

From: Patrick Smith <Patrick@geronimoenergy.com>
Sent: Thursday, August 15, 2013 4:59 PM
To: Wanner, Kyle C. (kcwanner@nd.gov)
Cc: Smith, Mollie; Clyde Pittman (airspace@airspaceusa.com); Betsy Engelking
Subject: Courtenay Wind Farm - Call Notes
Attachments: CY_NDAeronautics_Call08132013Minutes_08152013ps.pdf

Hi Kyle,

Thank you for your time on Tuesday, it was very helpful in answering the questions we had regarding your letter. Attached are our notes from the conversation, please let us know if you have any additions to them.

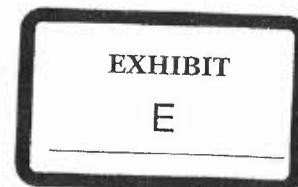
Best,

Patrick

Patrick Smith
Director of Env. Planning

Phone: 952-988-9000
Fax: 952-988-9001
Email: patrick@geronimoenergy.com

Geronimo Energy
7650 Edinborough Way, Suite 725
Edina MN 55435





Telephone Conference: Courtenay Wind Farm/North Dakota Aeronautics Commission

RE: Letter from NDAC to NDPSC Concerning Sprague Airstrip

Date: 8/13/2013

Time: 11:30 a.m.

Attendees (by phone): Kyle Wanner – ND Aeronautics Commission Airport Planner, Patrick Smith – Geronimo Energy, Betsy Engelking – Geronimo Energy, Mollie Smith – Fredrikson and Byron, Jay Hesse – Geronimo Energy, Clyde Pittman – Federal Airways and Airspace, Candice Koenig - Federal Airways and Airspace

- ❖ Geronimo introduced attendees to NDAC Staff:
 - Attendees –
 - Geronimo – Project Developer
 - Federal Airways and Airspace – Providing environmental support to the project
 - Fredrikson and Byron – Project Counsel
- ❖ Geronimo reviewed previous coordination with NDAC and current project status –
 - Communications with Larry Taborsky regarding project prior to submitting application to the PSC
 - Purpose of coordination was to ensure that Courtenay would not conflict with aviation use
 - No issues identified by NDAC at that time
 - Current Project Status: advanced stage development; engineering nearly complete; permitting with PSC nearly complete
- ❖ Fredrikson & Byron and NDAC Staff discussed letter from Kyle Wanner to PSC
 - NDAC Staff confirmed receipt of prior correspondence from Geronimo, and that no public airports are affected by the project
 - NDAC Staff stated that it does not consider private airstrips when conducting an analysis of a potential aviation impacts for proposed projects – reason no issues were identified pre-application
 - NDAC Staff stated that the airspace around a private airstrip is not protected by state or federal law
 - FAA regulations are specific to public airports
 - NDAC law mirrors FAA regulations
 - NDAC Staff clarified that analysis provided in NDAC letter regarding the Sprague airstrip was written as though the Sprague airstrip were a public airport



- NDAC Commissioners asked NDAC Staff to describe in letter what the protections would be if the Sprague airstrip were a public airport
 - NDAC Staff clarified that the Sprague airstrip is not a public airport and is not protected by state or federal aviation regulations
- ❖ Fredrikson & Byron asked for clarification regarding how airspace around a public airport is protected
 - NDAC Staff explained that airspace in and around public airports is protected through local zoning regulations and/or acquisition of necessary property rights from surrounding landowners by the applicable public entity responsible for the airport (e.g., township, city, county)
 - NDAC Staff noted that it is the responsibility of private airstrip owners to take steps necessary to protect airspace around a private airstrip
 - NDAC Staff noted the NDAC's role in providing comments on safety in public processes
 - ❖ Federal Airways and Airspace Staff reviewed applicability of VFR Transitional Surface, referenced in the NDAC's letter
 - Applies to longer landing surfaces than present on the Sprague property (i.e., applies to runways greater than 3200' long – Sprague runway is only 2700' long)
 - Designed for planes with faster landing speeds than typical of crop dusters
 - As such, not likely to apply to the Sprague airstrip even if it were open to the public
 - ❖ Federal Airways and Airspace and NDAC Staff discussed potential solution to address traffic pattern concern for Sprague airstrip identified in NDAC's letter
 - Federal Airways and Airspace noted, and NDAC Staff agreed, that the main concern identified regarding the Sprague airstrip appears to be the Rwy 17 left hand traffic pattern
 - Federal Airways and Airspace suggested that Sprague could modify the Rwy 17 traffic pattern so that both north and south procedures involved turns to the west rather than one to the east and one to the west
 - NDAC Staff agreed that this modification could be a solution and (although not applicable in this situation) would meet the safety standards applicable to public airports
 - NDAC Staff recommended we share the idea with Mr. Sprague
 - ❖ Fredrikson & Byron indicated that Geronimo would send follow-up correspondence to the NDAC summarizing discussion

From: "Wanner, Kyle C." <kcwanner@nd.gov<<mailto:kcwanner@nd.gov>>>
Date: August 16, 2013, 14:53:30 CDT
To: Patrick Smith <Patrick@geronimoenergy.com<<mailto:Patrick@geronimoenergy.com>>>
Subject: RE: Courtenay Wind Farm - Call Notes

Patrick,

I would love to see a bullet after this statement-

NDAC Staff clarified that analysis provided in NDAC letter regarding the Sprague airstrip was written as though the Sprague airstrip were a public airport

Add this:

NDAC Staff noted that private airstrips are an important part of the North Dakota Airport transportation system network and state economy. Although federal and state regulations are not present to protect the private airstrips, the ND Aeronautics Commission feels that they are still obligated to make recommendations for the safety of private airstrip use when appropriate.

Thanks,

Kyle Wanner, Airport Planner
North Dakota Aeronautics Commission
w (701) 328-9651
c (701) 425-5926
<http://www.nd.gov/ndaero/>
[\[cid:image001.jpg@01CE9A90.5E7D4840\]](#)

From: Patrick Smith [<mailto:Patrick@geronimoenergy.com>]
Sent: Thursday, August 15, 2013 4:59 PM
To: Wanner, Kyle C.
Cc: Mollie M. Smith (msmith@fredlaw.com<<mailto:msmith@fredlaw.com>>); Clyde Pittman (airspace@airspaceusa.com<<mailto:airspace@airspaceusa.com>>); Betsy Engelking
Subject: Courtenay Wind Farm - Call Notes

Hi Kyle,

Thank you for your time on Tuesday, it was very helpful in answering the questions we had regarding your letter. Attached are our notes from the conversation, please let us know if you have any additions to them.

