Heritage Prairie Wind Project
FAA Wind Turbine Filing Dataset

Aeronautical Study Number	Structure Name (as filed, cannot be changed)	Status	Coordinates (DMS)		Site Elevation (AMSL Feet)	Structure Height (AGL Feet)		Required Marking & Lighting (if determined)	Expiration
			Latitude	Longitude		Proposed	Determined		
2022-WTE-3391-OE	L1	Determination of No Hazard	41-4-17.21N	88-24-47.10W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3392-OE	L2	Determination of No Hazard	41-2-53.23N	88-24-44.63W	645	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3393-OE	L3	Determination of No Hazard	41-4-30.63N	88-24-43.89W	643	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3394-OE	L4	Determination of No Hazard	41-3-37.88N	88-24-25.61W	642	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3395-OE	L5	Determination of No Hazard	41-2-28.73N	88-24-20.74W	649	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3396-OE	L6	Determination of No Hazard	41-2-42.16N	88-24-17.61W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3397-OE	L7	Determination of No Hazard	41-4-17.36N	88-24-17.67W	640	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3398-OE	L8	Determination of No Hazard	41-4-30.54N	88-24-14.59W	638	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3399-OE	L9	Determination of No Hazard	41-4-5.15N	88-24-10.55W	642	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3401-OE	L11	Determination of No Hazard	41-4-29.07N	88-23-40.10W	639	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3403-OE	L13	Determination of No Hazard	41-4-29.57N	88-23-13.44W	636	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3404-OE	L14	Determination of No Hazard	41-5-23.94N	88-23-1.85W	630	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3405-OE	L15	Determination of No Hazard	41-6-19.89N	88-23-2.07W	628	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3406-OE	L16	Determination of No Hazard	41-5-9.14N	88-22-43.83W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3407-OE	L17	Determination of No Hazard	41-4-30.03N	88-22-34.76W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3408-OE	L18	Determination of No Hazard	41-2-25.96N	88-22-23.45W	643	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3409-OE	L19	Determination of No Hazard	41-2-46.02N	88-22-23.30W	638	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3410-OE	L20	Determination of No Hazard	41-5-59.86N	88-22-15.07W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3411-OE	L21	Determination of No Hazard	41-3-49.63N	88-22-6.56W	635	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3412-OE	L22	Determination of No Hazard	41-5-10.07N	88-22-7.28W	628	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3413-OE	L23	Determination of No Hazard	41-4-30.51N	88-22-4.53W	633	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3415-OE	L25	Determination of No Hazard	41-3-38.30N	88-21-56.39W	630	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3417-OE	L27	Determination of No Hazard	41-5-59.43N	88-21-37.67W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3418-OE	L28	Determination of No Hazard	41-4-42.83N	88-21-35.08W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3419-OE	L29	Determination of No Hazard	41-2-56.75N	88-21-29.86W	640	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3420-OE	L30	Determination of No Hazard	41-4-31.16N	88-21-25.70W	630	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3422-OE	L32	Determination of No Hazard	41-6-16.95N	88-21-17.24W	621	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3423-OE	L33	Determination of No Hazard	41-5-9.36N	88-21-13.66W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3424-OE	L34	Determination of No Hazard	41-1-52.55N	88-21-6.14W	651	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3425-OE	L35	Determination of No Hazard	41-4-56.99N	88-21-6.06W	626	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3426-OE	L36	Determination of No Hazard	41-2-42.34N	88-21-1.33W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3427-OE	L37	Determination of No Hazard	41-6-1.60N	88-21-3.23W	617	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3428-OE	L38	Determination of No Hazard	41-2-58.40N	88-20-57.89W	640	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3429-OE	L39	Determination of No Hazard	41-4-6.80N	88-20-57.95W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3430-OE	L40	Determination of No Hazard	41-4-20.40N	88-20-56.06W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3431-OE	L41	Determination of No Hazard	41-5-20.67N	88-20-39.54W	623	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3432-OE	L42	Determination of No Hazard	41-3-36.12N	88-20-34.18W	628	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3433-OE	L43	Determination of No Hazard	41-5-33.54N	88-20-36.22W	622	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3434-OE	L44	Determination of No Hazard	41-1-4.02N	88-20-30.00W	650	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3435-OE	L45	Determination of No Hazard	41-1-41.69N	88-20-23.04W	645	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3436-OE	L46	Determination of No Hazard	41-3-24.90N	88-20-23.95W	630	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3437-OE	L47	Determination of No Hazard	41-6-31.00N	88-20-26.72W	616	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3438-OE	L48	Determination of No Hazard	41-1-55.38N	88-20-19.90W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3439-OE	L49	Determination of No Hazard	41-2-47.18N	88-20-17.54W	637	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3440-OE	L50	Determination of No Hazard	41-3-12.01N	88-20-17.99W	634	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3441-OE	L51	Determination of No Hazard	41-1-15.45N	88-20-14.87W	645	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3442-OE	L52	Determination of No Hazard	41-1-30.09N	88-20-13.51W	649	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3443-OE	L53	Determination of No Hazard	41-4-20.55N	88-20-14.57W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3444-OE	L54	Determination of No Hazard	41-4-8.15N	88-20-7.06W	626	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3445-OE	L55	Determination of No Hazard	41-4-40.09N	88-19-59.17W	623	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3446-OE	L56	Determination of No Hazard	41-5-34.68N	88-20-1.64W	619	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3447-OE	L57	Determination of No Hazard	41-1-55.53N	88-19-48.99W	649	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3448-OE	L58	Determination of No Hazard	41-5-24.61N	88-19-48.75W	622	