspondence, I advised you Runway 17L of the Kraft Airport runs north and south along the western edge of Section 36 of Durbin Township. You also need to be aware, however, that Runway 17R of the Kraft Airport also runs north and south along the western side of Section 31 of Mapleton Township (T139N, R50W). The significance is that only a north and south township road separates Runway 17R from the eastern side of Section 36 of Durbin Township.

*Also licensed in Minnesota

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Letter comments

Arlyn Kraft

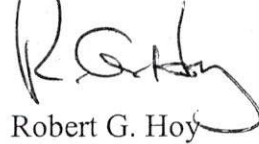
Robert G. Hoy - Ohnstad Twichell

Mr. Darrin Lahr
Siting and Permitting Supervisor
Xcel Energy
February 7, 2011
Page 2

As I am sure you can appreciate, siting an above ground high voltage power line too closely to either Runway 17L or 17R of the Kraft Airport will jeopardize the safe operation of working ag aircraft. Can you confirm Xcel Energy is aware of and intends to avoid jeopardizing the safe operation of these runways when siting this proposed power line? I would appreciate the courtesy of a response so we will know Xcel Energy's position on this matter. I look forward to hearing from you.

Very truly yours,

ONSTAD TWICHELL, P.C.



Robert G. Hoy

RGH:dms
Enc.

cc: Mr. Jerry Lein, Staff Engineer, NDPSC ✓
Mr. Arlyn Kraft



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Michel W. Stefanowicz
Daniel R. Twichell, Retired
S. Lee Vinje (1943-2009)
David L. Wanner

Peggy J. Buchholz, PLS
Office Administrator

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August 6, 2010

Mr. Darrin Lahr
Siting and Permitting Supervisor
Xcel Energy
8701 Monticello Lane
Maple Grove, MN 55369

Re: Proposed CapX 2020 Transmission Line
NDPSC Case No. PU-07-759

Dear Mr. Lahr:

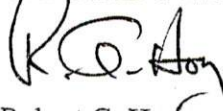
Our firm represents Arlyn Kraft, owner and operator of Kraft Airport (FAA identifier: 2ND0) south of Mapleton, North Dakota. I have been referred to your office by both Jerry Lein, Staff Engineer, NDPSC Bismarck, as well as Dave Sederquist of Xcel Energy in Fargo. I have not had a response to telephone messages left with your office.

Briefly stated, my clients oppose the proposed location of this transmission line, as last explained to them, which they understand is proposed to run north and south along the section line dividing Sections 35 and 36, T139-R51W (Durbin Township, Cass County, North Dakota). That proposed route would place this above ground high voltage power line parallel with and adjacent to runway 17L of the Kraft Airport. As I am sure you can appreciate, that is simply too close to this runway for the safe operation of working ag aircraft.

Hopefully, this issue has already been recognized and an alternative route selected. If you have been previously unaware of this problem, please confirm steps will be taken to identify an alternative route. I would appreciate the courtesy of a response as to the position of your organization on this issue. I will look forward to hearing from you.

Very truly yours,

OHNSTAD TWICHELL, P.C.



Robert G. Hoy

RGH:dms

cc: Mr. Jerry Lein, Staff Engineer, NDPSC
Mr. Arlyn Kraft

Map 1