Best,

Patrick

Patrick Smith
Director of Env. Planning

Phone: 952-988-9000
Fax: 952-988-9001
Email: patrick@geronimoenergy.com<<mailto:patrick@geronimoenergy.com>>

Geronimo Energy
7650 Edinborough Way, Suite 725
Edina MN 55435

From: Patrick Smith <Patrick@geronimoenergy.com>
Sent: Monday, August 26, 2013 6:17 PM
To: Wanner, Kyle C. (kcwanner@nd.gov)
Cc: Taborsky, Lawrence E.; Smith, Mollie; Jay L. Hesse; Betsy Engelking
Subject: Courtenay Wind Farm/Sprague Airstrip Follow Up
Attachments: Courtenay Aeronautics Follow Up Letter 08262013 FINAL.pdf; Courtenay Aeronautics Meeting Minutes from 08142013 FINAL.pdf; Federal Airways and Airspace - Sprague Airstrip Analysis and Mitigation.PDF; cy-ndaeroletter-212013.pdf; RE: Courtenay Wind Farm - Geronimo Energy Project

Kyle,

Attached to this email please find a follow up letter to you regarding our conversation and an update on our discussions with Mr. Sprague. Also attached is the analysis performed by Federal Airways and Airspace that describes the mitigation we are proposing and shows its common use at high volume public airports to resolve similar safety concerns. Also attached is the initial communications we have from your office that we used to site the project and develop our application to the North Dakota Public Service Commission. Lastly, I'm attaching minutes from our conversation with the revision that you requested included in them.

Best Regards,

Patrick

Patrick Smith
Director of Env. Planning

Phone: 952-988-9000
Fax: 952-988-9001
Email: patrick@geronimoenergy.com

Geronimo Energy
7650 Edinborough Way, Suite 725
Edina MN 55435



August 26, 2013

Via E-mail and Federal Express

Kyle C. Wanner, Airport Planner
North Dakota Aeronautics Commission
PO Box 5020
Bismarck, ND 58502-5020

Re: August 13, 2013 Telephone Conference Concerning Letter to the North Dakota Public Service Commission Regarding Sprague Airstrip

Dear Mr. Wanner:

Thank you for taking the time on August 13, 2013 to discuss with us your letter to the North Dakota Public Service Commission (“PSC”) regarding Courtenay Wind Farm, LLC’s (“Courtenay”) Application for a Certificate of Site Compatibility (“Application”) for the Courtenay Wind Farm (“Project”). This letter summarizes key points discussed during our call, including clarifications made with respect to your July 23, 2013 letter to the PSC concerning the Sprague airstrip.

The telephone conference began with a discussion of prior correspondence between Courtenay and the NDAC. Courtenay noted that, prior to submitting its Application to the PSC, it provided information to and requested input from the North Dakota Aeronautics Commission (“NDAC”) regarding the Project, and that no issues were identified.¹ You explained that when the NDAC reviews a proposed project, such as Courtenay’s Project, it does not take into consideration private airstrips because private airstrips are not protected by either the Federal Aviation Administration’s (“FAA”) regulations or North Dakota’s aeronautics statutes and rules. In this case, no public airports will be impacted by the Project, which was the reason the NDAC did not identify any issues with the Project in its prior communications.

We next discussed the differences in airspace protections for public airports versus private airstrips. You explained that, for public airports, the public entity responsible for the airport, such as a municipality or a county, enacts zoning regulations and/or acquires property rights from the landowners in the vicinity of the airport in order to protect airspace rights. For private airstrips, however, it is up to the owner to protect the airspace around his/her airstrip, such as by acquiring airspace rights from his/her neighbors.

The discussion next turned to your July 23, 2013 letter to the PSC regarding the Sprague

¹ For your convenience, a copy of the pre-application correspondence between Courtenay and NDAC, as well as our notes from our August 13, 2013 call, are enclosed.



airstrip. You explained that the letter was prompted by communications between Mr. Sprague and one of the NDAC Commissioners. You also provided some important clarifications regarding the letter:

- NDAC requested that you prepare a letter to the PSC outlining the concerns the NDAC would have **if** the Sprague airstrip were a public airport. However, you confirmed that the Sprague airstrip is a private airstrip, rather than a public airport.
- Since the Sprague airstrip is private, the airstrip is not subject to or protected by FAA or NDAC aviation regulations. As such, the FAA regulations regarding obstructions and conical airspace cited in the letter do not apply to the Sprague airstrip.
- Since the Sprague airstrip is private, Mr. Sprague, rather than the NDAC or the FAA, is responsible for taking the steps necessary to protect the airspace surrounding his airstrip.

We also discussed the fact that, even if the Sprague airstrip were a public airport (which it is not), the airstrip would not qualify for the FAA protections outlined in the letter because of the length of the runway. Those protections are given to public airports with runways greater than 3200 feet in length, but the Sprague runway is only 2700 feet long.²

Although the Sprague airstrip is not subject to state or federal protection, and, to our knowledge, Mr. Sprague has not acquired the private property rights from his neighbors necessary for him to control airspace use on their properties, a simple solution was identified during our call that would accommodate both the Project and Mr. Sprague's use of his airstrip. Specifically, Mr. Sprague could modify his takeoff and landing procedures so that he always turns to the west – away from the Project – rather than to the east. Although the safety standards for public airports are not applicable in this situation, such a modification would be acceptable to meet such standards if they did apply. The modification would not only accommodate Mr. Sprague's continued use of his private airstrip, but would also ensure that his neighbors' are able to fully enjoy their rights to use their property without interference. You agreed that this could be a solution and recommended that Courtenay discuss the modification with Mr. Sprague.

In summary:

- The Sprague airstrip is a private airstrip, and not a public airport;
- As a private airstrip, the Sprague airstrip is not subject to or protected by either state or federal aviation regulations;

² This analysis was provided by Federal Airways and Airspace, a firm specializing in aeronautics that was retained by Courtenay to evaluate the issues raised by the NDAC concerning the Sprague airstrip. A copy of the report prepared by Federal Airways and Airspace summarizing its analysis is enclosed.



- Mr. Sprague is responsible for taking the steps necessary to protect the airspace around his private airstrip, which could include acquiring airspace rights from neighboring landowners;
- Even if the Sprague airstrip were a public airport, its runway length falls below the threshold for protection under FAA Part 77 outlined in your letter;
- A takeoff/landing modification is available that addresses the NDAC's concerns, without interfering with Project development or adjacent landowners' rights.

Thank you again for talking with us regarding your letter to the PSC and related aeronautics issues. Courtenay sought input from the NDAC back in February 2013 in order to obtain the information necessary to develop its Project in a manner that is compatible with aviation use in the area, and it is unfortunate that concerns regarding the Sprague airstrip were not raised at that time. However, Courtenay's correspondence to-date with the NDAC and the FAA, including the call with you regarding your recent letter to the PSC, have confirmed that Courtenay's Project, as currently designed, will comply with both state and federal aviation regulations.