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3449-OE	L59	Determination of No Hazard	41-1-38.91N	88-19-43.32W	650	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3450-OE	L60	Determination of No Hazard	41-3-42.28N	88-19-44.79W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3451-OE	L61	Determination of No Hazard	41-1-29.14N	88-19-16.74W	649	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3452-OE	L62	Determination of No Hazard	41-2-46.68N	88-19-17.40W	634	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3453-OE	L63	Determination of No Hazard	41-5-9.27N	88-19-20.23W	621	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3454-OE	L64	Determination of No Hazard	41-1-42.67N	88-19-13.88W	648	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3455-OE	L65	Determination of No Hazard	41-5-22.71N	88-19-17.05W	619	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3456-OE	L66	Determination of No Hazard	41-1-56.13N	88-19-10.66W	648	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3457-OE	L67	Determination of No Hazard	41-3-16.14N	88-19-7.46W	631	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3458-OE	L68	Determination of No Hazard	41-4-18.10N	88-19-7.40W	623	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3459-OE	L69	Determination of No Hazard	41-2-30.93N	88-19-3.09W	641	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3460-OE	L70	Determination of No Hazard	41-5-13.58N	88-18-48.78W	618	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3461-OE	L71	Determination of No Hazard	41-2-50.14N	88-18-45.28W	632	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3462-OE	L72	Determination of No Hazard	41-5-36.81N	88-18-48.48W	616	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3463-OE	L73	Determination of No Hazard	41-2-8.36N	88-18-43.57W	648	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3464-OE	L74	Determination of No Hazard	41-4-12.53N	88-18-36.92W	622	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3465-OE	L75	Determination of No Hazard	41-3-13.64N	88-18-8.86W	628	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3466-OE	L76	Determination of No Hazard	41-3-1.89N	88-17-59.23W	632	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3467-OE	L77	Determination of No Hazard	41-3-50.07N	88-18-.02W	623	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3468-OE	L78	Determination of No Hazard	41-1-53.74N	88-17-51.24W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3469-OE	L79	Determination of No Hazard	41-2-35.12N	88-17-52.43W	636	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3470-OE	L80	Determination of No Hazard	41-2-9.09N	88-17-51.58W	642	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3471-OE	L81	Determination of No Hazard	41-4-15.18N	88-17-43.76W	622	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3472-OE	L82	Determination of No Hazard	41-4-38.02N	88-17-28.76W	619	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3473-OE	L83	Determination of No Hazard	41-2-9.93N	88-17-25.02W	642	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3474-OE	L84	Determination of No Hazard	41-5-12.30N	88-17-28.40W	617	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3475-OE	L85	Determination of No Hazard	41-6-2.70N	88-17-27.84W	611	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3476-OE	L86	Determination of No Hazard	41-2-34.85N	88-17-22.25W	639	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3477-OE	L87	Determination of No Hazard	41-1-56.67N	88-17-20.85W	646	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3478-OE	L88	Determination of No Hazard	41-5-12.61N	88-16-57.58W	613	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3479-OE	L89	Determination of No Hazard	41-2-35.28N	88-16-53.76W	638	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3480-OE	L90	Determination of No Hazard	41-2-22.14N	88-16-49.03W	640	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3481-OE	L91	Determination of No Hazard	41-2-8.47N	88-16-48.62W	644	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3482-OE	L92	Determination of No Hazard	41-6-21.75N	88-16-36.55W	607	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3483-OE	L93	Determination of No Hazard	41-6-40.96N	88-16-36.40W	606	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3484-OE	L94	Determination of No Hazard	41-6-44.31N	88-16-6.67W	605	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3485-OE	L95	Determination of No Hazard	41-4-20.44N	88-15-47.58W	621	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3486-OE	L96	Determination of No Hazard	41-6-3.86N	88-15-45.23W	607	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3487-OE	L97	Determination of No Hazard	41-4-8.87N	88-15-39.10W	620	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3488-OE	L98	Determination of No Hazard	41-2-36.20N	88-15-21.41W	639	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3489-OE	Alt-L99	Determination of No Hazard	41-5-2.55N	88-21-53.35W	625	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3490-OE	Alt-L100	Determination of No Hazard	41-4-11.56N	88-20-12.63W	627	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3491-OE	Alt-L101	Determination of No Hazard	41-4-33.72N	88-20-5.84W	624	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3492-OE	Alt-L102	Determination of No Hazard	41-4-5.33N	88-19-58.49W	623	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3493-OE	Alt-L103	Determination of No Hazard	41-4-21.79N	88-20-19.61W	628	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3494-OE	Alt-L104	Determination of No Hazard	41-4-30.45N	88-20-19.61W	625	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3495-OE	Alt-L105	Determination of No Hazard	41-4-18.65N	88-20-10.24W	626	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3496-OE	Alt-L106	Determination of No Hazard	41-4-40.14N	88-19-51.87W	624	698	698	White Paint/Synchronized Red Lights	09/16/2024
2022-WTE-3498-OE	Alt-L108	Determination of No Hazard	41-5-2.13N	88-24-16.40W	638	698	698	White Paint/Synchronized Red Lights	09/16/2024

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-WTE-3391-OE
Prior Study No.
2021-WTE-3881-OE

Issued Date: 03/16/2023

Allen Wynn
Illinois Generation LLC - LC
1088 Sansome Street
San Francisco, CA 94111

**** 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 L1
Location:	Dwight, IL
Latitude:	41-04-17.21N NAD 83
Longitude:	88-24-47.10W
Heights:	644 feet site elevation (SE)
	698 feet above ground level (AGL)
	1342 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 to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, white paint/synchronized red lights-Chapters 4,13(Turbines),&15.

