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June 15, 2015

Rolette Power Development
Attn: Warren Enyart
602 Lincoln Ave South
PO Box 335
Finley, ND 58230

Subject: FAA Determinations

Dear Warren:

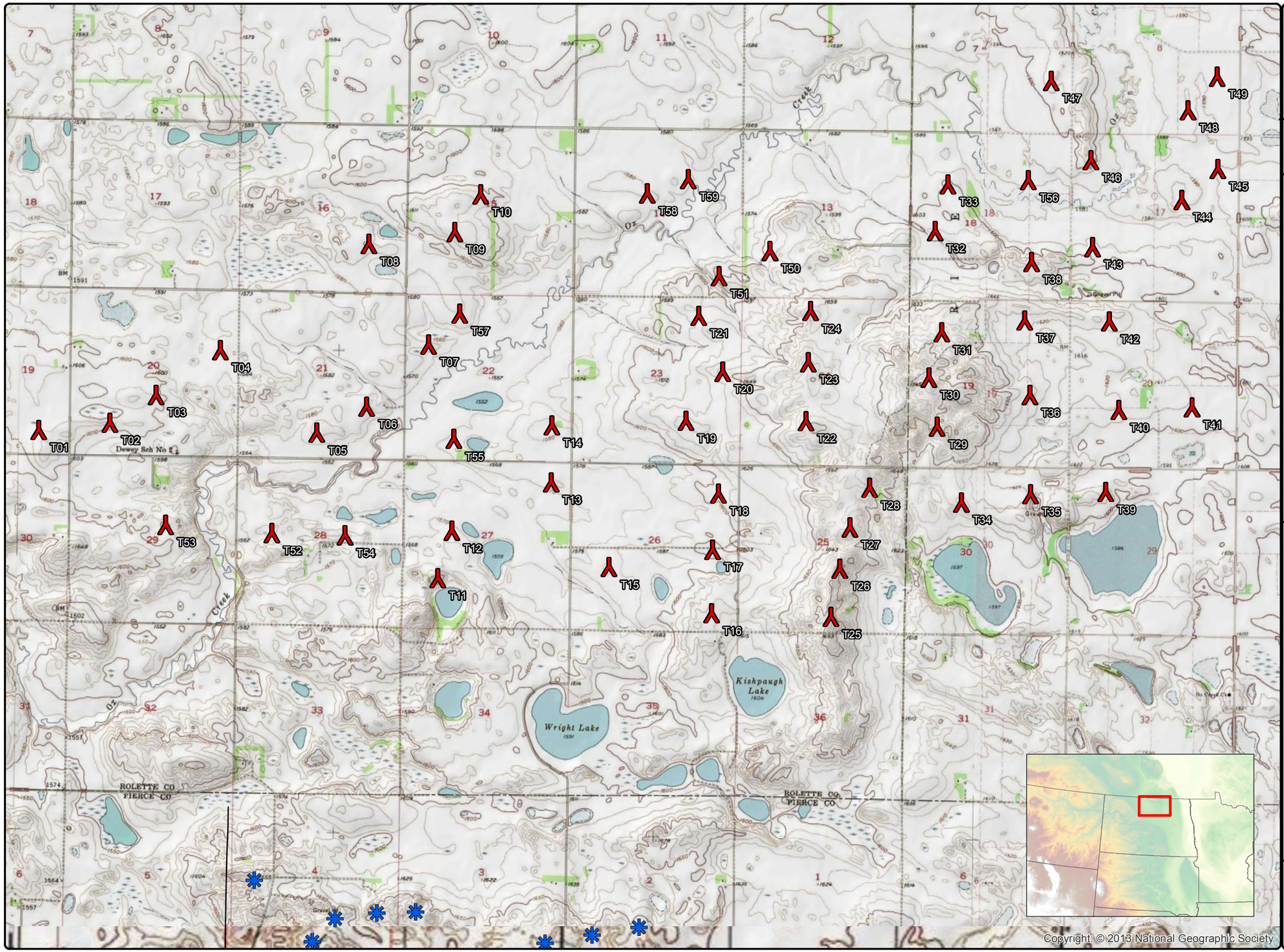
I am writing to inform you that all of the 59 turbine locations filed with the FAA in the month of December, 2014 for the Rolette Wind Farm have been granted a determination of no hazard to air navigation on February 2, 2015. These determinations of no hazard are valid till 08/25/2016, but may be extended if construction has not started at this time. For your reference, a list of the turbine locations and their corresponding ASN numbers, a map of these locations, and a representative letter of determination, have been included.