Although the Sprague airstrip is not entitled to legal protection, and Courtenay is under no legal obligation to do so, Courtenay contacted Mr. Sprague to share with him the takeoff/landing modification discussed above in an effort to address any potential concerns regarding use of the airstrip in proximity to Courtenay's Project. Although Mr. Sprague indicated that it would be an inconvenience to employ the takeoff/landing modification, he acknowledged that it resolved his potential safety concerns.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

Patrick Smith
Development Services

Enclosures

cc: Jerry Lein, North Dakota Public Service Commission (via E-mail)



Meeting: Courtenay Wind Farm/North Dakota Aeronautics Commission

RE: Letter from NDAC to NDPSC About Sprague Airstrip

Date: 8/13/2013

Time: 11:30 a.m.

Attendees (by phone): Kyle Wanner – ND Aeronautics Commission Airport Planner, Patrick Smith – Geronimo Energy, Betsy Engelking – Geronimo Energy, Mollie Smith – Fredrikson and Byron, Jay Hesse – Geronimo Energy, Clyde Pittman - Federal Airways and Airspace, Candice Koenig - Federal Airways and Airspace

- ❖ Geronimo introduced attendees and reviewed the project:
- ❖ Attendees –
 - Geronimo – Project Developer
 - Federal Airways and Airspace – Providing environmental support to the project
 - Fredrikson and Byron – Project Counsel
 - Enel Green Power North America – Development Partner
- ❖ Geronimo reviewed previous coordination with ND Aeronautics and project status –
 - Previous communications with Larry Taborsky regarding project
 - Preapplication, predesign
 - No issues identified
 - Purpose of coordination was to ensure that Courtenay would not generate conflicts
 - Current Project Status: advanced stage development: engineering near complete; permitting with PSC near completion
- ❖ Mollie reviewed letter from Kyle Wanner to PSC
 - NDAC Staff clarified that it is not typical for them to do an analysis of projects and look for private airstrips
 - NDAC Staff clarified that the airspace around the airstrip is not protected by state or federal law
 - NDAC Law Mirrors FAA Guidelines
 - Is specific to public use airports
- ❖ Letter from NDAC was written based on analysis that the airstrip was a public airport
 - Airstrip is not a public airport
 - NDAC Commissioner asked that the letter describe what the protections would be for a public airport

- NDAC Staff noted private airstrips are an important part to the North Dakota Airport transportation system network and state economy.
- Although federal and state regulations are not present to protect the private airstrips, the ND Aeronautics Commission feels that they are still obligated to make recommendations for the safety of private airstrip use when appropriate.
- ❖ Mollie asked for a clarification of how the airspace is typically protected around a public airport
 - NDAC Staff discussed zoning, easement acquisition to protect airspace in and around airports
 - NDAC Staff described responsibility of the private airstrip owner to protect their airspace through land and zoning controls.
 - NDAC Staff noted the NDAC's roll in providing comments on safety in public processes
- ❖ Federal Airways and Airspace Staff reviewed applicability of conical surface
 - For longer landing surfaces than those in the Sprague case
 - For planes with faster landing speeds than typical of crop dusters
 - Not likely to apply at this site even if it were open to the public
 - NDAC Staff noted that the concern is the turning approach
- ❖ Federal Airways and Airspace suggested that Sprague could modify turning approach so that both north and south procedures involved turns to the west rather than one to the east and one to the west
 - NDAC Staff though that would meet safety standards
 - NDAC Staff recommended we share this thought with Mr. Sprague



Federal Airways & Airspace®

Airspace Executive Summary

Site ID: Courtenay Wind Farm

By: Federal Airways & Airspace®

Date: August 22, 2013

Subject: Analysis of North Dakota Aeronautics Commission letter noting concerns regarding Wind Turbines 1, 2, 3, 10, 11, 12, 13, 21, 22 & Met Tower B at the Courtenay Wind Farm.

Discussion: On July 23, 2013 the North Dakota Aeronautics Commission issued a letter regarding 9 wind turbines and 1 Met Tower contained within the Proposed Courtenay Wind Farm Project in Courtenay, North Dakota. The letter detailed alleged penetrations to Obstruction Standards at the Sprague Airport (8ND7). These alleged penetrations include FAR 77.19 (b) Conical Surface and the 77.17 (a)(2) Airport Surface. The following report will detail each of the above mentioned 8ND7 Obstruction Standards and the locations of the subject sites.