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.

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

__X__ At least 60 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.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

This determination expires on 09/16/2024 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 April 15, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 25, 2023 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 Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above. If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, 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.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Lan Norris, at (404) 305-6645, or Lan.norris@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-WTE-3391-OE.

Signature Control No: 546551116-576464708 (DNH -WT)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

All FAA determinations and circularized cases are public record and available at the FAA's public website; https://oeaaa.faa.gov. The distribution for proposals circularized for public comments includes all "known" aviation interested persons and those who do not have an aeronautical interest but may become involved with specific aeronautical studies. Notification includes both postcard mailers and email notifications to those with registered FAA accounts. The FAA does not have a database for all persons with an aeronautical and non-aeronautical interest. Therefore, the public is encouraged to re-distribute and forward notices of circularized cases to the maximum extent possible. Additionally, it is incumbent upon local state, county and city officials to share notice of circularized cases with their concerned citizens.

A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf.

1. PROPOSAL DESCRIPTION

Proposed are 219 wind turbines for a wind farm project that would be located approximately 2.95 NM - 19.15 NM east-southeast of the Airport Reference Point (ARP) for Dwight Airport (DTG) Dwight, IL and approximately 4.50 NM - 22.70 NM west of the ARP for Greater Kankakee Airport (IKK) Kankakee, IL. For the sake of efficiency, all of the wind turbines in this project have similar impacts and are included in this narrative. The proposed wind turbines' described heights and locations are expressed in Above Ground Level (AGL) height, Above Mean Sea Level (AMSL) height and latitude / longitude.

ASN	/	AGL	/	AMSL	/	Latitude	/	Longitude
2022-WTE-3391-OE	/	698	/	1342	/	41-04-17.21N	/	88-24-47.10W
2022-WTE-3392-OE	/	698	/	1343	/	41-02-53.23N	/	88-24-44.63W
2022-WTE-3393-OE	/	698	/	1341	/	41-04-30.63N	/	88-24-43.89W
2022-WTE-3394-OE	/	698	/	1340	/	41-03-37.88N	/	88-24-25.61W
2022-WTE-3395-OE	/	698	/	1347	/	41-02-28.73N	/	88-24-20.74W
2022-WTE-3396-OE	/	698	/	1342	/	41-02-42.16N	/	88-24-17.61W
2022-WTE-3397-OE	/	698	/	1338	/	41-04-17.36N	/	88-24-17.67W
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2022-WTE-3601-OE / 698 / 1355 / 41-04-55.27N / 88-01-22.34W
2022-WTE-3602-OE / 698 / 1330 / 41-06-25.64N / 88-01-55.51W
2022-WTE-3603-OE / 698 / 1356 / 41-04-43.81N / 88-00-50.41W
2022-WTE-3604-OE / 698 / 1357 / 41-05-07.59N / 88-01-33.30W
2022-WTE-3605-OE / 698 / 1312 / 41-04-36.82N / 88-14-08.41W
2022-WTE-3606-OE / 698 / 1336 / 41-04-34.71N / 88-08-58.00W
2022-WTE-3607-OE / 698 / 1299 / 41-07-29.89N / 88-11-24.14W
2022-WTE-3608-OE / 698 / 1339 / 41-03-51.25N / 88-09-37.30W
2022-WTE-3609-OE / 698 / 1341 / 41-03-28.24N / 88-09-34.27W
2022-WTE-4750-OE / 698 / 1337 / 41-03-49.61N / 88-10-28.85W
2022-WTE-4751-OE / 698 / 1372 / 41-03-46.85N / 88-02-40.80W
2022-WTE-4752-OE / 698 / 1342 / 41-02-09.49N / 88-14-10.79W
2022-WTE-4753-OE / 698 / 1350 / 41-02-45.45N / 88-09-29.79W
2022-WTE-4754-OE / 698 / 1333 / 41-05-07.12N / 88-23-55.64W
2022-WTE-4755-OE / 698 / 1353 / 41-01-01.27N / 88-20-48.98W
2022-WTE-4756-OE / 698 / 1356 / 41-01-51.14N / 88-24-10.20W
2022-WTE-4757-OE / 698 / 1333 / 41-04-54.55N / 88-23-19.88W
2022-WTE-4758-OE / 698 / 1320 / 41-06-33.92N / 88-22-05.23W
2022-WTE-4759-OE / 698 / 1345 / 41-02-31.54N / 88-21-47.66W

2022-WTE-4760-OE / 698 / 1317 / 41-06-35.17N / 88-21-20.07W

2. TITLE 14 CFR PART 77 - OBSTRUCTION STANDARDS EXCEEDED

a. Section 77.17(a)(1); exceeds a height of 499 feet AGL at the site of the object. The proposals would exceed this standard by 199 feet.

b. Section 77.17(a)(3); a height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

Greater Kankakee Airport (IKK); the following proposals would increase the Minimum Safe Altitude (MSA) for the ILS of LOC RWY 04 from 2300 feet to 2400 feet.