Sincerely,

Brandon Storm

ASN	Turbine ID	Lat	Lon	Site Elevation (ft)	AGL (ft)	AMSL (ft)	Preferred Marking
2014-WTE-6850-OE	T01	48°34'33.99"	-99°59'51.96"	1612	491	2103	No Preference
2014-WTE-6851-OE	T02	48°34'36.59"	-99°59'18.61"	1609	491	2100	No Preference
2014-WTE-6852-OE	T03	48°34'45.41"	-99°58'57.13"	1609	491	2100	No Preference
2014-WTE-6853-OE	T04	48°34'59.68"	-99°58'27.10"	1588	491	2079	No Preference
2014-WTE-6854-OE	T05	48°34'34.26"	-99°57'41.41"	1580	491	2071	No Preference
2014-WTE-6855-OE	T06	48°34'42.58"	-99°57'18.09"	1580	491	2071	No Preference
2014-WTE-6856-OE	T07	48°35'02.22"	-99°56'49.41"	1573	491	2064	No Preference
2014-WTE-6857-OE	T08	48°35'33.31"	-99°57'18.11"	1593	491	2084	No Preference
2014-WTE-6858-OE	T09	48°35'37.36"	-99°56'37.74"	1627	491	2118	No Preference
2014-WTE-6859-OE	T10	48°35'49.18"	-99°56'25.78"	1613	491	2104	No Preference
2014-WTE-6860-OE	T11	48°33'49.39"	-99°56'43.81"	1611	491	2102	No Preference
2014-WTE-6861-OE	T12	48°34'04.25"	-99°56'37.40"	1580	491	2071	No Preference
2014-WTE-6862-OE	T13	48°34'19.68"	-99°55'51.02"	1575	491	2066	No Preference
2014-WTE-6863-OE	T14	48°34'37.50"	-99°55'51.11"	1584	491	2075	No Preference
2014-WTE-6864-OE	T15	48°33'53.51"	-99°55'23.42"	1594	491	2085	No Preference
2014-WTE-6865-OE	T16	48°33'39.48"	-99°54'35.10"	1639	491	2130	No Preference
2014-WTE-6866-OE	T17	48°33'59.34"	-99°54'34.97"	1608	491	2099	No Preference
2014-WTE-6867-OE	T18	48°34'16.82"	-99°54'32.42"	1603	491	2094	No Preference
2014-WTE-6868-OE	T19	48°34'39.37"	-99°54'48.06"	1634	491	2125	No Preference
2014-WTE-6869-OE	T20	48°34'54.90"	-99°54'31.14"	1647	491	2138	No Preference
2014-WTE-6870-OE	T21	48°35'12.18"	-99°54'42.77"	1620	491	2111	No Preference
2014-WTE-6871-OE	T22	48°34'39.77"	-99°53'51.72"	1693	491	2184	No Preference
2014-WTE-6872-OE	T23	48°34'58.14"	-99°53'50.97"	1690	491	2181	No Preference
2014-WTE-6873-OE	T24	48°35'14.05"	-99°53'50.23"	1687	491	2178	No Preference
2014-WTE-6874-OE	T25	48°33'38.82"	-99°53'38.98"	1726	491	2217	No Preference
2014-WTE-6875-OE	T26	48°33'53.87"	-99°53'35.06"	1703	491	2194	No Preference
2014-WTE-6876-OE	T27	48°34'06.77"	-99°53'30.56"	1683	491	2174	No Preference
2014-WTE-6877-OE	T28	48°34'19.20"	-99°53'21.53"	1688	491	2179	No Preference
2014-WTE-6878-OE	T29	48°34'38.44"	-99°52'50.16"	1703	491	2194	No Preference
2014-WTE-6879-OE	T30	48°34'53.75"	-99°52'54.22"	1729	491	2220	No Preference
2014-WTE-6880-OE	T31	48°35'07.87"	-99°52'48.47"	1688	491	2179	No Preference
2014-WTE-6881-OE	T32	48°35'39.50"	-99°52'52.14"	1615	491	2106	No Preference
2014-WTE-6882-OE	T33	48°35'54.02"	-99°52'46.34"	1603	491	2094	No Preference