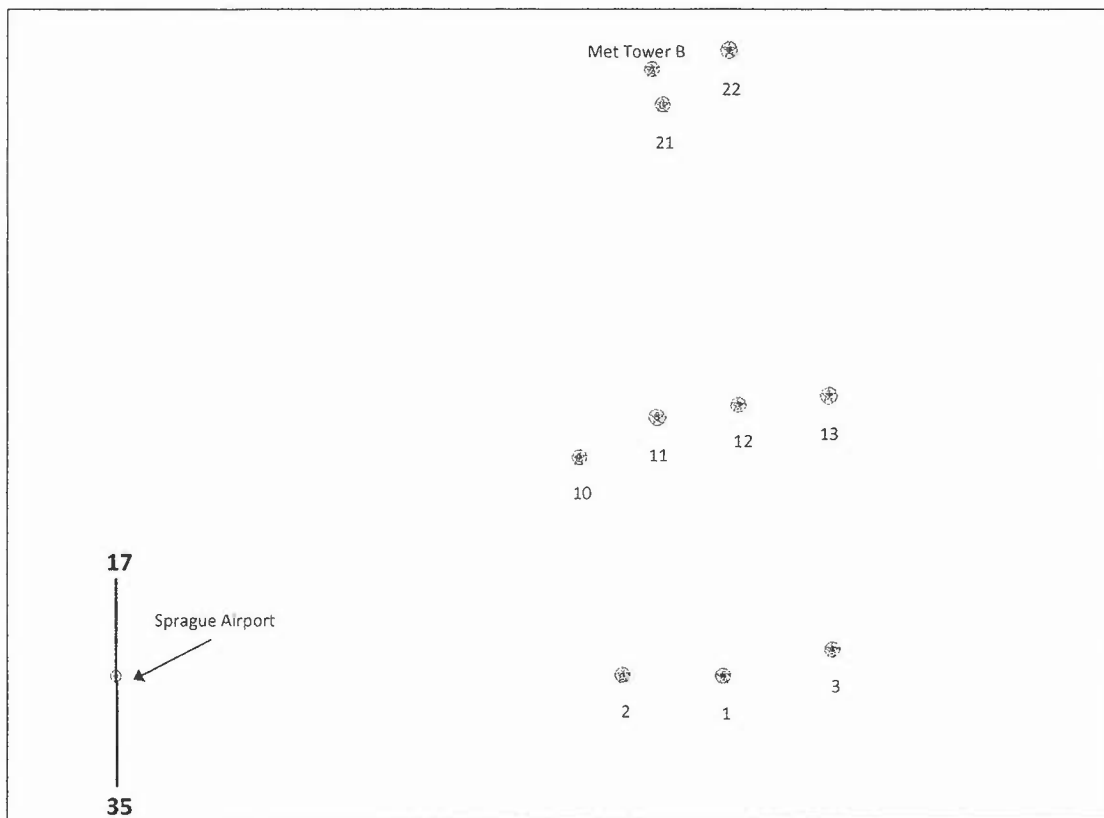


Figure 1: Wind Turbines 1, 2, 3, 10, 11, 12, 13, 21, 22 & Met Tower B located near Sprague Airport (8ND7).

The nearest wind turbine is located approximately 1.1 nautical miles from the Sprague Airport. The farthest structure is located approximately 1.9 nautical miles from the Sprague Airport reference point.

Sprague Airport: 8ND7

SPRAGUE		8ND7	
New Airport Search	Latitude: 47-7-14.39 N	COURTENAY, ND UNITED STATES	
Show All Sections	Longitude: 98-39-28.2 W	Data is effective: 06/27/2013 - 08/23/2013	
Airport Operations	Elevation: 1533 ft.		
Airport Contacts	From city: 8 miles SW of COURTENAY, ND		
General Remarks	ARTCC: ZNP		
Communications	Section chart: TWIN CITIES		
Navigation Aids	Time Zone: UTC-5(-SDT)		
Weather Data Services			
Summits			
Heliports			
Airport Operations			
Airport Status:	Operational	Fuel:	NONE
Facility use:	Private use only	Int'l Operations:	
Control Tower:	No air traffic control tower at airport		
FSS:	GRAND FORKS FSS (GFK) Toll Free: 1-800-WX-BRIEF		
Attendant:	UNATNDD		
Airport Contacts			
OWNER: ROBERT SPRAGUE 8720 20TH ST SE COURTENAY, ND 58426 UNITED STATES Phone: 701-435-0018	MANAGER: ROBERT SPRAGUE 8720 20TH ST SE COURTENAY, ND 58426 UNITED STATES Phone: 701-435-0018		
General Remarks			
No remarks.			
Airport Communications			
UNICOM: None			
ATIS: None			

Figure 2: AOPA classifies Sprague Airport as private owned, private use.

According to the Federal Aviation Administration's (FAA) current data and the FAA's National Flight Data Center (NFDC) website:

(<https://nfdc.faa.gov/nfdcApps/airportLookup/airportDisplay.jsp?category=nasr&airportId=8ND7>), the Sprague Airport (8ND7) is a privately owned, private use landing facility. The public does not have permission to utilize this landing facility. The FAA does not protect private landing facilities when conducting Obstacle Evaluation Analyses, unless the airport has a Special Procedure associated with it. No Special Procedures have been implemented for 8ND7.

FAR Part 77.5 Applicability

Subpart B—Notice Requirements

[↑ Back to Top](#)

§ 77.5 Applicability.

(a) If you propose any construction or alteration described in § 77.9, you must provide adequate notice to the FAA of that construction or alteration.

(b) If requested by the FAA, you must also file supplemental notice before the start date and upon completion of certain construction or alterations that are described in § 77.9.

(c) Notice received by the FAA under this subpart is used to:

- (1) Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports;
- (2) Determine whether the effect of proposed construction or alteration is a hazard to air navigation;
- (3) Determine appropriate marking and lighting recommendations, using FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting;
- (4) Determine other appropriate measures to be applied for continued safety of air navigation; and
- (5) Notify the aviation community of the construction or alteration of objects that affect the navigable airspace, including the revision of charts, when necessary.

Figure 3: FAR Part 77.5 Applicability

FAR Part 77.5 (c)(2) states that the Federal Aviation Administration will “Evaluate the effect of the proposed construction or alteration on safety in air commerce and the efficient use and preservation of the navigable airspace and of airport traffic capacity at public use airports”.

The Sprague Airport is a private use landing facility and is not protected by the FAA. Therefore, the alleged Part 77 penetrations, detailed within the North Dakota Aeronautics’ Commission letter are inapplicable.

8ND7: Runway 17/35

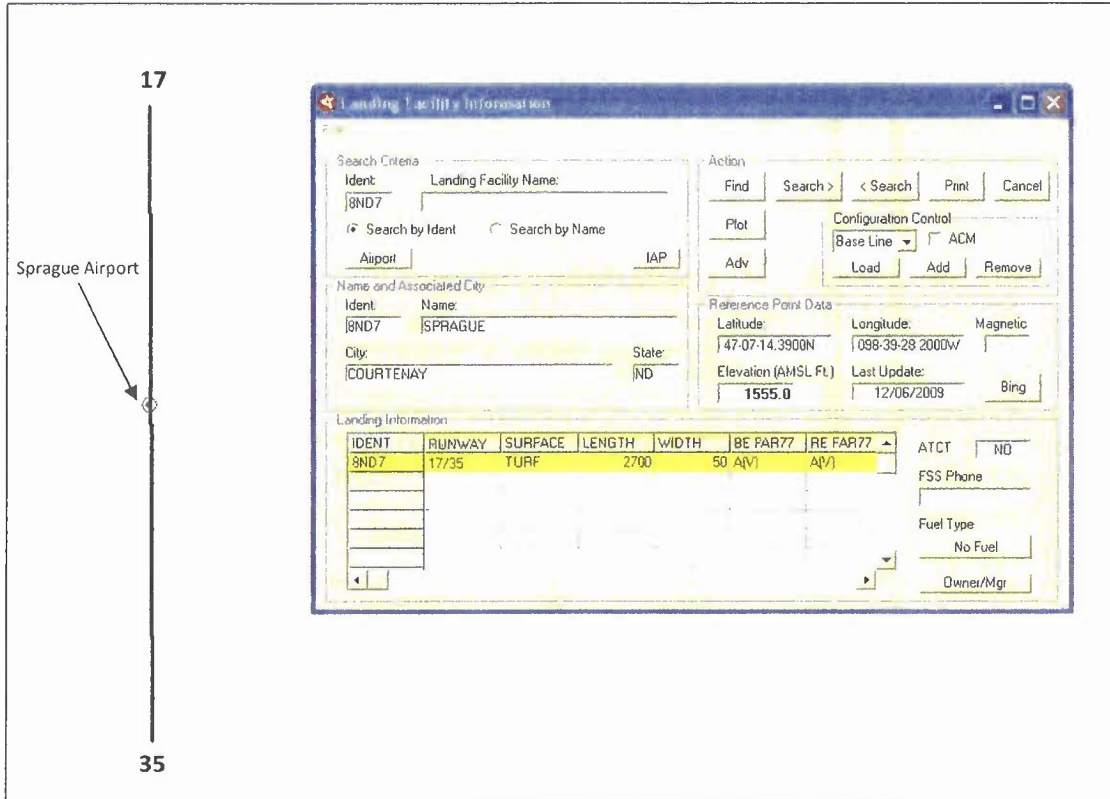
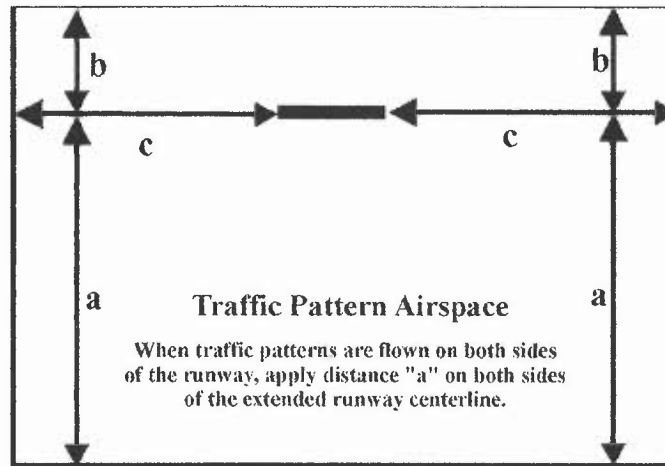