2022-WTE-3391-OE
2022-WTE-3392-OE
2022-WTE-3393-OE
2022-WTE-3394-OE
2022-WTE-3395-OE
2022-WTE-3396-OE
2022-WTE-3397-OE
2022-WTE-3398-OE
2022-WTE-3399-OE
2022-WTE-3401-OE
2022-WTE-3403-OE
2022-WTE-3404-OE
2022-WTE-3405-OE
2022-WTE-3406-OE
2022-WTE-3407-OE
2022-WTE-3408-OE
2022-WTE-3409-OE
2022-WTE-3410-OE
2022-WTE-3411-OE
2022-WTE-3412-OE
2022-WTE-3413-OE
2022-WTE-3415-OE
2022-WTE-3417-OE
2022-WTE-3418-OE
2022-WTE-3419-OE
2022-WTE-3420-OE
2022-WTE-3422-OE
2022-WTE-3423-OE
2022-WTE-3424-OE
2022-WTE-3425-OE
2022-WTE-3426-OE
2022-WTE-3427-OE
2022-WTE-3428-OE
2022-WTE-3429-OE

2022-WTE-3430-OE
2022-WTE-3431-OE
2022-WTE-3432-OE
2022-WTE-3433-OE
2022-WTE-3434-OE
2022-WTE-3435-OE
2022-WTE-3436-OE
2022-WTE-3437-OE
2022-WTE-3438-OE
2022-WTE-3439-OE
2022-WTE-3440-OE
2022-WTE-3441-OE
2022-WTE-3442-OE
2022-WTE-3443-OE
2022-WTE-3444-OE
2022-WTE-3445-OE
2022-WTE-3446-OE
2022-WTE-3447-OE
2022-WTE-3448-OE
2022-WTE-3449-OE
2022-WTE-3450-OE
2022-WTE-3451-OE
2022-WTE-3452-OE
2022-WTE-3453-OE
2022-WTE-3454-OE
2022-WTE-3455-OE
2022-WTE-3456-OE
2022-WTE-3457-OE
2022-WTE-3458-OE
2022-WTE-3459-OE
2022-WTE-3460-OE
2022-WTE-3461-OE
2022-WTE-3462-OE
2022-WTE-3463-OE
2022-WTE-3464-OE
2022-WTE-3465-OE
2022-WTE-3466-OE
2022-WTE-3467-OE
2022-WTE-3468-OE
2022-WTE-3469-OE
2022-WTE-3470-OE
2022-WTE-3471-OE
2022-WTE-3472-OE
2022-WTE-3473-OE
2022-WTE-3474-OE
2022-WTE-3475-OE
2022-WTE-3476-OE
2022-WTE-3477-OE
2022-WTE-3478-OE

2022-WTE-3479-OE
2022-WTE-3480-OE
2022-WTE-3481-OE
2022-WTE-3482-OE
2022-WTE-3483-OE
2022-WTE-3484-OE
2022-WTE-3485-OE
2022-WTE-3486-OE
2022-WTE-3487-OE
2022-WTE-3488-OE
2022-WTE-3489-OE
2022-WTE-3490-OE
2022-WTE-3491-OE
2022-WTE-3492-OE
2022-WTE-3493-OE
2022-WTE-3494-OE
2022-WTE-3495-OE
2022-WTE-3496-OE
2022-WTE-3498-OE
2022-WTE-3500-OE
2022-WTE-3501-OE
2022-WTE-3502-OE
2022-WTE-3503-OE
2022-WTE-3504-OE
2022-WTE-3505-OE
2022-WTE-3506-OE
2022-WTE-3507-OE
2022-WTE-3508-OE
2022-WTE-3509-OE
2022-WTE-3510-OE
2022-WTE-3511-OE
2022-WTE-3512-OE
2022-WTE-3513-OE
2022-WTE-3514-OE
2022-WTE-3515-OE
2022-WTE-3516-OE
2022-WTE-3517-OE
2022-WTE-3519-OE
2022-WTE-3520-OE
2022-WTE-3521-OE
2022-WTE-3523-OE
2022-WTE-3524-OE
2022-WTE-3525-OE
2022-WTE-3526-OE
2022-WTE-3529-OE
2022-WTE-3530-OE
2022-WTE-3531-OE
2022-WTE-3533-OE
2022-WTE-3534-OE

2022-WTE-3535-OE
2022-WTE-3536-OE
2022-WTE-3537-OE
2022-WTE-3538-OE
2022-WTE-3539-OE
2022-WTE-3540-OE
2022-WTE-3541-OE
2022-WTE-3542-OE
2022-WTE-3543-OE
2022-WTE-3544-OE
2022-WTE-3545-OE
2022-WTE-3546-OE
2022-WTE-3547-OE
2022-WTE-3548-OE
2022-WTE-3549-OE
2022-WTE-3550-OE
2022-WTE-3551-OE
2022-WTE-3552-OE
2022-WTE-3553-OE
2022-WTE-3554-OE
2022-WTE-3555-OE
2022-WTE-3556-OE
2022-WTE-3557-OE
2022-WTE-3558-OE
2022-WTE-3559-OE
2022-WTE-3560-OE
2022-WTE-3561-OE
2022-WTE-3562-OE
2022-WTE-3563-OE
2022-WTE-3564-OE
2022-WTE-3565-OE
2022-WTE-3566-OE
2022-WTE-3567-OE
2022-WTE-3568-OE
2022-WTE-3570-OE
2022-WTE-3571-OE
2022-WTE-3572-OE
2022-WTE-3573-OE
2022-WTE-3574-OE
2022-WTE-3575-OE
2022-WTE-3576-OE
2022-WTE-3577-OE
2022-WTE-3578-OE
2022-WTE-3579-OE
2022-WTE-3580-OE
2022-WTE-3581-OE
2022-WTE-3582-OE
2022-WTE-3583-OE
2022-WTE-3585-OE