ASN	Turbine ID	Lat	Lon	Site Elevation (ft)	AGL (ft)	AMSL (ft)	Preferred Marking
2014-WTE-6883-OE	T34	48°34'14.98"	-99°52'38.40"	1644	491	2135	No Preference
2014-WTE-6884-OE	T35	48°34'17.75"	-99°52'05.87"	1618	491	2109	No Preference
2014-WTE-6885-OE	T36	48°34'48.67"	-99°52'06.79"	1629	491	2120	No Preference
2014-WTE-6886-OE	T37	48°35'11.89"	-99°52'09.55"	1613	491	2104	No Preference
2014-WTE-6887-OE	T38	48°35'30.10"	-99°52'06.72"	1633	491	2124	No Preference
2014-WTE-6888-OE	T39	48°34'18.70"	-99°51'30.65"	1618	491	2109	No Preference
2014-WTE-6889-OE	T40	48°34'44.29"	-99°51'24.98"	1613	491	2104	No Preference
2014-WTE-6890-OE	T41	48°34'45.42"	-99°50'50.59"	1606	491	2097	No Preference
2014-WTE-6891-OE	T42	48°35'11.84"	-99°51'29.85"	1623	491	2114	No Preference
2014-WTE-6892-OE	T43	48°35'35.01"	-99°51'38.09"	1595	491	2086	No Preference
2014-WTE-6893-OE	T44	48°35'50.01"	-99°50'56.48"	1592	491	2083	No Preference
2014-WTE-6894-OE	T45	48°35'59.76"	-99°50'39.72"	1591	491	2082	No Preference
2014-WTE-6895-OE	T46	48°36'02.11"	-99°51'39.33"	1615	491	2106	No Preference
2014-WTE-6896-OE	T47	48°36'26.64"	-99°51'58.41"	1617	491	2108	No Preference
2014-WTE-6897-OE	T48	48°36'17.94"	-99°50'54.01"	1596	491	2087	No Preference
2014-WTE-6898-OE	T49	48°36'28.60"	-99°50'40.55"	1597	491	2088	No Preference
2014-WTE-6899-OE	T50	48°35'32.64"	-99°54'09.62"	1608	491	2099	No Preference
2014-WTE-6900-OE	T51	48°35'24.55"	-99°54'33.36"	1607	491	2098	No Preference
2014-WTE-6901-OE	T52	48°34'02.84"	-99°58'01.88"	1589	491	2080	No Preference
2014-WTE-6902-OE	T53	48°34'05.04"	-99°58'51.87"	1601	491	2092	No Preference
2014-WTE-6903-OE	T54	48°34'02.41"	-99°57'27.54"	1583	491	2074	No Preference
2014-WTE-6904-OE	T55	48°34'32.85"	-99°56'37.03"	1566	491	2057	No Preference
2014-WTE-6905-OE	T56	48°35'55.66"	-99°52'08.70"	1589	491	2080	No Preference
2014-WTE-6906-OE	T57	48°35'11.95"	-99°56'34.99"	1578	491	2069	No Preference
2014-WTE-6907-OE	T58	48°35'50.10"	-99°55'07.62"	1583	491	2074	No Preference
2014-WTE-6908-OE	T59	48°35'54.69"	-99°54'48.42"	1578	491	2069	No Preference



0 0.25 0.5 0.75 1 Mile

EAPC WIND ENERGY

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Rolette Power

Client

Rolette Power Development, LLC

Project Description

Wind farm layout as of 12/09/2014

Location: Rolette, ND

Project #: 20131290

Issue Dates

#	Description	Date
1	Original	2014.12.09

Drawn By: BS | *Checked By: JH*

Legend

WTG (93 m HH, 113 m RD)

Existing WTG

CONFIDENTIAL

N W E S

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-WTE-6900-OE

Issued Date: 02/25/2015

Warren Enyart
Rolette Power Development, LLC
602 Lincoln Ave South
PO Box 335
Finley, ND 58230

**** 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:	Wind Turbine T51
Location:	Rolette, ND
Latitude:	48-35-24.55N NAD 83
Longitude:	99-54-33.36W
Heights:	1607 feet site elevation (SE)
	491 feet above ground level (AGL)
	2098 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 08/25/2016 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 27, 2015. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on April 06, 2015 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Donna O'Neill, at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-WTE-6900-OE.

