

# EXHIBIT 15

## Aviation/Airspace Report

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June 24, 2010

Mr. Scott Koziar  
Element Power  
222 South Ninth Street, Suite 2870  
Minneapolis, MN 55402

Re: New Frontier Wind Project, 10-N-0633.MN.001

Dear Mr. Koziar:

Pursuant to your request, Aviation Systems, Inc. (ASI), has performed an initial evaluation of the feasibility of the New Frontier Wind Project. The purpose of the study is to determine the feasibility of erecting wind turbines with a tip height of up to 500 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) *Objects Affecting 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 area 8.92 x 11.38 nautical miles (NM) in the State of North Dakota.
- Ground elevations within the area range from 1575 feet above mean sea level (AMSL) to 2180 feet AMSL. With a proposed turbine height of 500 feet above ground level (AGL), the highest point of the project could be up to 2680 feet AMSL. See attached map depicting the project and surrounding area. A 100 foot buffer was added for terrain variations and to establish a "Target Height" of 2780 feet AMSL.
- The nearest public airport is Minot International (MOT) Airport located 23.10 NM northwest of the project centerpoint. The project would impact the airport's operations as noted below.
- The project would not impact Minimum Enroute Altitudes (MEA) of Low Altitude Enroute Airways.

- The project would impact Minimum Vectoring Altitudes (MVA). The MVA would be penetrated above 2600 feet AMSL in Sector A. 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.
- The project would be located outside the boundaries of any Military Operations Areas or Restricted Areas. However, there is a Military Training Route (MTR) IR678, that overlies most of the project with floors as low as 450 feet AGL (broken green line on map depicts the centerline and outer boundaries). According to FAA Order JO 7400.2G, a proposed structure's location on an MTR is not a basis for determining it to be a Hazard to Air Navigation. However, the FAA submits proposed projects to the military for review and the military may, in some cases, object to the project's impact on their operations. In such situations, attempts are made to find a middle ground between the military's need to protect their airspace assets and the proponent's interest in the project. This step, if at all necessary, would be taken if and when the project is submitted to the FAA for review, with detailed turbine locations and heights..
- The project is unlikely to impact Air Defense and Homeland Security radars (Green Zone on Federal Radar and Military Airspace Preliminary Screening Tool). Further radar impact study is not necessary.
- Turbines are likely to impact WSR-88D weather radar operations and wind turbine electronics (Yellow and Blue Zones on Federal Radar and Military Airspace Preliminary Screening Tool). Further radar impact may be advisable.
- The following list of New Frontier Wind Project Sectors indicates the vertical AMSL limits of each listed procedure:
  - Sector A: 2600' AMSL – MVA , MOT RNAV GPS Rwy 31 Holding Area
  - Sector B: 2780' AMSL – Target Height
- Within Sectors A and B, 500 foot AGL wind turbines would have no adverse effect on air navigation and should receive Determinations of No Hazard from the FAA, notwithstanding any radar issues or military objections.

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 Systems 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,



Gary M. Allen, Esq., PhD.  
President

Attachments

**ELEMENT POWER  
New Frontier Project  
10-N-0633.MN.003**

Sector A: 2600' AMSL  
Sector B: 2780' AMSL Target Height