2022-WTE-3586-OE
2022-WTE-3587-OE
2022-WTE-3589-OE
2022-WTE-3590-OE
2022-WTE-3592-OE
2022-WTE-3593-OE
2022-WTE-3594-OE
2022-WTE-3595-OE
2022-WTE-3596-OE
2022-WTE-3597-OE
2022-WTE-3598-OE
2022-WTE-3599-OE
2022-WTE-3600-OE
2022-WTE-3601-OE
2022-WTE-3602-OE
2022-WTE-3603-OE
2022-WTE-3604-OE
2022-WTE-3605-OE
2022-WTE-3606-OE
2022-WTE-3608-OE
2022-WTE-3609-OE
2022-WTE-4750-OE
2022-WTE-4751-OE
2022-WTE-4752-OE
2022-WTE-4753-OE
2022-WTE-4754-OE
2022-WTE-4755-OE
2022-WTE-4756-OE
2022-WTE-4757-OE
2022-WTE-4758-OE
2022-WTE-4759-OE
2022-WTE-4760-OE

Morris Municipal Airport-James R. Washburn Field (C09); the following would increase the RNAV (GPS) RWY 18, missed approach minimum holding at DIBBL and the RNAV (GPS) RWY 36, hold-in-lieu of procedure turn at DIBBL from 2200 feet to 2400 feet.

2022-WTE-3404-OE
2022-WTE-3405-OE
2022-WTE-3406-OE
2022-WTE-3407-OE
2022-WTE-3410-OE
2022-WTE-3412-OE
2022-WTE-3417-OE
2022-WTE-3422-OE
2022-WTE-3423-OE
2022-WTE-3425-OE
2022-WTE-3427-OE
2022-WTE-3431-OE

2022-WTE-3433-OE
2022-WTE-3437-OE
2022-WTE-3446-OE
2022-WTE-3489-OE
2022-WTE-3498-OE
2022-WTE-4754-OE
2022-WTE-4757-OE
2022-WTE-4758-OE
2022-WTE-4760-OE

Pontiac Municipal (PNT); the following would increase the VOR RWY 24, procedure turn altitude from 2300 feet to 2400 feet.

2022-WTE-3391-OE
2022-WTE-3392-OE
2022-WTE-3393-OE
2022-WTE-3394-OE
2022-WTE-3395-OE
2022-WTE-3396-OE
2022-WTE-3397-OE
2022-WTE-3398-OE
2022-WTE-3399-OE
2022-WTE-3401-OE
2022-WTE-3403-OE
2022-WTE-3404-OE
2022-WTE-3405-OE
2022-WTE-3406-OE
2022-WTE-3407-OE
2022-WTE-3408-OE
2022-WTE-3409-OE
2022-WTE-3410-OE
2022-WTE-3411-OE
2022-WTE-3412-OE
2022-WTE-3413-OE
2022-WTE-3415-OE
2022-WTE-3417-OE
2022-WTE-3418-OE
2022-WTE-3419-OE
2022-WTE-3420-OE
2022-WTE-3422-OE
2022-WTE-3423-OE
2022-WTE-3424-OE
2022-WTE-3425-OE
2022-WTE-3426-OE
2022-WTE-3427-OE
2022-WTE-3428-OE
2022-WTE-3429-OE
2022-WTE-3430-OE
2022-WTE-3431-OE

2022-WTE-3432-OE
2022-WTE-3433-OE
2022-WTE-3436-OE
2022-WTE-3437-OE
2022-WTE-3439-OE
2022-WTE-3440-OE
2022-WTE-3443-OE
2022-WTE-3444-OE
2022-WTE-3445-OE
2022-WTE-3446-OE
2022-WTE-3447-OE
2022-WTE-3448-OE
2022-WTE-3449-OE
2022-WTE-3450-OE
2022-WTE-3453-OE
2022-WTE-3455-OE
2022-WTE-3458-OE
2022-WTE-3460-OE
2022-WTE-3462-OE
2022-WTE-3489-OE
2022-WTE-3490-OE
2022-WTE-3491-OE
2022-WTE-3492-OE
2022-WTE-3493-OE
2022-WTE-3494-OE
2022-WTE-3495-OE
2022-WTE-3496-OE
2022-WTE-3498-OE
2022-WTE-4754-OE
2022-WTE-4757-OE
2022-WTE-4758-OE
2022-WTE-4759-OE
2022-WTE-4760-OE

ADELL SIX DEPARTURE (RNAV); the following would increase the Minimum Obstruction Clearance Altitude (MOCA), ADELL to AKMIE from 2300 feet to 2400 feet. (Procedure serves: KGYY, KARR, KDPA, KLOT)

