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**STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES**

STATE HISTORIC PRESERVATION DIVISION
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September 11, 2017

Michael Stout, Project Manager
Aloha Solar Energy Fund II
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819
Email: MStout@ecc.net

IN REPLY REFER TO:
Log No.: 2017.01876
Doc. No.: 1709KM03
Archaeology

Dear Mr. Stout:

**SUBJECT: Chapter 6E-8 Historic Preservation Review –
Addendum Archaeological Inventory Survey for the Proposed
Utility Corridor for the Kalaheoa Solar Farm Project
Honouliuli Ahupua'a, 'Ewa District, Island of O'ahu
TMK: (1) 9-1-013:070 por. And Coral Sea Road Right-of-Way**

Thank you for the opportunity to review the draft report titled *Addendum AIS to Medrano et al. (2014) AIS: Archaeological Assessment Report in Support of the Proposed Utility Corridor of the Proposed Kalaheoa Solar Farm Project through FDR/CRS Terminal Along Coral Sea Road and Across Roosevelt Avenue, Honouliuli Ahupua'a, 'Ewa District, Island of O'ahu, Hawai'i, TMK [1] 9-1-013 [por.] and Coral Sea Road Right-of-Way* (Kingsbury and Spear, August 2017). The State Historic Preservation Division (SHPD) received this submittal on August 23, 2017. The SHPD previously concurred with the recommendation for additional survey work for the newly-added utility corridor work on May 29, 2017 (Log No. 2017.00844, Doc. No. 1705KM06). The testing strategy for the additional work was accepted on June 9, 2017 via email (Kimi Matsushima [SHPD] to Morgan Davis [Scientific Consultant Services]).

This addendum archaeological inventory survey was prepared at the request of G70 on behalf of the HCDA and the Aloha Solar Energy Fund II (ASEF), the project proponents. The proposed project involves two components: installation of a photovoltaic utility farm within Parcel 070, and installation of a 12kV electrical line extending from Parcel 070 and into the Coral Sea Road Right-of-Way (CSR ROW). The first component, the solar farm within Parcel 070, includes 44.28 acres owned by the Hawaii Community Development Authority (HCDA) and the SHPD accepted the archaeological inventory survey (AIS) for that portion of project on February 25, 2014 (Log No. 2013.6641, 2014.00823, 2014.00528; Doc. No. 1402SL27). The second component, the 12kV electric line, includes 9400 linear feet with a portion of Parcel 070 and the CSR ROW owned by HDOT. Approximately 3800 ft. of the line will be underground while the remaining portions will be overhead lines. The 12kV line component includes approximately 18.32 acres and will be installed parallel to CSR and eventually connect to a conduit near Roosevelt Avenue and Renton Road.

The AIS fieldwork involved a 100% pedestrian survey and subsurface testing involving the excavation of 6 trenches within the area that the 12kv is planned to be underground. In general, the excavations revealed a relatively uniform stratigraphy of recent fill deposits, with some natural alluvium, overlying a very shallow limestone bedrock. All of the excavations terminated above 1.0 mbs and at least two excavations (ST-4 and ST-5) encountered the limestone bedrock immediately below the roadway/road ROW surface. Additionally, two excavations (ST-1 and ST-6) terminated due to buried utility lines. No subsurface cultural deposits or historic properties were identified during the AIS fieldwork. Due to the negative findings, the results of this inventory survey are reported as an archaeological assessment (AA) per Hawaii Administrative Rules (HAR) §13-275-5.



STATE OF HAWAII
DEPARTMENT OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
DIVISION OF
PUBLIC HEALTH
1000 KALANOAU AVENUE
HONOLULU, HAWAII 96813

September 11, 1987

Regional Health Officer
Honolulu, Hawaii
1000 KALANOAU AVENUE
HONOLULU, HI 96813

Dear Sir:

Enclosed for your information is a copy of the report of the Regional Health Officer, Honolulu, Hawaii, dated September 11, 1987, regarding the results of the investigation of the outbreak of hepatitis A in the Honolulu area.

The report indicates that the outbreak of hepatitis A in the Honolulu area is continuing. The Regional Health Officer, Honolulu, Hawaii, has requested that you advise the Regional Health Officer, Honolulu, Hawaii, of any information you may have regarding this outbreak. The report also indicates that the Regional Health Officer, Honolulu, Hawaii, has requested that you advise the Regional Health Officer, Honolulu, Hawaii, of any information you may have regarding the results of the investigation of the outbreak of hepatitis A in the Honolulu area.

The attached report indicates that the outbreak of hepatitis A in the Honolulu area is continuing. The Regional Health Officer, Honolulu, Hawaii, has requested that you advise the Regional Health Officer, Honolulu, Hawaii, of any information you may have regarding this outbreak. The report also indicates that the Regional Health Officer, Honolulu, Hawaii, has requested that you advise the Regional Health Officer, Honolulu, Hawaii, of any information you may have regarding the results of the investigation of the outbreak of hepatitis A in the Honolulu area.

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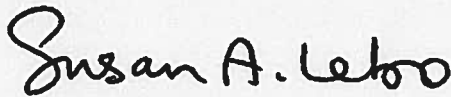
Although no historic properties were identified within the 12kV portion of the project, historic properties were identified within the Parcel 070 area during the original Medrano et al. (2014) AIS. Therefore, the current addendum AA recommends the project effect determination remain, "effect, with proposed mitigation commitments." Kingsbury and Spear (2017) recommend that the 12kV portion also be covered under the archaeological monitoring program; however, the low potential to encounter historic properties warrants on-call monitoring.

Based on the above information, the results of the addendum AA work does not change the original project effect determination for the overall project. Therefore, the SHPD's determination remains "effect, with proposed mitigation commitments." The SHPD concurs with the recommendation of on-call monitoring for the 12kV portion and additional mitigation as appropriate for the other portion (Parcel 070) of the project.

The report meets the minimum requirements of Hawaii Administrative Rules (HAR) §13-276-5. **It is accepted.** Please send one hardcopy of the document, clearly marked FINAL, along with a text-searchable PDF version to the Kapolei SHPD office, attention SHPD Library.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi.R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,



Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Kawika McKeague, G70 (kawikam@g70.design)
Morgan Davis, SCS (morgan@scshawaii.com)
Nigel Kingsbury, SCS (nigel@scshawaii.com)
Chris M. Yamamoto, HDOT (Chris.M.Yamamoto@hawaii.gov)

**INTERIM PRESERVATION PLAN FOR MULTIPLE SITES ON HCDA-
OWNED PARCEL IN KALAELOA
HONOULIULI AHUPUA'A, 'EWA DISTRICT,
ISLAND OF O'AHU, HAWAII
TMK: (1) 9-1-013:070**

Prepared by:
**Morgan Davis, M.A.,
Nigel T. Kingsbury B.A.,**

and
Robert L. Spear, Ph.D.
October 2017
DRAFT

Prepared for:
**Aloha Solar Energy Fund II, LLC
Mr. Kevin E. McCaskill, ASEF II Project Manager.
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Honolulu, HI 96819
KMccaskill@ecc.net**

On Behalf of Land Owner
In submittal of permits and approvals:
Hawaii'i Community Development Authority
547 Queen Street, Honolulu Hawaii 96813
Attn: Mr. Jesse Souki, Executive Director
email: dbedt.hcda.contact@hawaii.gov

SCIENTIFIC CONSULTANT SERVICES Inc.



1347 Kapiolani Blvd., Suite 408

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INTRODUCTION

At the request of Aloha Solar Energy Fund, LLC. (ASEF), Scientific Consultant Services, Inc. (SCS) has prepared this Interim Preservation Plan (IPP) in advance of construction for a proposed 5.0-megawatt (AC) solar farm power facility in Kalaeloa, Honouliuli Ahupua'a, 'Ewa District, O'ahu Island, Hawai'i [TMK: (1) 9-1-013:070]. The project is situated on an approximately 44-acres parcel. The construction of the solar farm shall encompass approximately 22 acres of the parcel with the preservation area to also be approximately 22 acres. The landowner is the Hawai'i Community Development Authority (HCDA).

The project proponents are Aloha Solar Energy Fund, LLC., and HCDA. The project contact for ASEF is Mr. Kevin E. McCaskill, KMccaskill@ecc.net. The proposed project would involve the installation of approximately 23,500, 72-cell PV modules mounted on elevated galvanized steel racks, which will be mounted to concrete posts or piers on approximately 22 acres. Power will be transferred from the modules to five inverters and transformers to a switchyard that will connect to HECO's system. The remaining portion of the parcel will be dedicated as an archaeological preserve.

The preservation areas are located within portions of the parcel previously subjected to an Archaeological Inventory Survey (AIS) by SCS in 2013 (Medrano et al. 2014) and accepted by the State Historic Preservation Division (SHPD) on February 25, 2014 (Log No:2013.6641, 2014.00823, 2014.00528; Doc No:1402SL27), the SHPD letter is included in Appendix A. The AIS was conducted to identify and document historical properties, to assess their historical significance for eligibility for listing on the Hawaii Register of Historic Places, to make project effect recommendations, and to make mitigation recommendations.

The AIS led to the documentation of a total twenty-three historic properties (State Sites 50-80-12-5119, -5120 and 50-80-12-7483 through 50-80-12-7504) comprised of 146 features. Based on feature type, construction methods, and construction materials, State Site -5119, -7483 through -7485, -7487 (Features 1 and 4), -7488 through -7494, -5120 (Features 1 and 2), and -7496 through -7504 were interpreted to be associated with the pre - and/or post-Contact Period. State Sites 50-80-12-7486 (Feature 5) and 50-80-12-7491 were interpreted as trails associated with the pre-and/or post-Contact Period, with use possibly extending into the Historic Ranching Period. State Site 50-80-12-7487 (Feature 3 and 5) and State Site 50-80-12-5120 (Features 3 through 9) were interpreted to be associated with United States military occupation of the area during WWII. These 23 sites will be preserved within one large preservation area in the northern portion of the parcel and three smaller landlocked preserve areas. This "archaeological preserve" will afford full protection of the 23 sites documented within TMK: (1) 9-1-013:070.

Kingsbury and Spear (2017 A) completed a Literature Review and Field Inspection (LRFI) for the Coral Sea Road Right-of-Way (CSRROW) portion of the project. The LRFI
Scientific Consultant Services, Inc.

recommendations for an AIS was concurred by the SHPD in a letter dated May 29, 2017 (Log No.:2017.00844, Doc. No.:1705KM06), the letter is included in Appendix A.

Kingsbury and Spear (2017 B) completed an Addendum Archaeological Assessment (AAA) for the Coral Sea Road Right-of-Way (CSRROW) portion of this project. The AAA consisted of 100 percent pedestrian survey and limited subsurface testing (6 Stratigraphic Trenches). The AAA resulted in no historic properties identified. The AAA was accepted by the SHPD in a letter dated September 11, 2017 (Log. No.:2017.01876, Doc.:1709KM03).

Kingsbury et al. (2017 A) completed a Burial Treatment Plan (BTP) for two burial mounds located in the northern portion of TMK: (1) 9-1-013:070 that specified the burial mounds are to be preserved within the larger archaeological preserve. The BTP is currently in review at the SHPD and anticipated to be accepted by the O'ahu Island Burial Council (OIBC) in October 2017.

As part of the agreed upon project mitigation requirements to modify the 2014 mitigation commitments SCS completed a Conditions Assessment, Kingsbury and Spear (2017), of all 23 sites and the corresponding 146 component features. This assessment consisted of site and component feature re-location, vegetation clearing, visual inspection of each individual feature, and photographing each feature. The field inspection did not find any significant alterations or disturbance to the 146 previously identified features. However, one feature, Site # -7487 Feature 2c, a wing portion of a crashed F-4 Phantom jet was observed as turned over. The Conditions Assessment is currently in review at the SHPD.

Kingsbury et al. (2017 B) completed an Archaeological Monitoring Plan (AMP) for the construction of a proposed 5.0-megawatt Solar Farm. The AMP was accepted by the SHPD in a letter dated October 6, 2017 (Log No.:2017.01876, Doc. No.:1710KM03), the letter is included in Appendix A.

The SHPD concurred with the 2-step verification process for the ASEF II, LLC Solar Farm Project in a letter dated October 12, 2017 (Log No.:2017.02244, Doc. No.:1710KM07). The letter states:

The SHPD concurs that to complete Step 6 of the historic preservation review process, HCDA and ASEF shall implement the accelerated 2-step process and provide Items 1 [interim protection plan] and 2 [final preservation plan, burial site component of a preservation and archaeological monitoring report] listed above under (6) Verification of Completion [Log No.:2017.02244, Doc. No.:1710KM07 see Appendix A.].

Preservation means the mitigation form in which a historic property is preserved. There are four steps to preserving a site per Hawaii Administrative Rules (HAR) HAR §13-277 and HAR §13-284, the first of which is presented here: preparation of a Preservation Plan. The following

three steps include review and approval of the Preservation Plan by the SHPD, execution of the Preservation Plan, and verification by SHPD that the plan has been successfully executed. This Interim Preservation Plan provides a brief background to the archaeology of the parcel (from Medrano et al. 2014), discusses interim protection measure procedures pertaining to the sites.

This interim preservation plan has been prepared pursuant to HAR §13-284 and in compliance with HAR§ 13-277. This interim preservation plan is part of the 2-step verification process outlined in HAR § 13-284-9 (d). A finalized preservation plan shall be submitted upon project completion.

Please note that the full AIS background sections and results, with maps and illustrations, for this project will not be presented herein as the data set is large and redundant to the AIS document itself. Summary information is presented below.