Figure 4: 8ND7 Runway 17/35

The North Dakota Aeronautics Commission detailed an alleged penetration to the Sprague Airport's VFR Transitional Surface 77.17 (a)(2). The 77.17 (a)(2) surface is defined as "A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet."

Runway 17/35 is the only runway associated with the Sprague Airport. According to the FAA's NFDC office, the official length of this runway is 2700 feet long. Therefore, even if Part 77 Surfaces did apply to the Sprague Airport, the 77.17 (a)(2) VFR Transitional Surface is not applicable, as the runway is less than 3200 feet in length.

FIG 6-3-11
 TRAFFIC PATTERN AIRSPACE



Aircraft Category	Distance (nautical miles)			
	a	b	c	d*
A	1.25	.25	1.25	.375
B	1.5	.25	1.5	.5
C	2.25	.5	2.25	.875
D	4.0	.5	3.0	1.0

Figure 5 Traffic Pattern Dimensions

Both public and private airports have VFR Airspace Traffic Patterns. In the case of 8ND7, the current traffic pattern for Runway 17 and 35 is a left hand traffic pattern. Many airports have both left and right hand traffic patterns. The proposed wind farm will be east of this airport. It is a common practice to alter an airport's runway traffic pattern to avoid objects. If the 8ND7 Runway 17 traffic pattern were made a right hand traffic pattern then all traffic will be west of the airport and on the opposite side of the airport from the proposed wind farm.

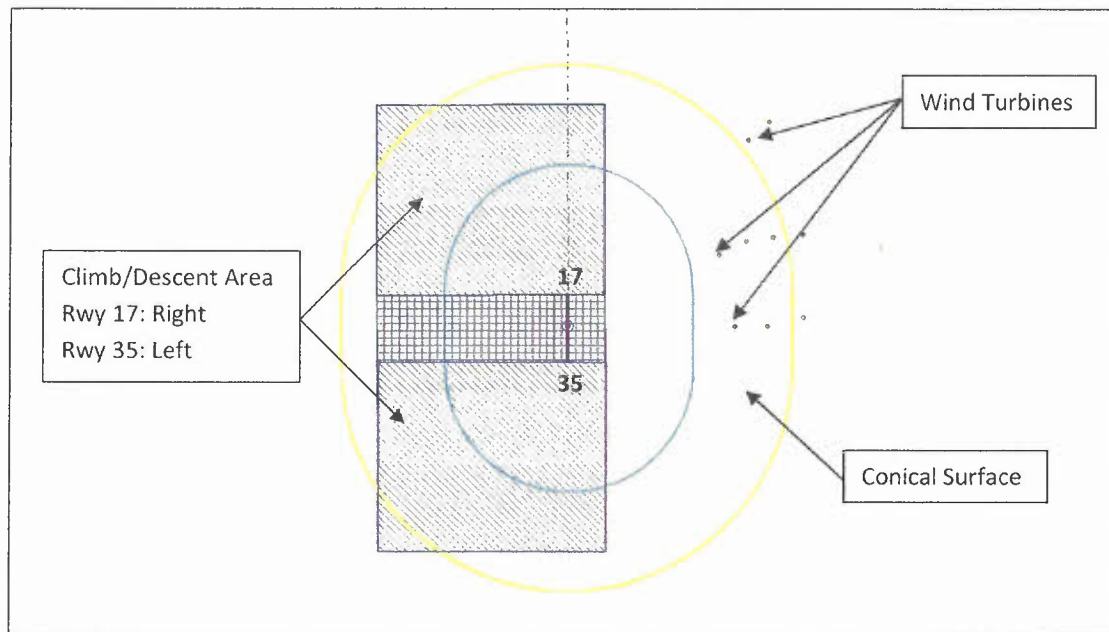


Figure 6: 8ND7 Proposed Traffic Pattern change.

The above image represents the traffic pattern for private airport 8ND7 with a right hand traffic pattern for Runway 17 and a left hand pattern for Runway 35. By using a right hand climb and descent for Runway 17 and a left hand climb and descent for Runway 35 there are no conflicts between the proposed wind turbines and 8ND7. If the conical surface did exist there would be no violation of it.