2022-WTE-3391-OE
2022-WTE-3392-OE
2022-WTE-3393-OE
2022-WTE-3394-OE
2022-WTE-3395-OE
2022-WTE-3396-OE
2022-WTE-3397-OE
2022-WTE-3398-OE
2022-WTE-3399-OE
2022-WTE-3401-OE
2022-WTE-3403-OE

2022-WTE-3404-OE
2022-WTE-3405-OE
2022-WTE-3406-OE
2022-WTE-3407-OE
2022-WTE-3408-OE
2022-WTE-3409-OE
2022-WTE-3410-OE
2022-WTE-3411-OE
2022-WTE-3412-OE
2022-WTE-3413-OE
2022-WTE-3415-OE
2022-WTE-3417-OE
2022-WTE-3418-OE
2022-WTE-3419-OE
2022-WTE-3420-OE
2022-WTE-3422-OE
2022-WTE-3423-OE
2022-WTE-3424-OE
2022-WTE-3425-OE
2022-WTE-3426-OE
2022-WTE-3427-OE
2022-WTE-3428-OE
2022-WTE-3429-OE
2022-WTE-3430-OE
2022-WTE-3431-OE
2022-WTE-3432-OE
2022-WTE-3433-OE
2022-WTE-3434-OE
2022-WTE-3435-OE
2022-WTE-3436-OE
2022-WTE-3437-OE
2022-WTE-3438-OE
2022-WTE-3439-OE
2022-WTE-3440-OE
2022-WTE-3441-OE
2022-WTE-3442-OE
2022-WTE-3443-OE
2022-WTE-3444-OE
2022-WTE-3445-OE
2022-WTE-3446-OE
2022-WTE-3447-OE
2022-WTE-3448-OE
2022-WTE-3449-OE
2022-WTE-3450-OE
2022-WTE-3451-OE
2022-WTE-3452-OE
2022-WTE-3453-OE
2022-WTE-3454-OE
2022-WTE-3455-OE

2022-WTE-3456-OE
2022-WTE-3457-OE
2022-WTE-3458-OE
2022-WTE-3459-OE
2022-WTE-3460-OE
2022-WTE-3461-OE
2022-WTE-3462-OE
2022-WTE-3463-OE
2022-WTE-3464-OE
2022-WTE-3465-OE
2022-WTE-3466-OE
2022-WTE-3467-OE
2022-WTE-3468-OE
2022-WTE-3469-OE
2022-WTE-3470-OE
2022-WTE-3471-OE
2022-WTE-3472-OE
2022-WTE-3473-OE
2022-WTE-3474-OE
2022-WTE-3475-OE
2022-WTE-3476-OE
2022-WTE-3477-OE
2022-WTE-3478-OE
2022-WTE-3479-OE
2022-WTE-3480-OE
2022-WTE-3481-OE
2022-WTE-3482-OE
2022-WTE-3483-OE
2022-WTE-3484-OE
2022-WTE-3485-OE
2022-WTE-3486-OE
2022-WTE-3487-OE
2022-WTE-3488-OE
2022-WTE-3489-OE
2022-WTE-3490-OE
2022-WTE-3491-OE
2022-WTE-3492-OE
2022-WTE-3493-OE
2022-WTE-3494-OE
2022-WTE-3495-OE
2022-WTE-3496-OE
2022-WTE-3498-OE
2022-WTE-3500-OE
2022-WTE-3501-OE
2022-WTE-3502-OE
2022-WTE-3503-OE
2022-WTE-3507-OE
2022-WTE-3510-OE
2022-WTE-3511-OE

2022-WTE-3512-OE
2022-WTE-4756-OE
2022-WTE-4759-OE

- Chicago TRACON (C90); the following would increase the Minimum Vectoring Altitude (MVA) for C90_MVA_FUS3_2022 and C90_MVA_FUS5_2022, Sector G from 2300 feet to 2400 feet.

2022-WTE-3540-OE
2022-WTE-3542-OE
2022-WTE-3547-OE
2022-WTE-3550-OE
2022-WTE-3553-OE
2022-WTE-3564-OE
2022-WTE-3566-OE
2022-WTE-3567-OE
2022-WTE-3570-OE
2022-WTE-3572-OE
2022-WTE-3573-OE
2022-WTE-3576-OE
2022-WTE-3577-OE
2022-WTE-3578-OE
2022-WTE-3579-OE
2022-WTE-3580-OE
2022-WTE-3595-OE
2022-WTE-3599-OE
2022-WTE-3600-OE
2022-WTE-3601-OE
2022-WTE-3603-OE
2022-WTE-3604-OE
2022-WTE-4751-OE
2022-WTE-4753-OE
2022-WTE-4755-OE
2022-WTE-4756-OE

c. Section 77.17(a)(4); a height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.

V-191; The following would increase the Minimum Obstruction Clearance Altitude (MOCA) from Roberts (RBS) VOR/DME, 006 Radial, between NEWTT and JESOG from 2200 feet to 2400 feet.