Signature Control No: 236532383-243988670 (DNH -WT)
Sheri Edgett-Baron
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

A COPY OF EACH DETERMINATION FOR THE STRUCTURES WITHIN THIS WIND TURBINE PROJECT (2014-WTE- 6850 through 6908-OE) MAY BE OBTAINED FROM OUR WEBSITE UPON ISSUANCE AT: http://oeaaa.faa.gov

The proposed construction would be part of a wind turbine farm containing approximately fifty nine (59) proposed turbines that would be located approximately 3.46 - 7.86 nautical miles (NM) south and southwest of the Airport Reference Point for the Rolette Airport (2H9), Rolette, ND. A portion of the proposed structures within this proposed project would not exceed any 14 CFR Part 77 (Part 77) obstruction standard and they are not included in the narrative below. For the sake of efficiency the narrative below contains the results of the analysis for the proposed structures that do exceed an obstruction standard. Each of which would exceed the same Part 77 obstruction standard, just by varying amounts. Separate determinations will be made for each of the proposed structures and this determination is only valid for the structure identified on page 1. The proposed structures are identified as an obstruction under the standards of Part 77 as applied to the Rolette Airport as follows:

Section 77.17(a)(2): A height that is 200 ft. 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 ft. in actual length, and that height increases in the proportion of 100 ft. for each additional nautical mile from the airport up to a maximum of 499 ft. Would exceed by up to the following amount for each of the structures identified below:

Aeronautical Study Number (ASN) / Exceeds By Up To

2014-WTE-6858-OE / 30 ft.
2014-WTE-6859-OE / 47 ft.
2014-WTE-6868-OE / 13 ft.
2014-WTE-6869-OE / 44 ft.
2014-WTE-6870-OE / 65 ft.

2014-WTE-6871-OE / 37 ft.
2014-WTE-6872-OE / 66 ft.
2014-WTE-6873-OE / 91 ft.
2014-WTE-6877-OE / 13 ft.
2014-WTE-6878-OE / 52 ft.

2014-WTE-6879-OE / 76 ft.
2014-WTE-6880-OE / 101 ft.
2014-WTE-6881-OE / 146 ft.
2014-WTE-6882-OE / 159 ft.
2014-WTE-6883-OE / 16 ft.

2014-WTE-6884-OE / 24 ft.
2014-WTE-6885-OE / 77 ft.
2014-WTE-6886-OE / 108 ft.
2014-WTE-6887-OE / 145 ft.
2014-WTE-6888-OE / 28 ft.

2014-WTE-6889-OE / 66 ft.
2014-WTE-6890-OE / 61 ft.
2014-WTE-6891-OE / 119 ft.
2014-WTE-6892-OE / 132 ft.
2014-WTE-6893-OE / 155 ft.

2014-WTE-6894-OE / 169 ft.
2014-WTE-6895-OE / 197 ft.
2014-WTE-6896-OE / 237 ft.
2014-WTE-6897-OE / 205 ft.
2014-WTE-6898-OE / 223 ft.

2014-WTE-6899-OE / 100 ft.
2014-WTE-6900-OE / 75 ft.
2014-WTE-6905-OE / 156 ft.
2014-WTE-6907-OE / 70 ft.
2014-WTE-6908-OE / 82 ft.

The proposal was not circularized to the public for comments, as circularization is not required for structures that would exceed the above-cited standards and would be located outside traffic pattern airspace. All proposed wind turbines would be located outside traffic pattern airspace for Categories A-C aircraft (approach speeds up to 140 kts.). A portion of the proposed turbine would lie with Category D traffic patterns airspace, however, it is highly unlikely that this airport would/could have Category D aircraft operations (approach speeds 141-165 kts.) due to the length of the runway. Records do not indicate that any Category D aircraft are based at this airport.

Therefore, study for possible visual flight rules (VFR) effect disclosed that the proposed structure would have no 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 2H9 or any other known public use or military airports. At 491 ft. AGL, the proposed structure would not have a substantial adverse effect on VFR en route flight operations.