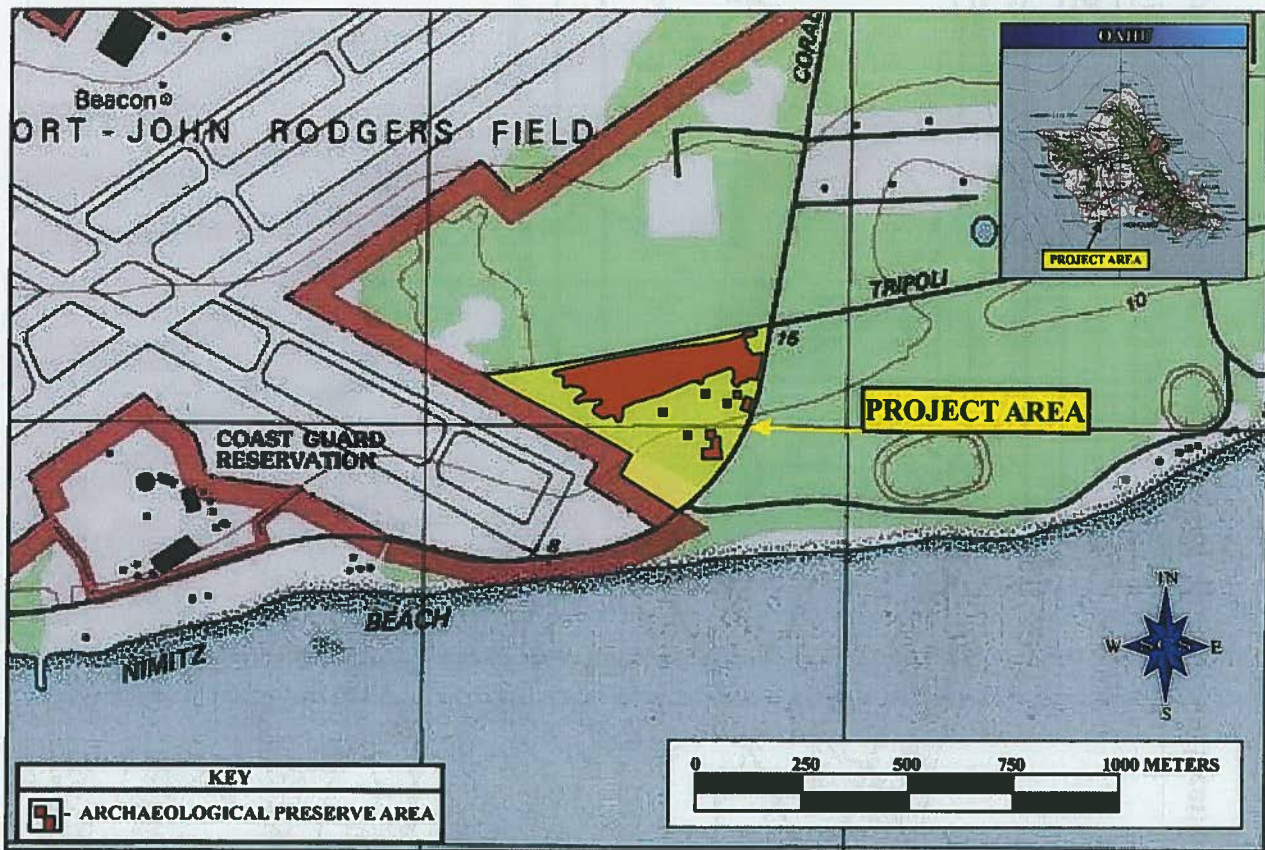


Figure 1: 1983 USGS 7.5' Ewa Quadrangle Map showing approximate location of the interim preservation areas in orange.

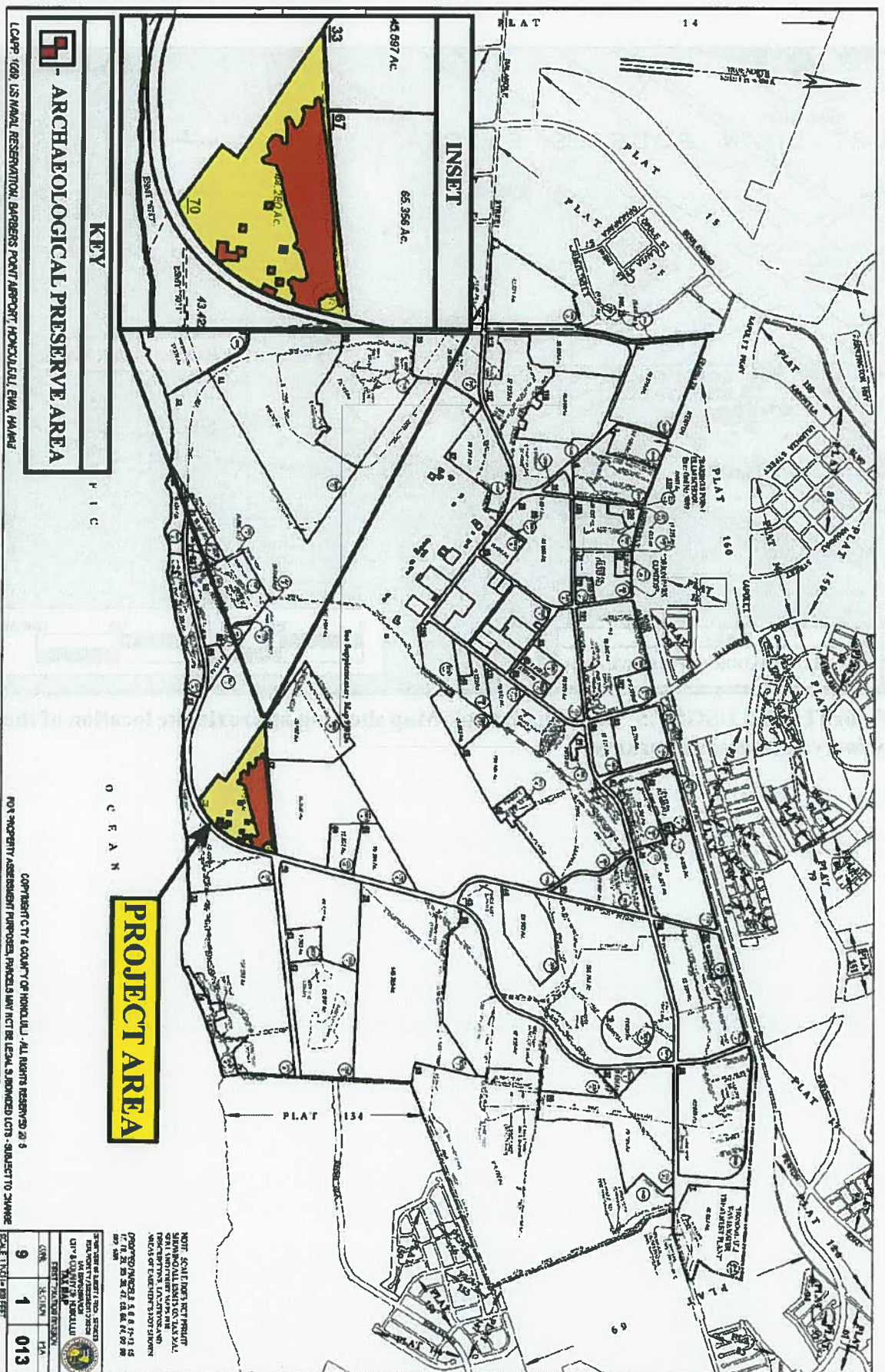


Figure 2: Tax Map Key (1) 9-1-013 showing approximate location of the interim preservation areas in orange.

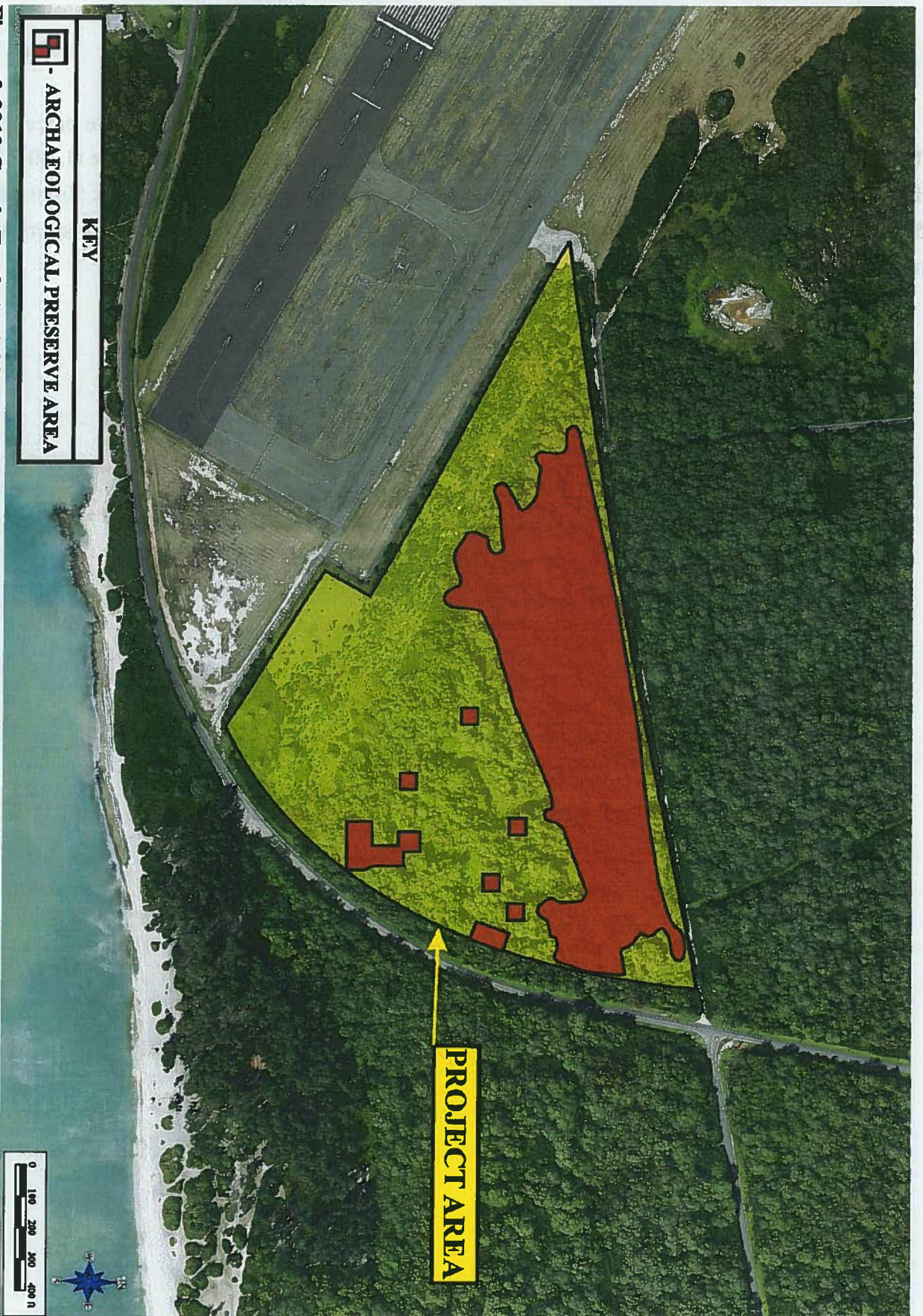


Figure 3:2013 Google Earth Aerial Image showing approximate location of the interim preservation areas in orange.

SUMMARY OF ARCHAEOLOGICAL INVENTORY SURVEY

In 2014, SCS conducted an Archaeological Inventory Survey within the entire parcel of TMK: (1) 9-1-013:070 of which the interim preserve areas are a portion (Medrano et al. 2014). The AIS resulted in the identification of twenty-three archaeological sites (State Sites 50-80-12-5119, and -5120, and 50-80-12-7483 through -7494, and 50-80-12-7496 through -7504, comprised of 146 features (see Figure 4).

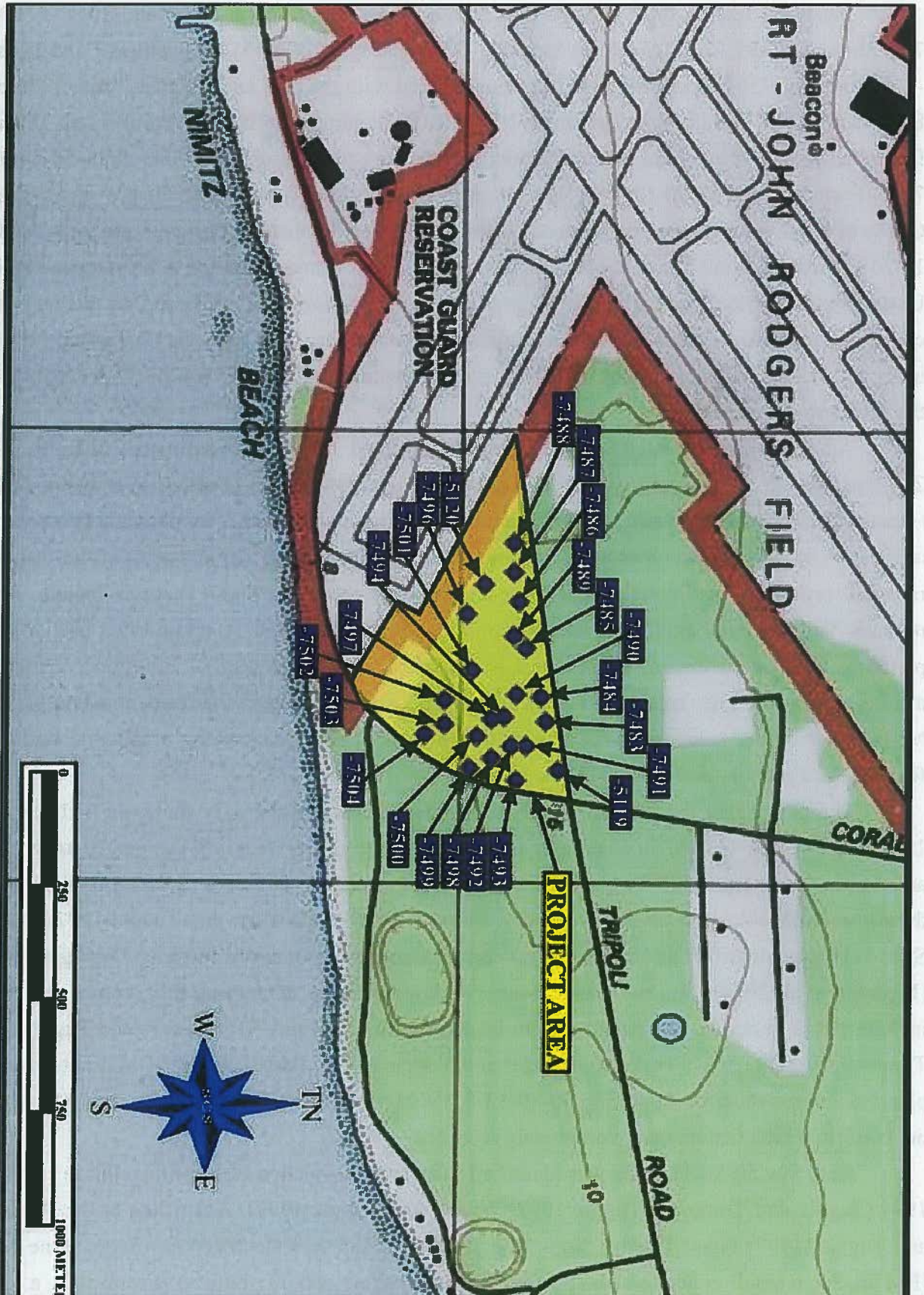


Figure 4: 1983 USGS 7.5 Quadrangle Map showing site distribution in the interim preservation areas.