2022-WTE-3537-OE
2022-WTE-3538-OE
2022-WTE-3539-OE
2022-WTE-3540-OE
2022-WTE-3541-OE
2022-WTE-3542-OE
2022-WTE-3543-OE
2022-WTE-3544-OE

2022-WTE-3545-OE
2022-WTE-3546-OE
2022-WTE-3547-OE
2022-WTE-3548-OE
2022-WTE-3549-OE
2022-WTE-3550-OE
2022-WTE-3551-OE
2022-WTE-3552-OE
2022-WTE-3553-OE
2022-WTE-3554-OE
2022-WTE-3555-OE
2022-WTE-3556-OE
2022-WTE-3557-OE
2022-WTE-3558-OE
2022-WTE-3559-OE
2022-WTE-3560-OE
2022-WTE-3561-OE
2022-WTE-3562-OE
2022-WTE-3563-OE
2022-WTE-3564-OE
2022-WTE-3565-OE
2022-WTE-3566-OE
2022-WTE-3567-OE
2022-WTE-3568-OE
2022-WTE-3570-OE
2022-WTE-3571-OE
2022-WTE-3572-OE
2022-WTE-3573-OE
2022-WTE-3574-OE
2022-WTE-3575-OE
2022-WTE-3576-OE
2022-WTE-3577-OE
2022-WTE-3578-OE
2022-WTE-3579-OE
2022-WTE-3580-OE
2022-WTE-3593-OE
2022-WTE-3594-OE
2022-WTE-3595-OE
2022-WTE-3596-OE
2022-WTE-3597-OE
2022-WTE-3598-OE
2022-WTE-3599-OE
2022-WTE-3600-OE
2022-WTE-3601-OE
2022-WTE-3602-OE
2022-WTE-3603-OE
2022-WTE-3604-OE
2022-WTE-3606-OE
2022-WTE-3608-OE

2022-WTE-3609-OE
2022-WTE-4751-OE
2022-WTE-4753-OE
2022-WTE-4755-OE

3. TITLE 14 CFR PART 77 - EFFECT ON AERONAUTICAL OPERATIONS

a. Section 77.29 (a)(1); the impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules.

At a height greater than 499 feet AGL, the proposed wind farm would extend into airspace normally used for VFR en route flight and located within 2 statute miles (SM) of a potential VFR Route as defined by FAA Order 7400.2, Section 6-3-8. The turbines within 2 SM of a VFR route would have an adverse effect upon VFR air navigation. Further study was required to determine whether the structures would affect a significant volume of VFR aircraft resulting in a substantial adverse effect on VFR en route traffic.

b. Section 77.29 (a)(3); impact on existing and planned public use airports. The following proposals would exceed the Dwight Airport (DTG) Traffic Pattern Airspace (TPA) for the runway (RWY) 09/27 and/or RWY 18/36, climb and/or descent areas as applied to Category (CAT) C and/or D aircraft by up to 560 feet.

CAT C
2022-WTE-3405-OE

CAT D
2022-WTE-3391-OE
2022-WTE-3393-OE
2022-WTE-3397-OE
2022-WTE-3398-OE
2022-WTE-3399-OE
2022-WTE-3401-OE
2022-WTE-3403-OE
2022-WTE-3404-OE
2022-WTE-3405-OE
2022-WTE-3406-OE
2022-WTE-3407-OE
2022-WTE-3410-OE
2022-WTE-3412-OE
2022-WTE-3413-OE
2022-WTE-3417-OE
2022-WTE-3422-OE
2022-WTE-3423-OE
2022-WTE-3489-OE
2022-WTE-3498-OE
2022-WTE-4754-OE
2022-WTE-4757-OE
2022-WTE-4758-OE
2022-WTE-4760-OE

c. Section 77.29(a)(6); effect on ATC radar, direction finders, ATC tower line-of-sight visibility, and physical or electromagnetic effects on air navigation, communication facilities, and other surveillance systems.

The wind turbines be located within Radar Line of Sight (RLOS) of the Elwood (Joliet) CARSR (JOL), Oak Forest (Chicago) ASR-9 (QXM) and the DuPage (West Chicago) ASR-9 (DPA) radar facilities. The wind turbines may affect the quality and/or availability of the primary radar signals in the area of the proposed wind farm.

4. TITLE 14 CFR PART 77 - FURTHER STUDY AND PUBLIC COMMENTS

In order to facilitate the public comment process, all 219 studies were circularized under ASN 2022-WTE-3521-OE on 02/02/2023, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. There were no comment received as a result of the circularization concluding on 03/11/2023.

5. BASIS FOR DETERMINATION

a. IFR Effects - The aeronautical study identified an IFR effects for IKK, C09, PNT, C90, V-191 and the departure procedure serving KGYY, KARR, KDPA, KLOT.

Minimum Safe Altitudes (MSA) are the minimum obstacle clearance altitudes within a specified distance from the navigation facilities upon which procedures are predicated. MSA altitudes are designed for emergency use only and are not routinely used by pilots or by air traffic control. Consequently, MSAs are not circulated for public comment as they are not considered a factor in determining the extent of adverse effect.

The increase to the RNAV (GPS) RWY 18 missed approach holding for C09 and the VOR RWY 24, procedure turn altitude for PNT are not considered excessive. Increasing the minimum altitudes would ensure the required obstacle clearances are maintained and would not have a significant impact on a pilot's ability to safely execute the procedures. Therefore, the proposed wind farm would not have a substantial adverse effect on IFR operations for C09 or PNT.