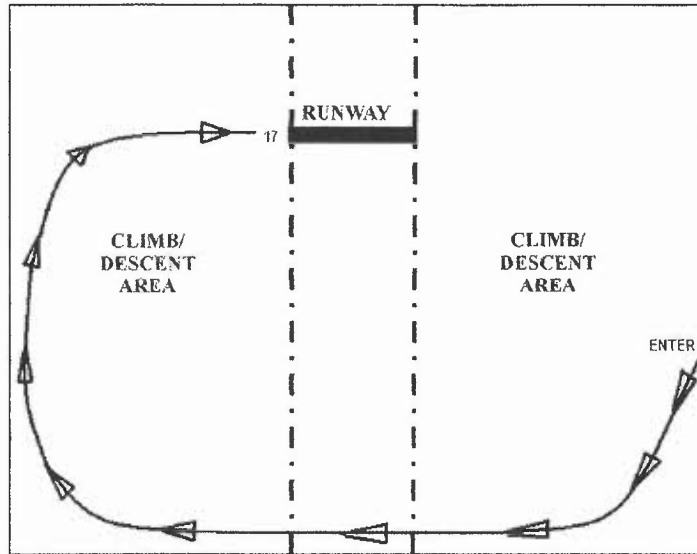


Figure 7 Right Hand Traffic Pattern Runway 17

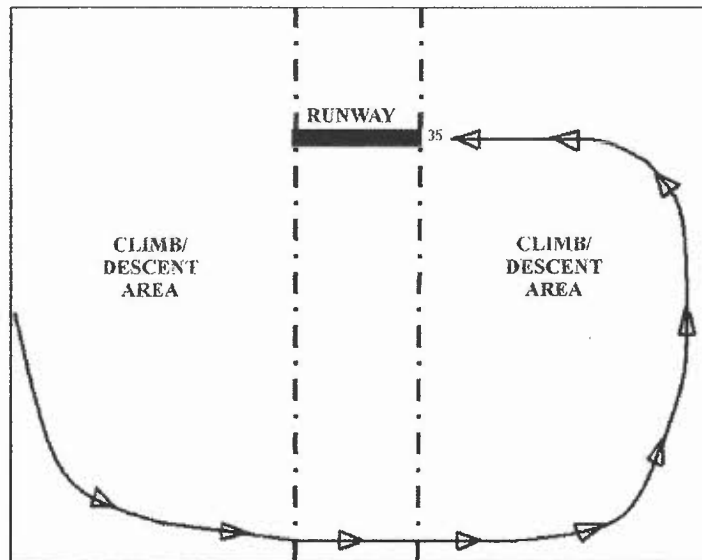


Figure 8 Left Hand Traffic Pattern Runway 35

To illustrate the use of a left and right hand traffic pattern an example of this traffic pattern is presented.

Laughlin/Bullhead International Airport (IFP) has a Runway 16/34 with a right hand pattern on Runway 16 and a left hand pattern on Runway 34. It would look very similar to Figure 5. The East side of the airport has high hills that extend 1171' AMSL or 470' above the airport. The hills run perpendicular to the runway and are a significant penetration to the conical surface which prevents aircraft operations on the east side of the airport. In addition, the climb/descent area for the north runway at IFP has significant penetrations (800' above the runway elevation). This airport has over 23,000 aircraft operation per year versus the 400 at 8ND7 with no problems.

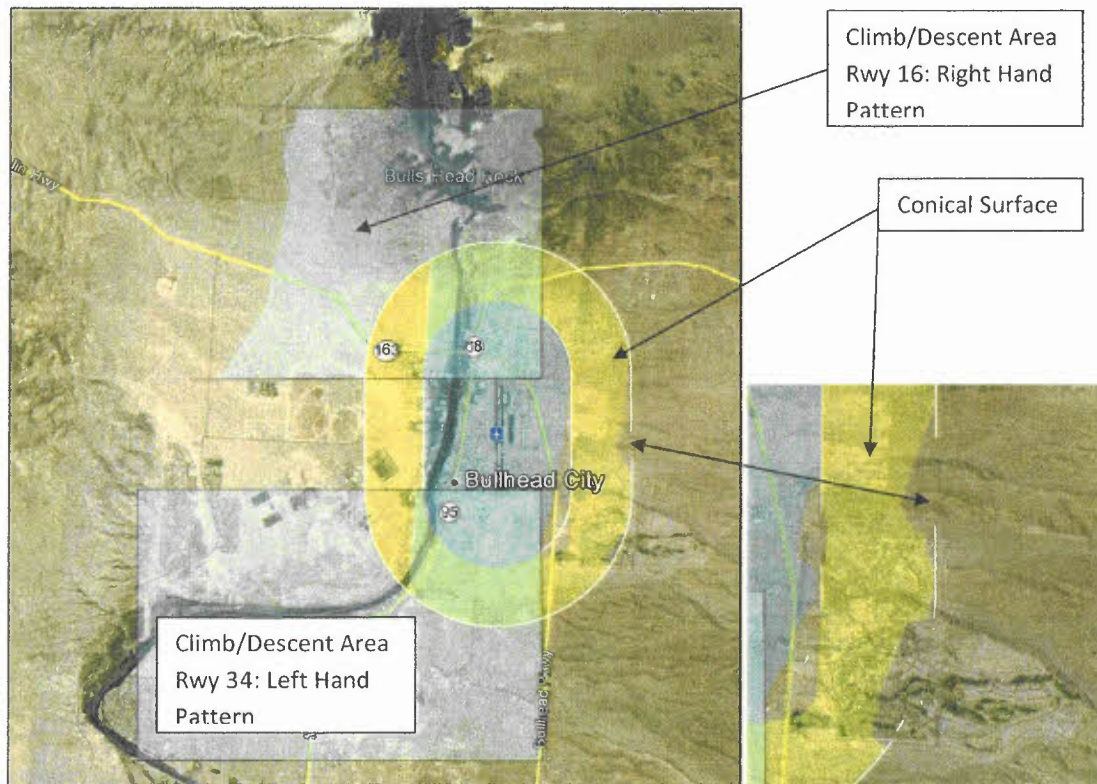


Figure 9: IFP VFR Traffic Pattern Airspace Surfaces image at right shows the details of the penetration

As can be seen in the above example there is significant penetration to the conical and horizontal surface. The Horizontal and Conical surface shown above is 5,000' and 4,000' in width just as was constructed for 8ND8. This is but one example of an airport with the same type of VFR traffic pattern suggested for 8ND7 as mitigation to the alleged penetration of the conical surface, which again does not apply to a private airport.

August 22, 2013

Special Aeronautical Study

Conclusion: An analysis was conducted and found that The Sprague Airport, located in Courtenay, North Dakota, is a privately owned, private use landing facility. Part 77 Surfaces, such as the 77.19 (b) Conical Surface and 77.17 (a)(2) VFR Transitional Surface Airport Surface do not apply to private use landing facilities.

The North Dakota Aeronautics Commission's regulations contain the same surfaces and standards as the FAA CFR FAR Part 77. It is our belief that according to Title 14, CFR Part 77 the project complies with State and Federal aeronautics regulation and is not considered a hazard to aviation.

Approved,

A handwritten signature in black ink, appearing to read "C. Pittman", with a large, circular scribble or flourish above the name.