Based on feature type, construction methods, and construction materials, Sites -5119, -7483 through -7485, -7487 (Features 1 and 4), -7488 through -7494, -5120 (Features 1 and 2), and -7496 through -7504 were interpreted to be associated with the pre- and /or post-Contact Period. Based on a 1928 aerial coastal photo, a 1927 USGS quadrangle (Barber's Point) map, general feature horizontal shape, and feature location within the preservation area, State Sites 50-80-12-7486 (Feature 5) and 50-80-12-7491 were interpreted as trails associated with the pre- and/or post-Contact Period, with use possibly extending into the Historic Ranching Period. State Sites 50-80-12-7487 (Feature 3 and 5) and -5120 (Features 3 through 9) were interpreted to be associated with United States Military occupation of the area during the Historic Period. Based on feature type, construction methods, construction materials, and observed artifacts, Site -5119, Feature 30 was interpreted as having associations with Traditional Hawaiian and historic (military) occupation of the interim preservation areas.

All sites were evaluated for significance, as outlined in Hawai'i Administrative Rules §13-275-6 and found to be significant under Criterion d, with Site -7483 (Feature 4) and Site -7486 (Feature 2) also being assessed as Significant under Criterion "e" due to the potential presence of a burial. A variety of site types were documented during the study. The majority of the features recorded represent Traditional Hawaiian occupation of the area. These features include rock mounds, various small enclosures and structures, modified pits (karst), unmodified pits (karst), platforms, and small coastal trails. Most of the sites were composed of limestone, a locally available resource. They represent a range of features often associated with residential complexes. Military use of the landscape was also well-represented, as evidenced by a concrete building foundation, a pillbox, and a guard shack.

The parcel that the interim preservation areas are in was initially surveyed in 1984 and 1985 (Haun 1991). The parcel containing the interim preservation areas was designated as area E6 and no sites were reported. Two sites (State Sites -5119 and -5120) were recorded on the parcel during an Archaeological Inventory Survey, Phase II in 1996 (Wickler and Tuggle 1997). State Site -5119 was identified as an agricultural complex consisting of seven features. During the AIS (Medrano et al. 2014), this site was relocated and described as containing thirty-seven features, including rock mounds, C-shaped structures, and unmodified pits. However, since Tuggle and Tomonari-Tuggle (1994; Task 1b) Wickler and Tuggle (1997; Part II: Phase II) did not provide plan view maps showing State Site 50-80-12-5119's feature spatial relationships, the AIS could not confirm which features were previously recorded.

State Site 50-80-12-5120 was identified in an area designated E6c during a Phase I AIS in 1994 (Tuggle and Tomonari-Tuggle 1997; Wicker and Tuggle 1997). According to the Wickler and Tuggle (1997) Phase II work, State Site 50-80-12-5120 was identified as a large stone wall (Feature A), a small concrete slab (Feature B), a limestone cobble platform (Feature C), a long

narrow paved structure (Feature D), remnants of a jet aircraft crash (Feature E), anti-aircraft complexes (Features F, H and J), a coral packed road (Feature G), and a portable concrete pillbox (Feature I). Feature B of State Site -5120 (small concrete slab) represents the current State Site -5120, Feature 3 (concrete pad). Feature D of State Site -5120 (long narrow paved structure) may represent the current State Site -7486, Feature 5 (coastal trail). According to Wicker and Tuggle (1997), this feature may be a remnant of a sisal wall; however, the original function of this feature was found to be undetermined. Feature E of State Site -5120 (was found to be of a jet aircraft) represents the current State Site -7487, Feature 2 A through 2C (Aircraft Crash Site). Features F, H and J (was found to be of anti-aircraft complexes) represents the current State Site -5120, Feature 4 (guard shack), Feature 5 (Concrete Enclosure), possibly Feature 6 (remnant concrete structure), and Feature 8 (cluster of remnant concrete structures). Feature I of State Site -5120 (portable concrete pillbox) represents the current State Site -5120, Feature 7 (pillbox).

Of the ten archaeological surface features that Wicker and Tuggle (1997) recorded during their Phase II work on Site -5120, only seven features (Features A, B, E, F, H, I, and J) were re-located during the AIS (Medrano et al. 2014). Wicker and Tuggle (1997) Site -5120 Features C, D, and G could not be re-located due to non-matching comparisons (*i.e.*, feature location, feature horizontal shape, and feature horizontal long axis orientation) between the current Archaeological Inventory Survey work and the Wickler and Tuggle (1997) site plan view map. It is suspected that Feature G, a coral packed road recorded by Wickler and Tuggle (1997), covered by vegetation growth.

Overall, a variety of site types were documented during the study. The majority of the features recorded represent pre- and/or Post-Contact occupation of the area. These features include rock mounds, various small enclosures and structures, modified pits (karst), unmodified pits (karst), platforms, and small coastal trails. Historic era sites from the 1940s-1960s were also recorded. The site and component feature numbers within the interim preservation areas has expanded significantly due to the AIS (Medrano et al. 2014).

FEATURE TYPES LOCATED DURING INVENTORY SURVEY

Based on previous archaeological work on Naval Air Station Barbers Point and institutional knowledge, a discussion of feature types occurring in the 'Ewa Plain is presented. This analysis of site types and discussion of such is treated both as a synthesis of previous work conducted in the area (see above) and the academic work of Scientific Consultant Services, Inc., in the area. References to specific site types are presented above.

ENCLOSURES AND PLATFORMS

Numerous stone-walled enclosures representing habitation loci proliferate in this inland zone beyond the coast where the soil mantle is shallow and deposits are most accurately assessed by their horizontal context rather than their vertical context. Features in this near-coastal zone consist of two common structural classes: platforms and mounds. Platforms are perhaps the vaguest of features in the 'Ewa Plain, a characteristic not common to the feature type in other parts of the islands. The low, small, and poorly constructed platforms are so impecunious that Davis (1986) even suggested these platforms to be possible pavings. Typically associated with a habitation function, free-standing platforms are basically unknown in the area and no large, well-constructed platforms typically associated with ceremonial or larger habitation dwellings have been recently documented in the 'Ewa Plain (Tuggle and Tomonari-Tuggle 1997:64). Both C-shapes and small rectangular enclosures are thought to have been the primary habitation loci on the 'Ewa Plain. No house platforms have been documented to date. The rectangular house features themselves are typically small, with only modest quantities of artifacts and midden having been recovered from the features. This pattern is one that intimates limited feature occupational duration. Again, the question of permanent residences (and when) versus temporary/seasonal habitation loci emerges.

MOUNDS

Mounds are only slightly less ambiguous, with most researchers prescribing an agricultural function to these features. Sweet potato cultivation may be the primary function of most mounds, but these features take on many forms and sizes such that they have been designated as cairns, boundary markers, or even the very general term *ahu*. The mounds are variable in size, morphology, construction technique, and the presence/absence of cultural resources.

Furthermore, there are two mounds within the northern preserve area that are burial mounds.

OTHER ARCHAEOLOGICAL FEATURE TYPES

Other classes of archaeological features occurring on the 'Ewa Plain consist of C- and U-shaped habitation loci, circular enclosures (likely collapsed rectangular-shaped structures; Tuggle and Tomonari-Tuggle 1997:104), and the ubiquitous limestone "sinkholes," which have been described above. Paleoenvironmental features such as the "sinkholes" and wetlands have revealed a wealth of cultural and natural resources allowing researchers to further document paleoenvironmental change on local and regional levels. It is from the environmental research specifically that more robust arguments pertaining to human settlement patterns, adaptation, and chronology have been established for the area.

TRAILS

Finally, trails are known to occur across the 'Ewa Plain but are, for the most part, not defined by constructed stone architecture such as other well-known trails (*e.g.*, Stepping Stone Trail, Kealakekua, Hawai'i Island). Trails, often overlooked as significant features, are important for facilitation between features and between resource zones. The trails in this area are coastal trails and not part of a regional system. Dating prehistoric trails is difficult, at best, and is typically done through relative dating of archaeological features or features which the trail course around or through.

WWII ERA FEATURES

The WWII era features largely consist of a limestone platform, a long narrow paved structure, a small concrete slab, a single gun position, a portable concrete pillbox, a stone enclosure, a sentry post, and a three-unit gun position. These items represent the military's previous use of the land.

SITE DESCRIPTIONS

Given the large number of sites and features to be preserved through this IPP, only summary information is presented herein, see AIS (Medrano et al. 2014) for more detailed information. Below provides a table of the sites and features to be preserved through this plan (Table 2).

Table 2: Site Designation, Type, Function, and Significance Assessments.

Note: This table also shows the mitigation recommendations for all the sites in the preservation area.

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
50-80-12-5119	37			Ag/ Habitation/ Refuse/ Storage	d	Preservation via conservation
		1	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		3	U-Shape	Habitation		Preservation via conservation
		15	Reverse F-Shape	Habitation		Preservation via conservation
		17	Karst Pit, Unmodified	Storage/Refuse		Preservation via conservation
		18	Karst Pit, Unmodified	Storage/Refuse		Preservation via conservation
		22	C-Shape	Habitation		Preservation via conservation
		24	L-Shape	Habitation		Preservation via conservation
		30	C-Shape	Habitation		Preservation via conservation
		34	Enclosure	Habitation		Preservation via conservation
		35	C-Shape	Habitation		Preservation via conservation
		37	U-Shape	Habitation		Preservation via conservation
		2, 4-14, 16, 19-21, 23, 25-26, 27A-27B, 28-29, 31-33, 36	Rock Mound	Agriculture		Preservation via conservation
50-80-12-5120	9			Ag/ Refuse/Military/ Boundary	d	Preservation via conservation
		1	Karst Pit	Agriculture		Preservation via conservation
		2	Wall	Habitation		Preservation via conservation
		3	Concrete Pad	Military Building		Preservation via conservation

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
		4	Guard Shack	Military Building		Preservation via conservation
		5	Concrete Enclosure	Military Building		Preservation via conservation
		6	Concrete Foundations	Military Building		Preservation via conservation
		7	Pillbox	Military Building		Preservation via conservation
		8	Concrete Foundations	Military Building		Preservation via conservation
		9	Concrete Foundations	Military Building		Preservation via conservation
50-80-12-7483	10			Agricultural/Refuse Complex w/Pos. Burial Component	d, e	Preservation via conservation
		1	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		2	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		3	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		4	Rock Mound	Pos. Human Burial		Preservation via conservation
		5	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		6, 7, 8	Rock Mound	Agriculture		Preservation via conservation
		9	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		10	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
50-80-12-7484	3			Ag/Refuse Complex w/Habitation Component	d	Preservation via conservation

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
50-80-12-7485	2	1	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		2	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		3	Midden Scatter	Habitation		Preservation via conservation
50-80-12-7486	5	1	Rock Mound	Ag/Refuse Complex	d	Preservation via conservation
		2	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		3	Ag/refuse/storage/Travel/Ranching/with Pos. Burial Component		d, e	Preservation via conservation and BTP
50-80-12-7487	12	1	Karst Pit	Agriculture/Storage		Preservation via conservation
		2	Rock Mound	Pos. Human Burial		Preservation via conservation and BTP
		3	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
50-80-12-7488	4	4	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		5	Linear Path	Transport		Preservation via conservation
		1A	Karst Pit, Unmodified	Ag/Refuse/Storage/Military/Boundary	d	Preservation via conservation
50-80-12-7489	1B	1B	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		1C	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		1D	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
		1E	Karst Pit, Unmodified	Ag/Storage		Preservation via conservation
		1F	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		2A	Airplane Crash	Modern; Transport		Preservation via conservation
		2B	Airplane Crash	Modern; Transport		Preservation via conservation
		2C	Airplane Crash	Modern; Transport		Preservation via conservation
		3	Concrete Pads	Military Foundation		Preservation via conservation
		4	L-Shape	Boundary Wall		Preservation via conservation
		5	Platform/Wall	Historic Foundation		Preservation via conservation
50-80-12-7488	1		Karst Pit	Ag/Refuse	d	Preservation via conservation
50-80-12-7489	2			Ag/Refuse	d	Preservation via conservation
		1	Karst Pit	Ag/Refuse		Preservation via conservation
		2	Karst Pit	Ag/Refuse		Preservation via conservation
50-80-12-7490	3			Multi-functional w/Ag/Storage Component	d	Preservation via conservation
		1	Walled Karst Pit	Ag/Refuse		Preservation via conservation
		2	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
		3	Karst Pit, Unmodified	Ag/Refuse		Preservation via conservation
50-80-12-7491	1		Linear Path	Transport	d	Preservation via conservation
50-80-12-7492	45			Ag/Habitation Complex	d	Preservation via conservation
		1	C-Shape	Habitation		Preservation via conservation