Minimum Obstruction Clearance Altitudes (MOCA) assure obstacle clearance over the entire route segment to which they apply and assure navigational signal coverage within 22 NM of the associated VOR navigational facility. For that portion of the route segment beyond 22 NM from the VOR, where the MOCA is lower than the MEA and there are no plans to lower the MEA to the MOCA, a structure that affects only the MOCA would not be considered to have substantial adverse effect. A review by the controlling ATC facilities determined that increasing the MOCAs for the ADELL SIX DEPARTURE (RNAV) and along V-191 would ensure the required obstacle clearances are maintained and would not have a substantial adverse effect on IFR operations for KGYY, KARR, KDPA, KLOT or V-191.

Minimum Vectoring Altitudes (MVA) are solely used by ATC, not published for public use and therefore are not circulated for public comment. A review by the controlling facility determined that increasing the altitude in the sector would ensure the required obstacle clearance is maintained and therefore would not have a substantial adverse effect on IFR operations for C90.

The proposed structures would have no effect on any other existing or proposed arrival, departure, or en route IFR operations or procedures.

b. VFR Effects - The aeronautical study identified no effect on any existing or proposed VFR arrival or departure operations. The proposals would be located within the traffic pattern airspace for DTG as applied to CAT C and D aircraft. Airport records indicate that DTG does not support regular and continuous CAT C and D operations. Additionally, available annual IFR traffic data for DTG identified no CAT B, C or D operations. Therefore the proposal would be located beyond normal traffic pattern airspace and would not have an adverse effect on VFR operations for DTG, or any other known public use or military airports.

At 698 feet AGL, the structures would be located within the altitudes commonly used for en route VFR flight. In coordination with ATC, an analysis of potential VFR Routes and available traffic data indicated that an average of less than one VFR aircraft per day may be affected by the proposed wind farm. In accordance with FAA Order 7400.2, the proposed wind farm would not affect a significant volume of aircraft and therefore, it is determined they will not have a substantial adverse effect on en route VFR flight operations.

The proposed structures would be charted on VFR sectional aeronautical charts and appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

c. NAVAIDs/Radar Effects - The aeronautical study identified the proposed turbines as being within the RLOS of the JOL, QXM and DPA radar facilities as described above. Impacts to radar only require a review by the responsible ATC facility and military services. Further study determined the structures would have no substantial adverse effect on military or air traffic operations at this time.

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

e. Military Airspace - The aeronautical study included a review by the Army, Navy, Air Force, Department of Defense (DOD) and Department of Homeland Security (DHS). In accordance with JO 7400.2, Par. 6-3-6-f., military personnel are responsible for evaluating the effect on airspace and routes used by the military. The Air Force and DOD identified the proposed structures as being located within the confines or near a military training route or military training area. All structures are within the terms of the Mitigation Agreement on file with the Military Aviation and Installation Assurance Siting Clearinghouse.

6. DETERMINATION

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 providing the conditions set forth in this determination are met.

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ACRONYMS & ABBREVIATIONS

AGL, Above Ground Level
AMSL, Above Mean Sea Level
ARP, Airport Reference Point

ARSR, Air Route Surveillance Radar
ARTCC, Air Route Traffic Control Center
ASN, Aeronautical Study Number
ASR, Airport Surveillance Radar
ATC, Air Traffic Control
ATCT, Air Traffic Control Tower
CARSR, Common Air Route Surveillance Radar
CAT, Category
CFR, Code of Federal Regulations
CG, Climb Gradient
DA, Decision Altitude
DME, Distance Measuring Equipment
FAA, Federal Aviation Administration
FUS, Fusion
GPS, Global Positioning System
IAF, Initial Approach Fix
IAP, Instrument Approach Procedure
ICA, Initial Climb Area
IFR, Instrument Flight Rules
INT, Intersection
LAT, Latitude
LNAV, Lateral Navigation
LOC, Localizer
LONG, Longitude
LP, Localizer Performance
LPV, Localizer Performance with Vertical Guidance
MDA, Minimum Descent Altitude
MEA, Minimum En route Altitude
MET, Meteorological Evaluation Tower
MIA, Minimum IFR Altitude
Min, Minimum
MOCA, Minimum Obstruction Clearance Altitude
MSA, Minimum Safe Altitude
MSL, Mean Sea Level
MVA, Minimum Vectoring Altitude
NA, Not Authorized
NAS, National Airspace System
NAVAID, Navigational Aid
NDB, Non-Directional Radio Beacon
NEH, No Effect Height
NM, Nautical Mile
NOTAM, Notice to Airmen
NPF, Notice of Preliminary Findings
OCS, Obstacle Clearance Surface
OE, Obstruction Evaluation
OEG, Obstruction Evaluation Group
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.
P-NOTAM, Permanent Notice to Airmen

RLOS, Radar Line of Sight
RNAV, Area Navigation
RNP, Required Navigation Performance
RWY, Runway
S-, Straight-in
SE, Site Elevation
S-LOC, Straight-in Localizer
SM, Statute Miles
Std., Standard
TAA, Terminal Arrival Area
TACAN, Tactical Air Navigation System
TERPS, Terminal Instrument Procedures
TPA, Traffic Pattern Airspace
TRACON, Terminal Radar Approach Control
V, Victor Airway
VFR, Visual Flight Rules
VHF, Very High Frequency
VOR, VHF Omnidirectional Radio Range System
VORTAC, VOR/TACAN System
WTE, Wind Turbine East
WTW, Wind Turbine West

Sectional Map for ASN 2022-WTE-3391-OE