Clyde J Pittman, Aerospace Engineer
Federal Airways & Airspace®



AIRPORT MASTER RECORD

> 1 ASSOC CITY: COURTENAY 4 STATE: ND LOC ID: 8ND7 FAA SITE NR: 17290.41*A
> 2 AIRPORT NAME: SPRAGUE 5 COUNTY: STUTSMAN ND
> 3 CBD TO AIRPORT (NM): 08 SW 6 REGION/ADO: AGL/BIS 7 SECT AERO CHT: TWIN CITIES

GENERAL		SERVICES	BASED AIRCRAFT
10 OWNERSHIP:	PRIVATE	> 70 FUEL:	90 SINGLE ENG: 0
> 11 OWNER:	ROBERT SPRAGUE		91 MULTI ENG: 0
> 12 ADDRESS:	8720 20TH ST SE		92 JET: 0
	COURTENAY, ND 58426		TOTAL: 0
> 13 PHONE NR:	701-435-0018		93 HELICOPTERS: 0
> 14 MANAGER:	ROBERT SPRAGUE		94 GLIDERS: 0
> 15 ADDRESS:	8720 20TH ST SE		95 MILITARY: 0
	COURTENAY, ND 58426		96 ULTRA-LIGHT: 0
> 16 PHONE NR:	701-435-0018		
> 17 ATTENDANCE SCHEDULE:	UNATNDD		

GENERAL		FACILITIES
18 AIRPORT USE:	PRIVATE	> 80 ARPT BCN:
19 ARPT LAT:	47-07-14.3900N ESTIMATED	> 81 ARPT LGT SKED:
20 ARPT LONG:	098-39-28.2000W	> 82 UNICOM:
21 ARPT ELEV:	1555.0 ESTIMATED	> 83 WIND INDICATOR:
22 ACREAGE:		84 SEGMENTED CIRCLE:
> 23 RIGHT TRAFFIC:		85 CONTROL TWR: NONE
> 24 NON-COMM LANDING:		86 FSS: GRAND FORKS
		87 FSS ON ARPT:
		88 FSS PHONE NR:
		89 TOLL FREE NR: 1-800-WX-BRIEF

RUNWAY DATA
> 30 RUNWAY IDENT: 17/35
> 31 LENGTH: 2,700
> 32 WIDTH: 50
> 33 SURF TYPE-COND: TURF

LIGHTING/APCH AIDS
> 40 EDGE INTENSITY: - / -
> 42 RWY MARK TYPE-COND:

OBSTRUCTION DATA
50 FAR 77 CATEGORY: A(V) / A(V)
> 51 DISPLACED THR: /
> 52 CTLG OBSTN: /
> 53 OBSTN MARKED/LGTD: /
> 54 HGT ABOVE RWY END: /
> 55 DIST FROM RWY END: /

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

111 INSPECTOR: (N) 112 LAST INSP: 113 LAST INFO REQ: 12/06/2009



North Dakota Aeronautics Commission
2301 University Dr # 22
Bismarck, ND 58504

2/1/2013

To Whom It May Concern:

Courtenay Wind Farm, LLC (CWF), a subsidiary of Geronimo Wind Energy, LLC D.B.A. Geronimo Energy, is planning to construct the Courtenay Wind Project (Project) within an approximately 25,000 acre area located 15 miles north of Jamestown, North Dakota, in Northeastern Stutsman County. The Project will consist of up to 134 wind turbines with a height of 499' or less. The project will have associated facilities such as roads, underground electrical collection system, meteorological towers, a substation, an operation and maintenance facility and an associated 115kV transmission line extending out of the project area. Enclosed is a map of the Project site, as well as a one mile study area around the project boundary. Table 1 provides the townships, ranges, and sections encompassed by the Project.

Table 1: Project Location

Civil Township	Township #	Range #	Sections
Gray	142 N	62 W	4, 5, 6, 7, 8, 17
Ashland	142 N	63 W	1, 2, 3, 4, 11, 12, 14
Courtenay	143 N	62 W	6, 7, 8, 17, 18, 19, 20, 21, 28, 29, 30, 21, 32, 33
Durham	143 N	63 W	1, 2, 3, 9, 10, 11, 12, 13, 14, 15, 22, 13, 24, 25, 26, 35, 36
Nogosek	144 N	63 W	26, 27, 34, 35, 36

CWF will seek a Certificate of Site Compatibility (CSC) from the North Dakota Public Service Commission (Commission) pursuant to Chapter 49-22 of the North Dakota Century Code and Article 69-06 of the North Dakota Administrative Code. CWF plans to file its CSC application in early March, 2013 in order to obtain Commission approval by Third Quarter 2013. CWF plans to begin construction in Third Quarter, 2013 and have the Project operational in Third Quarter, 2014.

The purpose of this letter is to inform your organization of the proposed Project, seek your input regarding any permits and approvals that may be required, and identify interests your organization may have in the Project site or associated study area. CWF would like to incorporate comments received in response to this letter into its CSC application. We would greatly appreciate receiving your comments in writing by March 1st, 2013.






If you have questions or comments regarding the proposed Project, please contact me via phone at 952-988-9000, via email at Patrick@geronimowind.com, or via mail at 7650 Edinborough Way #725, Edina MN, 55435.