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
		2	Karst Pit, Unmodified	Storage/Refuse		Preservation via conservation
		3A, 3B	Rock Mound	Agriculture		Preservation via conservation
		4A- 4D	Rock Mound Complex	Agriculture		Preservation via conservation
		5	C-Shape	Habitation		Preservation via conservation
		6A - 6Y	Rock Mound Complex	Agriculture		Preservation via conservation
		7	Enclosure	Habitation		Preservation via conservation
		8	C-Shape	Habitation		Preservation via conservation
		9	U-Shape	Habitation		Preservation via conservation
		10	U-Shape	Habitation		Preservation via conservation
		11	Enclosure	Habitation		Preservation via conservation
		12	T-Shape	Habitation		Preservation via conservation
		13	Reverse J-Shape	Habitation		Preservation via conservation
		14	L-Shape	Habitation		Preservation via conservation
		15	C-Shape	Habitation		Preservation via conservation
		16	C-Shape	Habitation		Preservation via conservation
		17	Enclosure	Habitation		Preservation via conservation
50-80-12-7493	1		Karst Pit	Storage/Refuse	d	Preservation via conservation
50-80-12-7494	1		Walled Karst Pit	Agriculture/Storage	d	Preservation via conservation
50-80-12-7496	2			Hab/Ag/Storage Complex	d	Preservation via conservation
		1	Platform	Habitation		Preservation via conservation

Site Number	Feature Totals	Feature Numbers	Feature Type	Function	Site Significance	Recommendations
		2	Platform/Mound	Agriculture/Storage		Preservation via conservation
50-80-12-7497					d	Preservation via conservation
		1	Rock Mound	Agriculture		Preservation via conservation
50-80-12-7498	3			Ag/Refuse/Storage/Undetermined	d	Preservation via conservation
		1	Karst Pit	Storage/Refuse		Preservation via conservation
		2A	Karst Pit	Undetermined		Preservation via conservation
		2B	Karst Pit	Agriculture/Refuse		Preservation via conservation
50-80-12-7499	3		Karst Pit Complex	Ag/Storage/Refuse	d	Preservation via conservation
		1	Karst Pit	Refuse/Storage		Preservation via conservation
		2	Karst Pit	Refuse/Storage		Preservation via conservation
		3	Walled Karst Pit	Ag/Refuse		Preservation via conservation
50-80-12-7500	1		Karst Pit	Ag/refuse	d	Preservation via conservation
50-80-12-7501	1	1	Rock Mound	Dozer Push Pile	d	Preservation via conservation
50-80-12-7502	1	1	Rock Mound	Agriculture	d	Preservation via conservation
50-80-12-7503	1	1	C-Shape	Habitation	d	Preservation via conservation
50-80-12-7504	2			Ag/Refuse	d	Preservation via conservation
		1	Karst Pit	Ag/Refuse		Preservation via conservation
		2	Rock Mound	Agriculture		Preservation via conservation

CONSULTATION

Multiple phases of consultation were undertaken for this project, during the AIS and also after, when preservation sites were discussed. Consultation has been conducted on many occasions with the SHPD, community groups, and other stake holders. The following presents a summary of these consultations, which remain on-going at present.

Various agencies, organizations, and firms involved in the solar farm project were consulted at prior to, during, and after completion of the archaeological fieldwork and through preparation of this PP. Consultation with these interested parties will continue until the project is completed. These parties are listed below:

- Hawaii Community Development Authority (HCDA),
- State Historic Preservation Division (SHPD),
- O'ahu Island Burial Council (OIBC),
- Kalaeloa Heritage Park (KHP),
- 'Ahahui Siwila o Hawai'i o Kapolei Hawaiian Civic Club (ASHOK),
- Group 70 International (G70), and
- Scientific Consultant Services (SCS), Inc.

On multiple occasions, from 2013 through 2016, representatives from each of the interested parties listed above attended in-field walkthroughs of the preservation area. The purpose of the walkthroughs was to familiarize everyone with the types of historic properties found during the AIS (Medrano et al. 2014) and discuss mitigation of the sites. This IPP was partially born from those discussions. The names of the people who attended at least one of the walkthroughs are listed below:

- Tesha Malama (HCDA Kalaeloa Director),
- Craig Uemura (HCDA Assets Management Specialist),
- Susan Lebo (SHPD O'ahu Lead Archaeologist),
- Miss Hinaleimoana Wong-Kalu (OIBC Chairwoman),
- Mr. Shad Kane (OIBC, KHP, and ASHOK),
- Mr. Kawika McKeague (G70 Project Senior Planner and Director of Cultural Planning),
- Michael Bungcayao (G70 Project Civil Engineer), and
- Robert L. Spear (SCS Project Archaeological Principal Investigator), and
- Guerin Tome (SCS Archaeological Field Supervisor).

CULTURAL DESCENDANT MEETINGS

G70 conducted multiple cultural descendant meetings for this proposed project. On November 17, 2014, at the Department of Hawaiian Home Lands Hale Pōno'i. People that participated are as follows:

Ryan McCauley, Tesha Malama, Kawika McKeague, Lani Ma'a Lapilio, Kilinahe Keliinoi, Moani Kaleikini, Jerome Yasuhara (OHA), Shad Kane, Mike K. Lee, Mana Kaleilani Caceres, Kalehua Caceres, Kaanohi Kaleikini, Kala Kaleikini, and Kehau Kaleikini.

The following are notes taken during the meeting:

Everyone agrees to protect and preserve burials in-place as part of a larger archaeological preserve.

Provide perimeter fencing – maybe minimal signage – concern about trespassers and people who would seek to do harm to the area.

Maintain kiawe thicket to some degree as a natural barrier of protection

Mr. Michael Lee inquired as to how we plan to address the inclusion of information he gave to Kawika that shows an interpretation of one site that is different than the accepted interpretation the site in question under the approved AIS. In short, Mr. Lee's version suggests that agricultural mounds that were identified in the AIS are actually a concentration of burials. Kawika replied that limited testing was done in some of these features with no significant finds. Kawika highlighted that this information could be provided or cited in the BTP or APP. Mr. Lee wanted it on record.

General maintenance and clean-up around the site. Uncle Shad stated that its Civic Club belief that these burials are not as old as some people think (like 1800s). Aunty Paulette suggested these are reminiscent of burials at Makua and parts of Kona and those are much older. Age of the burials not a major issue. Although Base Relocation and Closure (BRAC) identified the Kapolei Civic Club as the "must consult" party, Aunty Paulette voiced her mana'o (opinion) that the care of the burials should be responsibility of descendants moving forward. In this conversation, the use of cultural monitoring was inquired by Michael Lee.

An access route could be determined (so maybe the fence needs a locked entry gate that could be used from time to time to access the burial(s). Maybe maintain a small access

trail only known to folks that need to know. Should conduct periodic inspections of the burials and other significant sites (at least annually)

If data recovery were to be conducted for any non-burial related features on the parcel, the descendants preliminarily agreed to the use to the use and maintenance of pōhaku [rocks] and lepo [soil] on site for some yet-to-be determined cultural use. G70 to provide a digital copy of the SCS AIS to all cultural descendants.

G70 conducted a cultural descendant meeting on April 10, 2017 at Kapolei Heritage Center Classroom II. People and cultural descendants present at this meeting are as follows:

Kilinahe Keliinoi, Kala Keliinoi, Aliikaua Kaleikini, Ka'anohi Kaleikini, Mike Lee, Mike Dega, Mana Caceres, Kalehua Caceres, Makoa Caceres, Hiehie Caceres, Kamana Caceres, Kawika McKeague, Ryan McCauley, Lani Ma'a Lapilio.

The following is the notes recorded from that meeting as they pertain to the interim preservation plan:

ML: Information about the Malden trail? Please refer to it by the Hawaiian name. It should be identified to protect G70 to show that even though federal laws do not apply they took all into consideration.

ML: Did the Tuggles do any of the work in the area?

ML: Requested buffers around the sites for protection so we can malama (care for) the resources citing several examples of hana'ino (vandalism/ mistreatment) behavior.

ML: Who should the descendant request to get access to the sites?

ML: Requested a hard hat tour for the descendants when possible.

ML: Signage is necessary. Would like a natural or physical barrier and a firebreak.

Ka'anohi K: I just want the sites protected. Once that happens, I have no need to go nīele (be nosey).

On September 5, 2017, G70 held a site visit and cultural descendant meeting to discuss the draft BTP and to allow descendants a chance to see the burial mounds. Furthermore, the meeting added information pertinent to the preservation plan. Attendees at the site visit and meeting are as follows:

Ka'anohi Kaleikini (recognized cultural descendant), Kilinahe Keliinoi (recognized cultural descendant), Mike Lee (recognized cultural descendant), Mana Caceres (recognized cultural descendant), Kalehua Caceres (recognized cultural descendant), Kamana Caveres (recognized cultural descendant), Tesha Malama (HCDA), Kawika McKeague (G70), Lauren A. Esaki-Kua (G70), Lani Ma'a Lapilio, Nigel T. Kingsbury (SCS), Regina Hilo (SHPD),

Items from the draft BTP meeting and site visit that pertain to the Preservation Plan are presented below.

Site Visit:

Nigel then guided the attendees to the second burial mound, State Site # -7486 Feature 2. Upon exiting the burial mound location Mike Lee observed a very small mound like feature under vegetation. Nigel believes that the possible feature may be either an ecofact (less likely) or a small agricultural mound or even a clearing mound (more likely). Mike Lee believes that it is a burial mound. The mound is located approximately 3.5m mauka of the burial mound and slightly toward Coral Sea Road (from the mauka Coral sea Road corner of the burial mound).

Nigel did not attempt to clear the mound nor did he attempt to take photographs because he did not want to take away from the experience of the burial site visit from the attendees.

Meeting Following Site Visit:

Kawika started the meeting with an open question to the group regarding what they observed during the site visit to the burial locations. Specifically, if there were any concerns about the care and protection of the two sites for preservation in-place.

Mike Lee again brought up the mound. Nigel said it is small (in dimensions) and lacks adequate construction techniques (indicating clearing pile or agricultural mound).

This must have created confusion for Mike Lee who stated "no matter how small we don't cut corners when our Iwi Kupuna are involved".

Nigel said "Mike, I apologize for the confusion, I did not mean to say that it needs to be over looked. I am just stating I don't believe it to be a burial mound".

Aunty Ka'anohi thought it was good that it stays hidden.

Kawika showed plant survey data for the project area in PowerPoint.

Kawika mentioned that in the portion of the preservation plan to be developed that the project team will work with a specific botanical specialist with the idea of taking cuttings or seeds from culturally important plants to either use on property or propagate for future use in the Kalaeloa region.

Kawika mentioned the plane crash features which were initially identified for data recovery are now to be preserved. Showed map of TS sites recorded by SCS.

Kawika asked Mike Lee if he could help communicate our project team's interest to consult with Mr. John Bond from the Kanehili Cultural Hui to help answer the question. Mike Lee said he would help to pass along the request to contact Mr. Bond.

Aunty Ka'anohi said she wanted all military structures removed. That they had no place within the proposed archaeological preserve. They were a mark on our 'āina.

Mana agreed with Aunty Ka'anohi.

Kawika asked "the plane crash features too?"

Aunty Kaanohi affirmed Yes.

Mike Lee agreed.

Kawika asked the attendees – do we need a road/ path on the inside perimeter of the proposed property fence along Tripoli and Coral Sea Road to descendants to access? Is the two-week notification request for descendants' access okay with everyone? What do you folks think? No immediate response so Kawika told the group to think on it and respond later.

Kawika informed attendees that the project is not yet approved. The project still needs a Final EA & FONSI; and the completion of HCDA specific permit approvals. There are a few more steps to go before finalizing. However, even if the project never gets done HCDA has agreed that the Preservation Plan (and the included BTP) will be finalized.

Kawika asked if there were additional comments or concerns.

Mike Lee asks about a fire management plan. Mike Lee – what is the plan if somebody calls 9-1-1 fire fighters come and clarifying what happens. Can HCDA get fire easement for Tripoli Road? Tesha states if there is a fire the State Crash Unit responds to all calls around the airport. Tesha says there are already lockboxes on all of the cattle gates with keys inside to allow access in cases of emergencies. Tesha notes that both City Fire and Crash Units arrive.

Mike Lee – Would the property have an access gate off of Tripoli to allow fire fighters to gain access in to the preserve area? Tesha states that HCDA has always had access issues with people dumping etc. afraid access areas only make more points of illegal entry. Tesha states that if the Fire crews need access they will make their own access no matter what. Mike Lee mentioned locks he has seen in Maui on gates. These are thick metal boxes built on to the gates that fit locks very tight. So, bolt cutters can't get in. helps strengthen this part of a fence too. Project team will continue to work with HCDA on addressing concerns relative to project site safety and access that are separate from burial protection measures. The location of the burials within the interior portion of the proposed preserve provides a natural barrier. Some of these other issues could be addressed in the APP.

Kawika asks again about interior access as part of long term maintenance? Aunty Ka'anohi would rather not have a formal access as it may encourage unnecessary attention and nīele behavior.