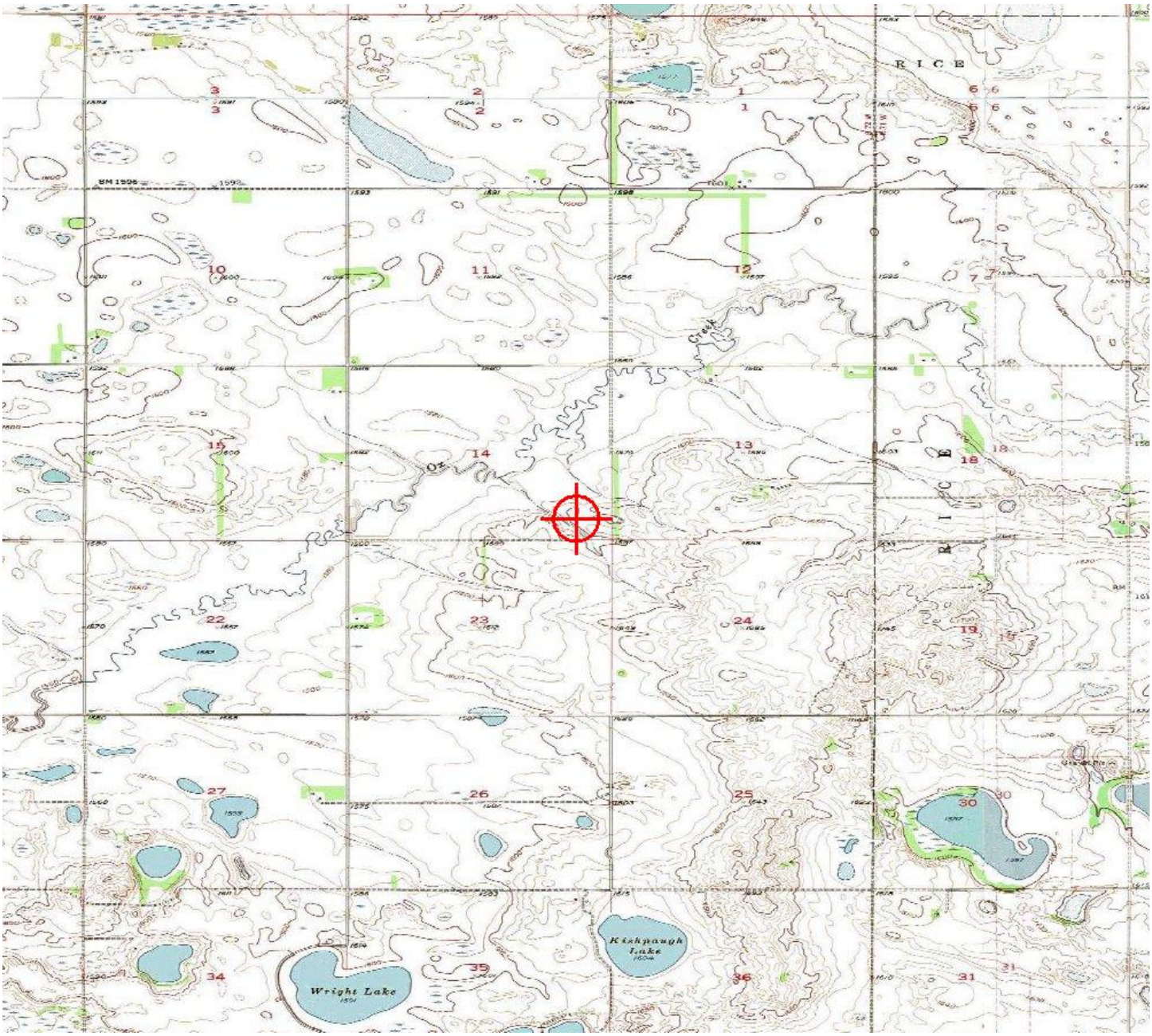
Aeronautical study disclosed that the proposed structure would have no significant adverse effect on any existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations or procedures.

The proposed structures would be appropriately obstruction marked and/or lighted (specified on Page 1 of the determination for each of the structures in the project) to make it more conspicuous to airmen should circumnavigation be necessary.

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

Therefore, it is determined that the proposed construction 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 provided the conditions set forth within this determination are met.

TOPO Map for ASN 2014-WTE-6900-OE



Sectional Map for ASN 2014-WTE-6900-OE