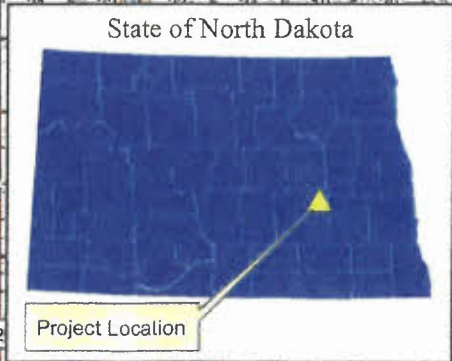
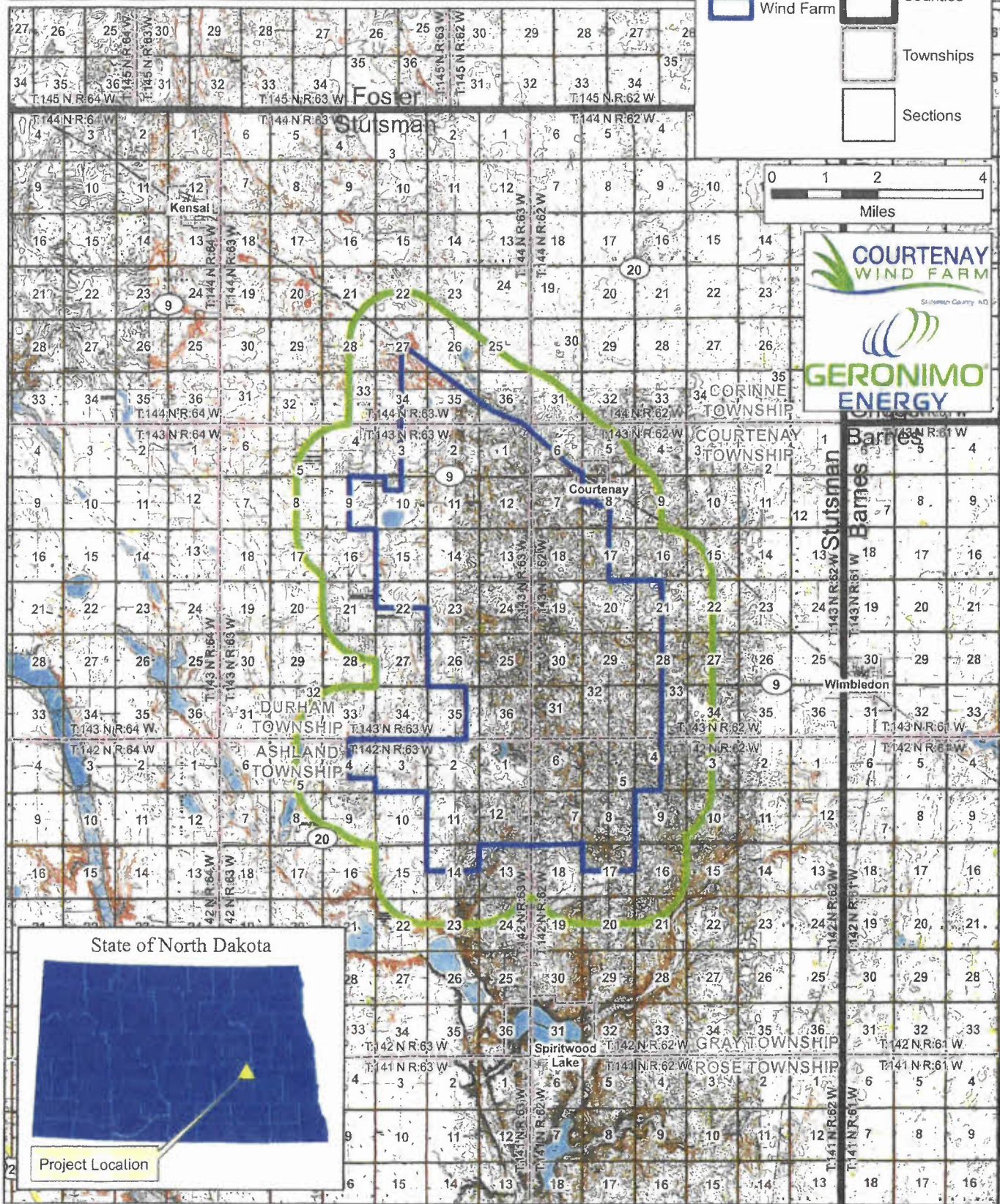
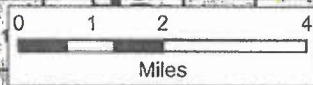
Sincerely,

Patrick Smith
Development Services

Exhibit A:
Courtenay Wind Farm, Stutsman Co., ND
Project Boundary and Study Area

LEGEND

-  Study Area
-  Wind Farm
-  Counties
-  Townships
-  Sections





North Dakota Aeronautics Commission
2301 University Dr # 22
Bismarck, ND 58504



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From: Taborsky, Lawrence E. <ltaborsky@nd.gov>
Sent: Wednesday, February 27, 2013 3:37 PM
To: Patrick Smith
Cc: Wanner, Kyle C.
Subject: RE: Courtenay Wind Farm - Geronimo Energy Project

Patrick,

I have received your info, and have asked the commission's airport planner to put it on the top of his priority list. If you don't hear from us by March 1st, we have found no issues.

Thanks for your perseverance to ensure that we received the information.

Regards,

Larry



Larry Taborsky, Director
North Dakota Aeronautics Commission
PO Box 5020
Bismarck, ND 58502
(701) 328-9650

From: Patrick Smith [<mailto:Patrick@geronimoenergy.com>]
Sent: Wednesday, February 27, 2013 2:44 PM
To: Taborsky, Lawrence E.
Subject: Courtenay Wind Farm - Geronimo Energy Project

Larry,

Thank you for talking today. Our apologies on whatever mixup happened with the post of this letter, a scan of it is attached. Our many thanks for anything you can do to help move it through your review. If any questions about the project come up please don't hesitate to contact me, my information is below

Best,

Patrick

Patrick Smith
Dir. of Environmental Planning

Phone: 952-988-9000
Cell: 651-308-9823
Fax: 952-988-9001
Email: patrick@geronimowind.com

Geronimo Energy
7650 Edinborough Way, Suite 725
Edina MN 55435

From: "Wanner, Kyle C." <kcwanner@nd.gov<<mailto:kcwanner@nd.gov>>>
Date: August 28, 2013, 8:15:23 CDT
To: Patrick Smith <Patrick@geronimoenergy.com<<mailto:Patrick@geronimoenergy.com>>>
Subject: RE: Courtenay Wind Farm/Sprague Airstrip Follow Up

Thank-you Patrick,

Our concerns at the Aeronautics Commission regarding the proposed Courtenay wind farm have been mitigated provided that the owners of the Sprague Airfield agree that an adequate solution has been reached so that they may continue a safe operation of their airstrip.

Regards,

Kyle Wanner, Airport Planner
North Dakota Aeronautics Commission
w (701) 328-9651
c (701) 425-5926
<http://www.nd.gov/ndaero/>
[[cid:image001.jpg@01CEA3C6.BE16A410](#)]

From: Patrick Smith [<mailto:Patrick@geronimoenergy.com>]
Sent: Monday, August 26, 2013 6:17 PM
To: Wanner, Kyle C.
Cc: Taborsky, Lawrence E.; Mollie M. Smith (msmith@fredlaw.com<<mailto:msmith@fredlaw.com>>); Jay L. Hesse; Betsy Engelking
Subject: Courtenay Wind Farm/Sprague Airstrip Follow Up

Kyle,

Attached to this email please find a follow up letter to you regarding our conversation and an update on our discussions with Mr. Sprague. Also attached is the analysis performed by Federal Airways and Airspace that describes the mitigation

we are proposing and shows its common use at high volume public airports to resolve similar safety concerns. Also attached is the initial communications we have from your office that we used to site the project and develop our application to the North Dakota Public Service Commission. Lastly, I'm attaching minutes from our conversation with the revision that you requested included in them.

Best Regards,

Patrick

Patrick Smith
Director of Env. Planning

Phone: 952-988-9000

Fax: 952-988-9001

Email: patrick@geronimoenergy.com<mailto:patrick@geronimoenergy.com>

Geronimo Energy
7650 Edinborough Way, Suite 725
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