Mike Lee asks about maintenance plan within the PV area as it will be close to preserve area and you don't want trees to pop up in the PV area. Kawika brought up that the plan is 30% in detail design. Current plan shows one contiguous preserve and two other smaller areas. A selection of invasive trees have been identified for potential removal. There will be a need for a firebreak between the preserve and the development area and an additional buffer area to be established.

Kawika shows the incomplete surveyor map. Kawika informs attendees that the current data shows some issues with the proximity of the project to the buffer areas of the proposed preservation area. Surveyor work to be completed in two weeks. Adjustments to development layout will occur to ensure all sites and buffers are accounted for.

Mike Lee asks if the preservation area will be filed with the Bureau of conveyances?

Tesha and Kawika unanimous yes.

Kawika said if there were additional comments or concerns, Mike Lee said about a five management plan. Mike Lee - what is the plan if somebody calls 9-1-1 the lighter come and checking what happens. Can HCD get the resources for Tropic Road? Tessa notes it there is a fire the State Civil Unit responds to all calls around the airport. Tessa says there are already lockboxes on all of the cattle gates with keys inside to allow access in cases of emergencies. Tessa notes that both CDF and Civil Unit notes.

Mike Lee - Would the property have an access gate off of Tropic to allow the lights to gain access in to the preserve area? Tessa notes that HCD has always had access issues with people dumping and should access means only make more points of illegal entry. Tessa notes that if the fire crew's need access they will make their own access no matter what. Mike Lee mentioned looks he has seen as about on Tropic. There are thick metal boxes built on to the gates that fit locks very tight so both entries can't get in. He says steel gates that part of a fence too. Project team will continue to work with HCD on addressing concerns relative to project site safety and access that are separate from partial preservation measures. The location of the panels within the interior portion of the proposed preserve provides a natural barrier. Some of these other issues could be addressed in the AEP.

Kawika asks again about interior access as part of long term maintenance. Andy Kawika would rather not have a formal access as it may encourage unnecessary attention and risky behavior.

Mike Lee asks about maintenance plan within the PV area as it will be close to preserve area and you don't want trees to pop up in the PV area. Kawika brought up that the plan is 30% in design. Current plan shows one contiguous preserve and two more smaller areas. A section of preserve must have been identified for potential removal. There will be a need for a buffer between the preserve and the development area and an additional buffer area to be established.

Kawika shows the map/plans survey map. Kawika informs members that the data on this shows some issues with the proximity of the project to the buffer area of the proposed preservation area. Survey work to be completed in two weeks. Adjustments to development layout will occur to ensure all sites and buffers are accounted for.

Mike Lee asks if the preservation area will be filed with the Bureau of Conservation?

Tessa and Kawika mentioned yes.

OIBC MEETINGS

The proposed project and the recognition of cultural descendants for the project has been on the agenda at the OIBC on four separate occasions.

On October 9, 2013, Jeff Overton of G70, Matt Blake of Aloha Solar Energy presented a PowerPoint presentation on the AIS findings. Wong-Kalu reminded the public and council members that no discussion was permitted and only testimony would be heard as the council no longer had quorum.

On December 11, 2013, the OIBC recognized the following cultural descendants to the possible burial mounds (Site #-7486 Feature 2 and Site #-7483 Feature 4):

Paulette Kaanohiokalani Kaleikini, Moani Umiaimoku
Kaleikini, Tuahine Kanekapolei Kaleikini, Kala Waahila Kaleikini,
Kalahikiola Mahikeahi Keliinoi, Kilinahe Ialuamoku Keliinoi,
Aliikaua Keawenuiaumi Kaleikini, Noeau Kamehanaokala
Kaleikini, Haloa Kekoo Namakaokalani Kaleikini, Mahiaimoku
Kekaulike Kaleikini, Moehonua Keaweamahi Kaleikini, Jim
Medeiros Senior, Michael Lani Keaweamahi, April Leimomi
Keaweamahi, Shanlyn Maile Keaweamahi Kanohokula, Brandy
Kalehua Kamohalii Caceres, Norman "Mana" Christopher Moore
Kaleilani Caceres, Kekamamakoakailihou Kaleilani Kamohalii
Caceres, Keahealaiianiikekamaehuokahikiku
Kiekiekananiokuulelehua Kamohalii Caceres,
Kekamakeuakauikuhaikalai Kalehuahiehie Kamohalii Caceres,
JR Keonekapu Williams, Kimball Kekaimalino Kaopio.

On May 14, 2014, G70 and SCS presented again on the completed AIS conducted for the proposed project.

On July 9, 2014, the OIBC recognized Michael Kumukauoha Lee as a cultural descendant to the possible burial mounds (Site #-7486 Feature 2 and Site #-7483 Feature 4) identified during the AIS. On June 28, 2017, the OIBC recognized four additional cultural descendants as named below:

**Piilani Keonealoha Kaleikini, Kahekilinuiahumanu Ulukou
Kaleikini, Heulu Kuaialii Kaleikini, and Lawakua Huanuikalalailai
Kaleikini.**

‘AHAHUI SIWILA HAWAI‘I O KAPOLEI (ASHOK)

On July 21, 2013 Kawika McKeague (G70), Kalani Ka‘anā‘anā and Matt Blake (Sunetric) held a meeting with 15 ASHOK members to discuss the proposed solar farm. The following points were discussed at the meeting:

ASHOK appreciated ASEF, SCS, and G70’s hard work to the make the best of a bad start. Appreciated the thoroughness of thought and approach in understanding the cultural landscape and figuring how to make the project fit into the landscape.

ASHOK supports preference and approach to preserve the trails despite the impacts from cut intrusions and other identified historical modifications that may have occurred as part of military occupation.

ASHOK supports preserve area concept and necessity to develop partnership and collaboration with KHP to develop area approach to site preservation.

ASHOK sought clarity to AIS conclusion for “no further work” on historical military features as some retirees from community that are active in other organizations may come out at HCDA meeting and voice their concern. Kawika McKeague suggested a couple of things:

a. Informed that G70 is working with HCDA on a cultural/community stakeholder meeting tentatively scheduled for August and prior to HCDA hearing which presents an opportunity to hear others’ concerns.

b. As we want to finalize and file the AIS, Kawika McKeague suggested that AIS recommend “selective data recovery/preservation” (need clarity from SCS to right professional language) for at least the plane crash site and coastal defense pillbox - from the perspective we don’t physically preserve these two features in their exact physical location. Remnants from crash site could go to aviation museum and maybe we find a better suitable place and re-adaptive use for pillbox (since it is portable and evidence suggest that it’s probably not in its original “historical context”). All other military related sites warrant no additional archaeological work.

c. Question after the meeting as to whether or not we could reuse any of the existing historical concrete platforms in place. Kawika McKeague said he did not know the answer as the project was in concept phase at this point. Kawika said consideration of potential use only if feasible to layout and structure foundation requirements.

For all sites/trails on the exterior of conceptual project layout, recommending at least a 10-20 m buffer of protection in this preliminary stage.

Regarding the two agricultural mounds to be impacted within the conceptual footprint- Kawika McKeague shared the AIS recommendation of “no further work” – folks were quietly hesitant and some discussion followed with their concerns (similar to those heard in KHP meeting). ASHOK believes there is cultural value and information within these sites. ASHOK shared one of two preferences to either

a. Preserve these two sites as-is with a designated buffer and have project develop and work around these sites. Kawika McKeague highlighted briefly the concern that this approach would potentially segment portions of conceptual layout but that project proponents could possibly adjust and recover in other areas to meet design objective.

b. Conduct data recovery for information (Uncle Shad’s recommendation) data recovery and removal of the site by hand (versus bulldozer). Couple options would be to spend time to deconstruct and reconstruct elsewhere in the property or approved area by HCDA as part of historical “remembrance” of kupuna (ancestors) footprint in the area. Soil strata of these sites would be screened for any artifact/ecofacts and report generated based upon findings. Artifacts/ecofacts could potentially become part of historical/cultural “museum” as part of KHP’s project to educate and share ‘ike (knowledge) with visitors. It was recognized this method versus buffer/preserve may be more aggressive and costly to ASEF but in the end, it would give full access to this area of land once data recovery. This is an unsettled issue relative to more talk story with ASHOK and others.

One concern raised about whether or not there are federal monies involved in project (was not a negative but wanting to make sure we were well prepared for others in community that might look for pukas in our process). If potential for federal involvement, there was a voiced concern about triggering NHPA and NAGPRA and utilization of these processes by others to stop and kill the project.

ASHOK recommended archaeological monitoring throughout project construction. The conversation did not get as far as to discuss what happens if we find a site within development area during monitoring.

Regarding Malden trail, the overlay constructed from 1825/1878 maps indicate plausibility/possibility that portion of this trail could be in our project area and could have been part of intrusion cut #1 (closest to Coral Sea Road). However, Kawika McKeague shared the inconsistency of overlaying maps from different eras and in his experience, has seen deviation variance as little as 10m up to several hundred meters. All to say, the line is not absolute truth. However, a part of our conceptual layout including part of the Malden Trail. Recommended early monitoring/mitigation to verify.

Issue of ho‘oponopono (conference in which relationships were set right) and appropriate mihi/huikala (repent/cleanse) still need to be refined for long-term. ASHOK appreciated our

recognition of applying and being mindful of this cultural approach to reconciliation. I see natural pathways of partnerships and our active participation is part of that mihi process.

On March 21, 2017 G70 and SCS conducted a consultation meeting with ASHOK. The meeting notes are as follows:

ASHOK supports the direction and intent of the archaeological preservation plan, burial treatment plan, and dismissal of data recovery plan. Recommends that archaeological sites near the development footprint consider appropriate buffers but did not cite specific delineation distances. Inquired as to what SHPD typically requires. The response was that it all depends on the type of site, location of site, and proximity to adjacent activity and land use. They would like to be update once the APP draft is prepared for further discussion [have since been updated].

ASHOK would like to be kept in the loop regarding any update from conditions assessment and finds during any supplemental work.

The biggest discussion point was about access to the proposed archaeological preserve area and how will it be utilized during the duration of the lease. Kawika McKeague said for now, the only thing on the table verified was passive preservation – i.e. probably provide perimeter fencing around the whole parcel and protecting the sites as-is with some periodic maintenance and inspection of sites. ASHOK sees an opportunity for perhaps a non-profit to collaborate with ASEF and HCDA as landowner to provide active preservation/restoration activities through place-based learning and stewardship. Great idea that requires discussion with ASEF and HCDA to define how that could be set up and what relationship/expectation could exist with ASEF as a partner during site control period. Kawika McKeague said he would bring that discussion to the appropriate persons at HCDA and the applicant and follow-up accordingly.

KALAELOA HERITAGE PARK ADVISORY GROUP

On June 28, 2013, G70 conducted a consultation meeting with the Kalaeloa Heritage Park Advisory Group to discuss the AIS and the proper mitigation measures of the newly identified historic properties. The following are the recorded notes from this meeting regarding preservation plans:

Agreed no further testing necessary for potential/probably burial sites. Treat them as burials

Possibilities include reuse of material on site.

General discussion regarding possible buffer zones for sites and component features.

Discussed the Heritage Park on 77 acres mauka of our project and the remote possibility that the preservation area from this project could be added to the heritage park.

Land locked sites, if necessary, is ok.

Discussion on need for archaeological monitoring.

KANEHILI HUI

On September 19, 2017 Kawika McKeague (G70), Nigel T. Kingsbury (SCS), and John Bond (Kanehili Hui) met at the intersection of Tripoli Road and Coral Sea Road to conduct a site visit within the project area. Prior to entering the property Kawika gave a brief introduction of the project, the historic properties identified in Medrano et al. (2014) AIS report, and the mitigation measures required for the project to proceed.

Nigel led the group to the aircraft crash site (Site #-7487 Feature 2A, 2B, and 2C). The group discussed the current preservation plan for the site, passive preservation. The group then proceeded to make its way to the historic military structural remnants (Site #-5120). Mr. Bond shared his knowledge of the military structures. Furthermore, he concurred that the structural remnants appeared to have been previously moved to their current position. Mr. Bond expressed interest of relocating these remnants to the Ewa Battle Field site.

Mr. Bond informed SCS and G70 that his research indicates that the parcel was utilized in the Cold War for nuclear weapons loading and unloading. Mr. Bond has provided SCS and G70 with numerous historic photographs of the project area and of the military structures as they would have looked in original condition.



Figure 5. Photograph of a similar pillbox as recorded within the current project area. Photograph courtesy of Mr. Bond.



Figure 6. Photograph of an anti-aircraft gun battery located outside of the project area. The photograph is an example of what the military structural remnants recorded within the current project area would look like if they were in situ. Photograph courtesy of Mr. Bond.

SCS and G70 look forward to continued consultation with Mr. Bond of Kanehili Hui until Archaeological Preservation Plan is completed.

INTERIM BUFFER ZONES

All sites identified within TMK: (1) 9-1-013:070 shall have a minimum permanent buffer zone of 10 feet from the edge of each feature outward in all directions. An additional 10-foot interim buffer will be added during all construction activities. This additional buffer will ensure each feature is a minimum of 20 feet from construction activities. Site #-7501 Feature 1, shall have a 10 foot permanent buffer and an additional 7 foot interim buffer. This additional buffer will ensure that Site # 7501 Feature 1 will be 17 feet from any construction activities.

The buffer zones will be surveyed, added to all construction plans prior to construction activities, and non-biodegradable survey pins shall be inserted into the ground along the exterior boundary of the buffer zone at appropriate intervals. Inspection of the survey pins and buffer zones shall also be inspected regularly in order to ensure the integrity of the interim buffer zone.

INTERIM SITE PRESERVATION

Pursuant to the DLNR § 13-277 Hawaii Administrative Rules, preservation of the 23 sites and 146 associated features listed above will take the form of avoidance and protection, also referred to as *conservation*. It is proposed herein that these existing sites and features will be left in place and afforded an interim buffer zone demarcated by yellow construction tape, erected 20 feet from the archaeological features. The interim preserve area will consist of a single large preserve in the northern portion of the parcel (including the burial mound locations) and eight smaller landlocked preserve areas. This “archaeological preserve” will afford full protection of the historic properties. The following sections outline the necessary interim preservation measures that will apply.

INTERIM PROTECTION MEASURES

Interim protection measures outlined here are applicable to all sites and features to be preserved within TMK: (1) 9-1-013:070. The interim protection measures will be implemented prior to any form of ground disturbing activities and verification shall be presented to the SHPD prior to any work being performed within TMK: (1) 9-1-013:070 is performed. All monitoring conventions as outlined in the SHPD approved AMP (Kingsbury et al. 2017B) shall be followed. Additionally, the following interim protection measures shall be followed.

1. No work shall be initiated within TMK: (1) 9-1-013:070 prior to informing SHPD of the projects scope and site plans showing proximity to the interim buffer zone as described here.

2. Prior to the initiation of any and all work associated with the project an archaeologist shall inspect and record that all interim preservation measures are in place. The archaeologist shall submit a brief document to the SHPD verifying that all interim preservation measures are in place prior to the initiation of work on site.
3. Under the projects, SHPD approved (Kingsbury et al. 2017B), AMP the archaeological monitor shall ensure that the interim protection measures are in place throughout the duration of the project. ASEF II Site Supervisor to inspect interim protection measures in addition to the archaeological monitor.
4. Additionally, all land altering work within TMK: (1) 9-1-013:070 parcel shall be subject to archaeological monitoring. Furthermore, there will be no work within the interim buffer zone. All work outside of the interim buffer shall be monitored by an archaeologist.
5. The preserve portions of TMK: (1) 9-1-013:070, containing the sites and associated features stipulated within this document, shall be cordoned off from the area planned for development by yellow caution tape. This will be accomplished under the supervision of a qualified archaeologist and recorded by a surveyor.
6. Within the preserve boundaries, no stones whether stacked, piled, or strewn about shall be moved, lifted, pushed, or affected in anyway.
7. The caution tape barrier shall consist of two rows of caution tape an upper alignment will be 5 feet off the ground and a lower one at 3 feet off the ground.
8. This caution tape barrier shall be placed 20 feet away (toward the proposed project area) from all sites and associated features to effectively establish a 20-foot interim buffer zone. Except for Site #-7501 Feature 1 which will have a caution tape barrier 17 feet away (toward the proposed project area), effectively establishing a 17 foot buffer between the feature and the construction activities.
9. Access to the interim preservation area will be strictly off limits to machinery, ground disturbance, and most construction related individuals.
10. The interim preserve is off limits as a storage area for construction materials, machines, parking, or personnel.
11. Individuals allowed in to the interim preserve area include recognized cultural descendants, archaeologist, the landowner (HCDA representative), ASEF II project management, and those assigned to clear the interim preserve of modern trash that may enter, via wind or water, the interim preserve area during the construction related activities. Construction personnel required to construct the pathway to the preserve area or firebreak may enter the preserve area when accompanied by a qualified archaeological monitor.
12. If vegetation clearing within the interim preserve area is deemed necessary to avoid site and or feature destruction then the SHPD shall be notified in writing of the planned vegetation clearing, how the work is to be accomplished, who is to perform the work, and photographs documenting the vegetation and proximity to sites and or features shall be included. SHPD shall determine the appropriate mitigation measures.
13. If an act of nature (earthquake, tsunami, or fire) were to damage the sites or features SHPD shall be notified of the damages to the sites and associated features.
14. A botanical specialist shall be contracted for the portion of the project to be developed. The botanical specialist will be contracted with the taking of cuttings

REFERENCES

Davis, B.D.

- 1986 *Phase 3-Data Recovery Plan for Archaeological and Paleontological Excavations, West Beach Data Recovery Program, West Beach Resort, Hono`uli`uli, `Ewa, Island of O`ahu.* Paul H. Rosendahl, Ph.D., Inc., Hilo, HI.

Haun, A.E.

- 1991 *An Archaeological Survey of the Naval Air Station, Barber 2 Point, O`ahu, Hawai`i.* Applied Research Group, Bishop Museum, Honolulu.

Kingsbury, Nigel T. Chonnikarn Kehajit, and Robert L. Spear

- 2017 B *Archaeological Monitoring Plan for the Proposed Solar Farm in Kalaeloa Honouliuli Ahupua`a, `Ewa District, Island of O`ahu, Hawai`i TMK: (1) 9-1-013:070 and Coral Sea Road ROW (por.).* Prepared by Scientific Consultant Services Inc., Honolulu, HI. Prepared for Aloha Solar Energy Fund II LLC., Honolulu, HI. On behalf of HCDA,

Kingsbury, Nigel T., Emily Johnston-O`neill, and Robert L. Spear

- 2017 A *Burial Treatment Plan for Two Burial Locations Within a Proposed Archaeological Preservation Preserve at a Proposed Solar Farm in Kalaeloa, Honouliuli Ahupua`a, `Ewa District, Island of O`ahu, Hawai`i. TMK: (1) 9-1-013:070 (por.).* Prepared by Scientific Consultant Services, Inc., Honolulu, HI. Prepared for Aloha Solar Energy Fund II, LLC., Honolulu HI. On behalf of HCDA.

Kingsbury, Nigel T. and Robert L. Spear

- 2017 A *Archaeological Literature Review & Field Inspection in Support of the Proposed Utility Corridor of the Proposed Kalaeloa Solar Farm Undertaking Through FDR/CRS Terminal Along Coral Sea Road and Across Roosevelt Avenue Honouliuli Ahupua`a, `Ewa District, O`ahu Island, Hawai`i TMK No. [1] 9-1-013:070 (por.) and Coral Sea Road Right-of-Way.* Prepared by Scientific Consultant Services Inc., Honolulu, HI. Prepared for Group 70 International Inc., Honolulu, HI. On behalf of HCDA.

- 2017 B *Addendum AIS to Medrano et al. 2014 AIS: Archaeological Assessment Report in Support of the Proposed Utility Corridor of the Proposed Kalaeloa Solar Farm Project Through FDR/CRS Terminal Along Coral Sea Road and Across Roosevelt Avenue, Honouliuli Ahupua`a, `Ewa District, Island of O`ahu, Hawai`i (TMK: [1] 9-1-013:070 [por.] and Coral Sea Road Right-of-Way).* Prepared by Scientific Consultant Services Inc., Honolulu, HI. Prepared for Aloha Solar Energy Fund II LLC., Honolulu, HI. Prepared on behalf of Hawai`i Department of Highways and HCDA.

Medrano, Stephanie, Cathleen A. Dagher, Michael Dega, and Robert L. Spear.

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Tuggle, H. David, and M. J. Tomonari-Tuggle

- 1994 *Cultural Resources of Naval Air Station, Barbers Point: Summary, Assessment, and Inventory Research Design*, Task 1b: Archaeological Research Services for the, Proposed Cleanup, Disposal, and Reuse of Naval Air Station, Barbers Point, O'ahu, Hawai'i. International Archaeological Research Institute, Inc., Honolulu

- 1997 *Synthesis of Cultural Resource Studies of the 'Ewa Plain*, Task 1a: Archaeological Research Services for the Proposed Cleanup, Disposal and Reuse of Naval Air Station Barbers Point, O'ahu, Hawai'i. International Archaeological Research Institute, Inc., Honolulu.

Wickler, S.K. and H.D. Tuggle

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APPENDIX A: SHPD CONSULTATION

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



HISTORIC PRESERVATION DIVISION DEPARTMENT OF LAND AND NATURAL RESOURCES

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KAOHOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

February 25, 2014

Dr. Robert Spear
Scientific Consultant Services, Inc.
1347 Kapiolani Boulevard, Suite 408
Honolulu, Hawaii 96814

LOG NO: 2013.6641, 2014.00823,
2014.00528
DOC NO: 1402SL27
Archaeology

Dear Dr. Spear:

**SUBJECT: Chapter 6E-8 Historic Preservation Review--
Archaeological Inventory Survey Report for a Proposed Solar Farm in Kalaeloa
Honouliuli Ahupua'a, 'Ewa District, O'ahu Island, Hawai'i
TMK: (1) 9-1-013:070**

Thank you for the opportunity to review this revised report titled *Archaeological Inventory Survey Report for a Proposed Solar Farm in Kalaeloa, Honouliuli Ahupua'a, 'Ewa District, O'ahu Island, Hawai'i* [TMK: (1) 9-1-013:070] (Medrano et al., February 2014). We received this submittal on February 25, 2014.

The archaeological inventory survey (AIS) was conducted by Scientific Consultant Services, Inc. (SCS) of 44 acres of undeveloped land in support of a proposed solar farm. The property owner is Hawai'i Community Development Authority (HCDA). The AIS identified 23 historic properties (Table 1), of which two were previously identified (Sites 5119 and 5120). The sites mainly consist of complexes of Traditional Hawaiian habitation and/or agricultural, refuse, and storage features. Also present are two probable burial features (Site 7483, Feature 4, and Site 7486, Feature 2), one site containing a military airplane wreckage (Site 7487) and one site containing military structural remnants (Site 5120).

Data recovery is recommended for Site 7487, Features 2A-2C and for Site 7502, Feature 1, while all other sites and/or features are recommended for preservation. Site 7487, Features 2A-2C (airplane crash wreckage) were recommended for data recovery because the Pacific Aviation Museum expressed interest in having the site further documented and having all materials collected for possible display. Site 7502, Feature 1 (agricultural rock mound) was recommended for data recovery because it will be impacted during installation of the solar farm structures. All of the sites are recommended as significant pursuant to Hawai'i Administrative Rules (HAR) §13-275-6 under Criterion d (have yielded, or has potential to yield, information important to prehistory or history). Sites 7483 and 7486 also are recommended as significant under Criterion e (importance to Native Hawaiians) because of the probable presence of Native Hawaiian burials. Four mitigation measures are recommended to address potential for construction of the solar farm to adversely affect historic properties. These consist of (1) a preservation plan for all historic properties recommended for preservation (see Table 1); (2) a burial treatment plan for Site 7483, Feature 4 and for Site 7486, Feature 2 which have been identified as probable burial features; (3) a data recovery plan for Site 7487, Features 2A-2C and for Site 7502, Feature 1; and (4) an archaeological monitoring plan for on-site monitoring during all project-related ground disturbing activities to address any potential subsurface historic properties that may be encountered and to ensure that the sites recommended for preservation are not adversely impacted during construction. We concur with the site assessments and mitigation recommendations.

The report provides adequate discussion of the project environs, cultural and historical background, previous archaeological investigations, field and laboratory methods and results, and the site assessment and mitigation recommendations. The revisions adequately address the issues and concerns raised in our earlier review correspondence (October 18, 2013; Log No. 2013.4819, Doc. No. 1310SL16), and in our project meetings and email correspondence pertaining to several interim drafts (November 22, 2013; February 5, 21, and 25, 2014).

Figure 7. SHPD acceptance letter of the AIS

Dr. Spear
February 25, 2014
Page 2

The archaeological inventory survey report meets the requirements specified in HAR §13-276-5. It is accepted by SHPD. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office.

Please contact me at (808) 692-8019 or at Susan.A.Lebo@hawaii.gov if you have any questions regarding this letter.

Aloha,

Susan A. Lebo

Susan A. Lebo, PhD
Oahu Lead Archaeologist

Table 1. Archaeological Historic Properties Identified During AIS.

SIHP	Total Features	Feature Types	Function	Significance Recommendation	Mitigation Recommendation
7483	10	Karst pits, mounds (possible burial), mounds (agriculture)	Ag/refuse, w/possible burial component	d, e (Feature 4)	Preservation
7484	3	Karst pits, midden scatter	Ag/refuse, habitation complex	d	Preservation
7485	2	Karst pit, mound	Ag/refuse	d	Preservation
7486	5	Karst pits, linear path, and rock mound	Ag/refuse, ranching, transportation, w/possible burial component	d, e (Feature 2)	Preservation
7487	12	Karst pits, airplane crash remnants, concrete pads, L-shaped structure, and platform/wall	Ag/refuse, storage, military, and boundary	d	Preservation, Data Recovery (Features 2A-2C)
7488	1	Karst pit	Ag/refuse	d	Preservation
7489	2	Karst pits	Ag/refuse	d	Preservation
7490	3	Karst pits, walled karst pit	Ag/refuse	d	Preservation
7491	1	Path	Transportation	d	Preservation
7492	45	Rock mounds, enclosures, and C-, reverse J-, L-, T-, and U-shaped structures	Ag/habitation complex	d	Preservation
7493	1	Karst pit	Storage/refuse	d	Preservation
7494	1	Walled karst pit	Ag/storage	d	Preservation
7496	2	Platform, platform/mound	Ag/habitation and storage complex	d	Preservation
7497	1	Rock mound	Ag	d	Preservation
7498	3	Karst pits	Ag/refuse, storage complex	d	Preservation
7499	3	Karst pits, walled karst pit	Ag/storage and refuse complex	d	Preservation
5119	37	Karst pits, and C-, L-, and U-shaped structures	Ag/refuse, storage, habitation complex	d	Preservation
5120	9	Karst pit, wall, concrete pad, guard shack, and concrete enclosure, foundations, and pillbox	Ag/refuse, military, boundary	d	Preservation
7500	1	Karst pit	Ag/refuse	d	Preservation
7501	1	Mound	Dozer push pile	d	Preservation
7502	1	Mound	Ag	d	Data Recovery (Feature 1)
7503	1	C-shaped structure	Habitation	d	Preservation
7504	2	Karst pit, mound	Ag/refuse	d	Preservation

Figure 8. SHPD acceptance letter of the AIS.

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DEPARTMENT OF LAND AND NATURAL RESOURCES

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CONSERVATION AND RESOURCES ENFORCEMENT
(ZOOLOGISTS)

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAPOLAHU ISLAND RESERVE COMMISSION
LAND
STATE PARKS

May 29, 2017

Chris M. Yamamoto
Right-of-Way Manager
Highways Division
Department of Transportation
Right-of-Way Branch, Rm 691
Kapolei, HI 96707
Email: Chris.M.Yamamoto@hawaii.gov

Log No.: 2017.00844
Doc. No.: 1705KM06
Archaeology

Dear Mr. Yamamoto:

SUBJECT: **Chapter 6E-8 Historic Preservation Review –
Request for Consultation – HWY-RM-3-93442
Aloha Solar Energy Fund/II LLC Project along Coral Sea Road
Honouliuli Ahupua'a, Ewa District, Island of O'ahu
TMK: (1) 9-1-013:070 por. and Coral Sea Road Right-of-Way**

Thank you for the request for consultation regarding the proposed Aloha Solar Energy Fund/II LLC (ASEF) project. The State of Hawaii Department of Transportation (HDOT) is consulting on behalf of the project proponent, ASEF. The State Historic Preservation Division (SHPD) received this submittal on April 27, 2017. The submittal includes a cover letter and an attached field inspection report titled *Archaeological Literature Review and Field Inspection in Support of the Proposed Utility Corridor of the Proposed Kalaheo Solar Farm Undertaking through FDR/CRS Terminal Along Coral Sea Road and Across Roosevelt Avenue, Honouliuli Ahupua'a, Ewa District, Island of O'ahu, Hawai'i, TMK No. [1] 9-1-013:070 por. and Coral Sea Road Right-of-Way* (Kingsbury and Spear, February 2017).

The submittal indicates that the proposed project involves two components: installation of a photovoltaic utility farm within Parcel 070, and installation of a 12kV electrical line extending from Parcel 070 and into the Coral Sea Road Right-of-Way (CSR ROW). The first component, the solar farm within Parcel 070, includes 44.28 acres owned by the Hawaii Community Development Authority (HCDA) and the SHPD accepted the archaeological inventory survey (AIS) for the project on February 25, 2014 (Log No. 2013.6641, 2014.00823, 2014.00528; Doc. No. 1402SL27). The second component, the 12 kV electric line, includes 9400 linear feet that includes a portion of Parcel 070 and the CSR ROW owned by HDOT. Approximately 3800 ft. of the line will be underground while the remaining portions will be overhead lines. The line will be installed parallel to CSR and eventually connect to a conduit near Roosevelt Avenue and Renton Road.

In support of the historic preservation review process, a literature review and field inspection (LRFI) of the second component was completed in February 2017 (Kingsbury and Spear). The LRFI involved a 100% pedestrian survey of the 18.32 project area. No surface historic properties were identified within the project area; however, a number of limestone dissolution pit caves were observed outside of the CSR ROW. Although dissolution pit caves are sometimes known to contain cultural deposits (including artifacts, midden remains, human burials, etc.) no dissolution pit caves occurred within the CSR ROW and the density of caves increases away from the ROW. The LRFI recommends an AIS due to the potential to encounter pit caves and subsurface deposits below the CSR ROW.

In addition to the LRFI, the submittal indicates that an AIS is recommended and proposes a testing strategy. The proposed testing strategy involves limited subsurface testing of 5 test trench excavations within the underground

Figure 9. SHPD LRFI recommendation concurrence letter.

Mr. Yamamoto
May 29, 2017
Page 2

portion of the utility corridor and at least one additional trench in the area where utility poles will be placed for the overhead segments of the corridor.

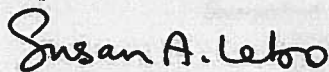
Based on the above information, the SHPD concurs with the recommendation for an AIS. SHPD requests that the selected archaeological consultants contact us regarding the proposed AIS testing strategy, to ensure that the study meets the requirements of HAR §13-276.

SHPD looks forward to reviewing the archaeological inventory survey report, pursuant to HAR §13-276, as well as any subsequent mitigation plans as appropriate, based on the survey findings, prior to initiation of the proposed project. Please refer to the SHPD website for a listing of archaeological firms.

Finally, although the LRFI (Kingsbury and Spear, February 2017) document does not fulfill the requirements of an archaeological inventory survey as specified in Hawai'i Administrative Rules (HAR) §13-276, it serves to facilitate project planning and supports the historic preservation review process. Please send one hardcopy of the document, clearly marked FINAL, along with a copy of this review letter and a text-searchable PDF version on CD to the Kapolei SHPD office, attention SHPD Library.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi.R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,



Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Dean Nishimura, HDOT (Dean.N.Nishimura@hawaii.gov)
Morgan Davis, SCS (morgan@scshawaii.com)

Figure 10. SHPD LRFI recommendation concurrence letter.

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September 11, 2017

Michael Stout, Project Manager
Aloha Solar Energy Fund II
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819
Email: MStout@ecc.net

IN REPLY REFER TO:
Log No.: 2017.01876
Doc. No.: 1709KM03
Archaeology

Dear Mr. Stout:

SUBJECT: **Chapter 6E-8 Historic Preservation Review –
Addendum Archaeological Inventory Survey for the Proposed
Utility Corridor for the Kalaheoa Solar Farm Project
Honouliuli Ahupua'a, Ewa District, Island of O'ahu
TMK: (1) 9-1-013:070 por. And Coral Sea Road Right-of-Way**

Thank you for the opportunity to review the draft report titled *Addendum AIS to Medrano et al. (2014) AIS: Archaeological Assessment Report in Support of the Proposed Utility Corridor of the Proposed Kalaheoa Solar Farm Project through FDR/CRS Terminal Along Coral Sea Road and Across Roosevelt Avenue, Honouliuli Ahupua'a, Ewa District, Island of O'ahu, Hawaii*. TMK: (1) 9-1-013 [por.] and Coral Sea Road Right-of-Way (Kingsbury and Spear, August 2017). The State Historic Preservation Division (SHPD) received this submittal on August 23, 2017. The SHPD previously concurred with the recommendation for additional survey work for the newly-added utility corridor work on May 29, 2017 (Log No. 2017.00844, Doc. No. 1705KM06). The testing strategy for the additional work was accepted on June 9, 2017 via email (Kimi Matsushima [SHPD] to Morgan Davis [Scientific Consultant Services]).

This addendum archaeological inventory survey was prepared at the request of G70 on behalf of the HCDA and the Aloha Solar Energy Fund II (ASEF), the project proponents. The proposed project involves two components: installation of a photovoltaic utility farm within Parcel 070, and installation of a 12kV electrical line extending from Parcel 070 and into the Coral Sea Road Right-of-Way (CSR ROW). The first component, the solar farm within Parcel 070, includes 44.28 acres owned by the Hawaii Community Development Authority (HCDA) and the SHPD accepted the archaeological inventory survey (AIS) for that portion of project on February 25, 2014 (Log No. 2013.6641, 2014.00823, 2014.00528, Doc. No. 1402SL27). The second component, the 12kV electric line, includes 9400 linear feet with a portion of Parcel 070 and the CSR ROW owned by HDOT. Approximately 3800 ft. of the line will be underground while the remaining portions will be overhead lines. The 12kV line component includes approximately 18.32 acres and will be installed parallel to CSR and eventually connect to a conduit near Roosevelt Avenue and Renton Road.

The AIS fieldwork involved a 100% pedestrian survey and subsurface testing involving the excavation of 6 trenches within the area that the 12kV is planned to be underground. In general, the excavations revealed a relatively uniform stratigraphy of recent fill deposits, with some natural alluvium, overlying a very shallow limestone bedrock. All of the excavations terminated above 1.0 mbs and at least two excavations (ST-4 and ST-5) encountered the limestone bedrock immediately below the roadway/road ROW surface. Additionally, two excavations (ST-1 and ST-6) terminated due to buried utility lines. No subsurface cultural deposits or historic properties were identified during the AIS fieldwork. Due to the negative findings, the results of this inventory survey are reported as an archaeological assessment (AA) per Hawaii Administrative Rules (HAR) §13-275-5.

Figure 11. SHPD Addendum AA acceptance letter.

Mr. Stout
September 11, 2017
Page 2

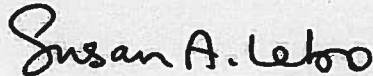
Although no historic properties were identified within the 12kV portion of the project, historic properties were identified within the Parcel 070 area during the original Medrano et al. (2014) AIS. Therefore, the current addendum AA recommends the project effect determination remain, "effect, with proposed mitigation commitments." Kingsbury and Spear (2017) recommend that the 12kV portion also be covered under the archaeological monitoring program; however, the low potential to encounter historic properties warrants on-call monitoring.

Based on the above information, the results of the addendum AA work does not change the original project effect determination for the overall project. Therefore, the SHPD's determination remains "effect, with proposed mitigation commitments." The SHPD concurs with the recommendation of on-call monitoring for the 12kV portion and additional mitigation as appropriate for the other portion (Parcel 070) of the project.

The report meets the minimum requirements of Hawaii Administrative Rules (HAR) §13-276-5. **It is accepted.** Please send one hardcopy of the document, clearly marked FINAL, along with a text-searchable PDF version to the Kapolei SHPD office, attention SHPD Library.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi.R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,



Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Kawika McKeague, G70 (kawikam@g70.design)
Morgan Davis, SCS (morgan@scshawaii.com)
Nigel Kingsbury, SCS (nigel@scshawaii.com)
Chris M. Yamamoto, HDOT (Chris.M.Yamamoto@hawaii.gov)

Figure 12. SHPD Addendum AA acceptance letter.



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COMMISSION ON VULNERABILITY MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
HISTORIC
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAIHOLOLAU ISLAND RESERVE COMMISSION
LAND
STATE PARKS

October 6, 2017

Michael Stout, Project Manager
Aloha Solar Energy Fund II
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819
Email: MStout@ecc.net

IN REPLY REFER TO:
Log No.: 2017.01876
Doc. No.: 1710KM03
Archaeology

Dear Mr. Stout:

SUBJECT: Chapter 6E-8 Historic Preservation Review –
Archaeological Monitoring Plan for the Proposed
Utility Corridor for the Kakaēloa Solar Farm Project
Honouliuli Ahupua'a, Ewa District, Island of O'ahu
TMK: (1) 9-1-013:070 por. And Coral Sea Road Right-of-
Way

Thank you for the opportunity to review the draft plan titled *Archaeological Monitoring Plan for the Proposed Solar Farm in Kakaēloa, Honouliuli Ahupua'a, Ewa District, Island of O'ahu, Hawai'i*, TMK: (1) 9-1-013:070 por. And Coral Sea Road Right-of-Way (Kingsbury et al. September 2017). The State Historic Preservation Division (SHPD) received this submittal on September 19, 2017. The SHPD previously accepted additional survey work for the newly-added utility corridor work on September 11, 2017 (Log No. 2017.01876; Doc. No. 1709KM03).

The HCDA and the Aloha Solar Energy Fund II (ASEF) are the project proponents and the proposed project involves two components: installation of a photovoltaic utility farm within Parcel 070, and installation of a 12kV electrical line extending from Parcel 070 and into the Coral Sea Road Right-of-Way (CSR ROW). The first component, the solar farm within Parcel 070, includes 44.28 acres owned by the Hawaii Community Development Authority (HCDA) and the SHPD accepted the archaeological inventory survey (AIS) for that portion of project on February 25, 2014 (Log No. 2013.6641, 2014.00823, 2014.00528; Doc. No. 1402SL27). The second component, the 12kV electric line, includes 9400 linear feet with a portion of Parcel 070 and the CSR ROW owned by HDOT. Approximately 3800 ft. of the line will be underground while the remaining portions will be overhead lines. The 12kV line component includes approximately 18.32 acres and will be installed parallel to CSR and eventually connect to a conduit near Roosevelt Avenue and Renton Road.

The original AIS (Medrano et al. 2014) for Parcel 070 documented a total of 23 historic properties (Sites 50-80-12-7483 to 7494, 7496-7504, 5119, and 5120) and the addendum survey (Kingsbury and Spear 2017) identified no additional historic properties. Both surveys recommended the proposed project would have an effect on historic properties and provided mitigation recommendations that included preservation, data recovery, and archaeological monitoring. Furthermore, Kingsbury and Spear (2017) recommend that the 12kV portion also be covered under the archaeological monitoring program; however, the low potential to encounter historic properties warranted on-call monitoring.

Based on the above information, this archaeological monitoring plan (AMP) was prepared in support of the mitigation recommendations provided by Medrano et al. (2014) and Kingsbury and Spear (2017). The AMP was also prepared at the request of G70 on behalf of the HCDA and the ASEF. Due to the potential to encounter WWII era features, limestone walls and platforms, modified outcrops, and habitation sites.

Figure 13. SHPD AMP acceptance letter.

The AMP stipulates the following:

- Pre-construction coordination briefing shall be conducted prior to construction activities to discuss the monitoring program provisions, project plans, and any interim measures;
- On-site archaeological monitoring for all project related ground disturbance;
- The archaeological monitor shall ensure that the interim protection measures are in place prior to project work and remain intact for the duration of project work;
- The archaeological monitor shall have the authority to temporarily halt all activity in the area in the event of a potential historic property being identified, or to record archaeological information for cultural deposits or features;
- In the event that non-burial historic properties are identified, the provisions outlined in HAR §13-279 will be followed and SHPD shall be notified of the find and consulted with regarding the treatment and documentation; and
- If human remains are identified, work will cease in the vicinity, SHPD will be notified, and compliance with procedures outlined in HAR §13-300-40 and SHPD directives shall be followed.

Documentation of non-burial cultural deposits will include recording stratigraphy using USDA soil descriptions, recordation of feature contents through excavation or sampling of features, representative scaled profile drawings, photo-documentation, and appropriate laboratory analysis of collected samples and artifacts. Laboratory analysis may include but not be limited to wood taxa identification, radiocarbon dating, pollen analysis, invertebrate and vertebrate identification. Charcoal samples shall be submitted for wood taxa identification prior to radiocarbon dating. Final curation shall be determined in consultation with the SHPD and the landowner. Departure from these provisions shall occur only in consultation with and concurrence from SHPD.

The plan meets the minimum requirements of Hawaii Administrative Rules (HAR) §13-279-4. It is accepted. Please send one hardcopy of the document, clearly marked FINAL, along with a text-searchable PDF version to the Kapolei SHPD office, attention SHPD Library.

SHPD requests to be notified at the start of archaeological monitoring. Upon completion of archaeological monitoring fieldwork, SHPD looks forward to reviewing an archaeological monitoring report meeting the requirements of HAR §13-279-5.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi.R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,

Susan A. Lebo

Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Kawika McKeague, G70 (kawikam@g70.design)
Morgan Davis, SCS (morgan@scshawaii.com)
Nigel Kingsbury, SCS (nigel@scshawaii.com)
Tessa Malama, HCDA (tessa.malama@hawaii.gov)

Figure 14. SHPD AMP acceptance letter.



DAVID Y. IGE
GOVERNOR OF
HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
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SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
ROBERT E. MASUDA
FIRST DEPUTY
JEFFREY T. PEARSON, R.E.
DEPUTY DIRECTOR - WATER
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES REFORM
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND OIL AND GAS
LAND
STATE TREES

October 12, 2017

Jesse Souki, Executive Director
Hawaii Community Development Authority
547 Queen Street
Honolulu, HI 96813
Email: jesse.k.souki@hawaii.gov

IN REPLY REFER TO:
Log No.: 2017.02244
Doc. No.: 1710KM07
Archaeology

Dear Mr. Souki:

SUBJECT: Chapter 6E-8 Historic Preservation Review -
Compliance for the Proposed Kalaeloa Solar Farm Project
Request for 2-Step Verification Process
Honouliuli Ahupua'a, Ewa District, Island of O'ahu
TMK: (1) 9-1-013:070 por. and Coral Sea Road Right-of-Way

Thank you for the request to resolve outstanding items related to the proposed Kalaeloa Solar Farm Project. The submittal includes the request and accompanying supporting document titled *Field Condition Assessment Inspection of All Sites and Component Features Previously Identified Within a Proposed Solar Farm in Kalaeloa, Honouliuli Ahupua'a, Ewa District, Island of O'ahu, Hawaii, TMK: (1) 9-1-013:070* (Kingsbury and Spear, July 2017). The submittal requests the State Historic Preservation Division's (SHPD) concurrence on three items: that the requirements of the 2012 Mitigation Plan have been addressed, revised mitigation recommendations for two sites from archaeological data recovery to preservation, and the implement the 2-step verification process. The SHPD received this submittal on October 9, 2017.

The HCDA and the Aloha Solar Energy Fund II (ASEF) are the project proponents; however, HCDA is the landowner. The proposed project involves two components: installation of a photovoltaic utility farm within Parcel 070, and installation of a 12kV electrical line extending from Parcel 070 and into the Coral Sea Road Right-of-Way (CSR ROW). The first component, the solar farm within Parcel 070, includes 44.28 acres owned by the Hawaii Community Development Authority (HCDA). The second component, the 12kV electric line, includes 9400 linear feet (18.32 acres) with a portion of Parcel 070 and the CSR ROW (State of Hawaii Department of Transportation) and will be installed parallel to CSR and eventually connect to a conduit near Roosevelt Avenue and Renton Road.

Pursuant to HRS §6E-8 and HAR §13-275-3(b)(1-5), HCDA and ASEF has completed the following five of the six historic preservation review procedural steps:

- (1) Identification and inventory to determine if historic properties are present and, if so, to identify and document them;
- (2) Evaluation of significance;
- (3) Effect determination;
- (4) Mitigation commitments; and
- (5) Detailed mitigation plan(s).

Figure 15. SHPD 2-step approval letter.

(1) Identification and Inventory

The original AIS (Medrano et al. 2014) for Parcel 070 documented a total of 23 historic properties (Sites 50-80-12-7483 through 7494, 7496 through 7504, 5119, and 5120). The SHPD accepted the archaeological inventory survey (AIS) for that portion of the project on February 25, 2014 (Log No. 2013.6641, 2014.00823, 2014.00528; Doc. No. 1402SL27).

An addendum survey (Kingsbury and Spear 2017) was recently completed for the 12kV corridor segment and identified no additional historic properties. The SHPD accepted the addendum survey on September 11, 2017 (Log No. 2017.01876, Doc. No. 1709KM03).

(2) Evaluation of Significance

Historic properties were assessed as significant per HAR §13-275-6 based on the following criteria: (a) Historic property reflects major trends or events in the history of the state of nation, (b) Historic property is associated with the lives of persons significant in our past, (c) Historic property is an excellent example of a site type, (d) Historic property has yielded or may be likely to yield information important in prehistory or history, and (e) Historic property has cultural significance to an ethnic group, including, but not limited to, religious structures, burials, and traditional cultural properties.

Pursuant to HAR §13-275-3(b)(2), the site significance evaluations for the identified historic properties are as follows:

- Sites 5119, 5120, 7484, 7485, 7487, 7488 through 7494, 7496 through 7504 were assessed significant under Criterion d (information potential) only, and
- Site 7483 and 7486 were assessed significant under Criteria d (information potential) and e (cultural or religious importance).

Sites 7483 and 7486 are two possible burials. However, based on community consultation at the time of the Medrano et al. (2014) survey, Sites 7483 and 7486 are considered human burials and significant under Criterion e. Furthermore, as of June 28 2017, the SHPD has recognized 27 cultural descendants to the possible burials. The project has had and continues to have consultation with all recognized descendants and other groups including the Office of Hawaiian Affairs (OHA), the 'Ahahui Siwila Hawai'i O Kapolei, and the Kalaeloa Heritage Park Advisory Group.

(3) Effect Determination

Both surveys recommended the proposed project would have an effect on historic properties and provided mitigation recommendations that included preservation, data recovery, and archaeological monitoring. Furthermore, Kingsbury and Spear (2017) recommend that the 12kV portion also be covered under the archaeological monitoring program; however, the low potential to encounter historic properties warranted on-call monitoring.

Pursuant to HAR §13-275-3(b)(3), the project effect determination is "effect with proposed mitigation commitments".

(4) Mitigation Commitments

The original mitigation in response to a violation proposed included multiple components (October 31, 2012; Log No. 2012.2842, Doc. No. 1210SL42). The original 2012 Mitigation Plan included completion of an archaeological inventory survey plan (AISP), and installation of an interim fence on Parcel 070. As the current submittal indicates, neither the AISP or the interim fencing were completed. On February 16, 2017, the SHPD agreed that an after-the-fact AISP was not necessary. In consideration of the unfulfilled fencing mitigation and upon the request of the SHPD, a condition assessment of the sites was recently completed. The condition assessment (Kingsbury and Spear, July 2017) revisited all of the sites and features originally identified by Medrano et al. (2014), and assessed them for any visual damage. The condition assessment found

Figure 16. SHPD 2-step approval letter.

all sites and features virtually unchanged from the original documentation, save for Site 7487 Feature 2C (elements of a plane wreckage) for which the wing was observed turned over but undamaged.

The Medrano et al. (2014) survey originally provided mitigation recommendations of preservation for 21 of the 23 sites, data recovery for 2 sites (Site 7487 Features 2A-2C, Site 7502 Feature 1), and archaeological monitoring for the project. The SHPD concurred with the original mitigation recommendations on February 25, 2014 (Log No. 2013:6641, 2014.00823, 2014.00528; Doc. No. 1402SL27). The current submittal indicates that due to recent consultation with community groups and cultural descendants, and as the data recovery effort would potentially further damage Sites 7487 and 7502, preservation of all sites is preferred and data recovery is no longer desired. Pursuant to HAR §13-275-11(a), HCDA and ASEF are requesting revised mitigation commitments to retain monitoring for the project, and preservation for all sites with no data recovery component.

In addition to the above, the treatment of two possible burial sites (Sites 7483 and 7486) is addressed within a draft Burial Treatment Plan (BTP) (Kingsbury et al., September 2017). The draft BTP was submitted to SHPD on September 27, 2017 and is currently under review. The BTP was also submitted to the Oahu Island Burial Council (OIBC) for determination in October 2017. However, the OIBC did not have quorum and a determination of preservation or relocation could not be provided.

(5) Mitigation Plans

Archaeological Monitoring Plan for the Proposed Solar Farm In Kalaeloa, Honouliuli Ahupua'a, Ewa District, Island of O'ahu, Hawaii, TMK: (1) 9-1-013:070 and Coral Sea Road ROW (por.) (Kingsbury et al. 2017). Accepted on October 6, 2017 (Log No. 2017.01876, Doc. No. 1710KM03).

(6) Verification of Completion

Pursuant to HAR §13-275-3(b)(6), HCDA and ASEF must submit verification of completion of the detailed mitigation plans required in Step 5 of the historic preservation review process. However, pursuant to HAR §13-275-9(d), in cases involving preservation, agencies may request an accelerated 2-step verification process. The current submittal includes the HCDA and ASEF request to implement this accelerated 2-step process.

- 1) Pursuant to HAR §13-275-9(d)(1), the HCDA and ASEF shall submit to SHPD documentation that interim protection measures (i.e. interim protection plan) shall be established prior to project construction commencing.
- 2) Pursuant to HAR §13-275-9(d)(2), the HCDA and ASEF shall submit to SHPD completion reports for final preservation work (i.e. final preservation plan, burial site component of a preservation or data recovery plan), and data recovery (i.e. archaeological monitoring report). SHPD requests that completion reports be provided within 180 days from conclusion of project construction.

The SHPD has reviewed the current submittal's information and the information provided above. The SHPD concurs with the following requests:

2012 Mitigation Plan closeout. SHPD acknowledges that an after-the-fact AISP is not required and that the condition assessment sufficiently demonstrated that the sites have not been adversely impacted by the lack of interim fencing. Additionally, final preservation measures will involve both interim and long-term protection for all 23 sites.

Revised mitigation commitments. From results of consultation efforts, pursuant to HAR §13-275-11(b), the SHPD agrees with the request to revise the original mitigation recommendations to archaeological preservation of all 23 sites, and retain archaeological monitoring for the project overall.

Figure 17. SHPD 2-step approval letter.

Mr. Souki
October 12, 2017
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The SHPD accepted the AMP on October 6, 2017 (Log No. 2017.01876, Doc. No. 1710KM03). A draft BTP is also currently under review.

Implementation of the accelerated 2-step verification process: The revised mitigation commitments require preservation and archaeological monitoring and SHPD agrees to the accelerated 2-step process for the project. Pursuant to HAR §13-275-9(d)(1), for preservation, verification of interim measures must be completed.

Based on the above, the SHPD indicates that it has reviewed and commented on the effect of the proposed project pursuant to HRS §6E-8 and HAR §13-275-3. The SHPD has determined that HCDA and ASEF have completed Steps 1-5 of the historic preservation review process outlined in HAR §13-275-3(b)(1-5). The SHPD concurs that to complete Step 6 of the historic preservation review process, HCDA and ASEF shall implement the accelerated 2-step process and provide Items 1 and 2 listed above under (6) Verification of Completion.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi.R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,



Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Kawika McKeague, G70 (kawikam@g70.design)
Veronica Luttrell, ASEF (vluttrell@ecc.net)
Morgan Davis, SCS (morgan@scshawaii.com)
Nigel Kingsbury, SCS (nigel@scshawaii.com)

Figure 18. SHPD 2-step approval letter.

Mr. Souki
October 12, 2017
Page 4

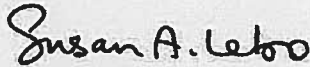
The SHPD accepted the AMP on October 6, 2017 (Log No. 2017.01876, Doc. No. 1710KM03). A draft BTP is also currently under review.

Implementation of the accelerated 2-step verification process: The revised mitigation commitments require preservation and archaeological monitoring and SHPD agrees to the accelerated 2-step process for the project. Pursuant to HAR §13-275-9(d)(1), for preservation, verification of interim measures must be completed.

Based on the above, the SHPD indicates that it has reviewed and commented on the effect of the proposed project pursuant to HRS §6E-8 and HAR §13-275-3. The SHPD has determined that HCDA and ASEF have completed Steps 1-5 of the historic preservation review process outlined in HAR §13-275-3(b)(1-5). The SHPD concurs that to complete Step 6 of the historic preservation review process, HCDA and ASEF shall implement the accelerated 2-step process and provide items 1 and 2 listed above under (6) Verification of Completion.

Please contact Kimi Matsushima at (808) 692-8027 or at Kimi-R.Matsushima@hawaii.gov for questions regarding archaeological resources or this letter.

Aloha,



Susan A. Lebo, PhD
Archaeology Branch Chief

cc: Kawika McKeague, G70 (kawikam@g70.design)
Veronica Luttrell, ASEF (vluttrell@ecc.net)
Morgan Davis, SCS (morgan@scshawaii.com)
Nigel Kingsbury, SCS (nigel@scshawaii.com)

Figure 19. SHPD 2-Step approval letter.



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

Aeronautical Study No.
2017-AWP-7605-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 1
Location:	Ewa/Honolulu, HI
Latitude:	21-18-12.20N NAD 83
Longitude:	158-03-28.83W
Heights:	10 feet site elevation (SE) 36 feet above ground level (AGL) 46 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7605-OE.

Signature Control No: 338358752-342359929

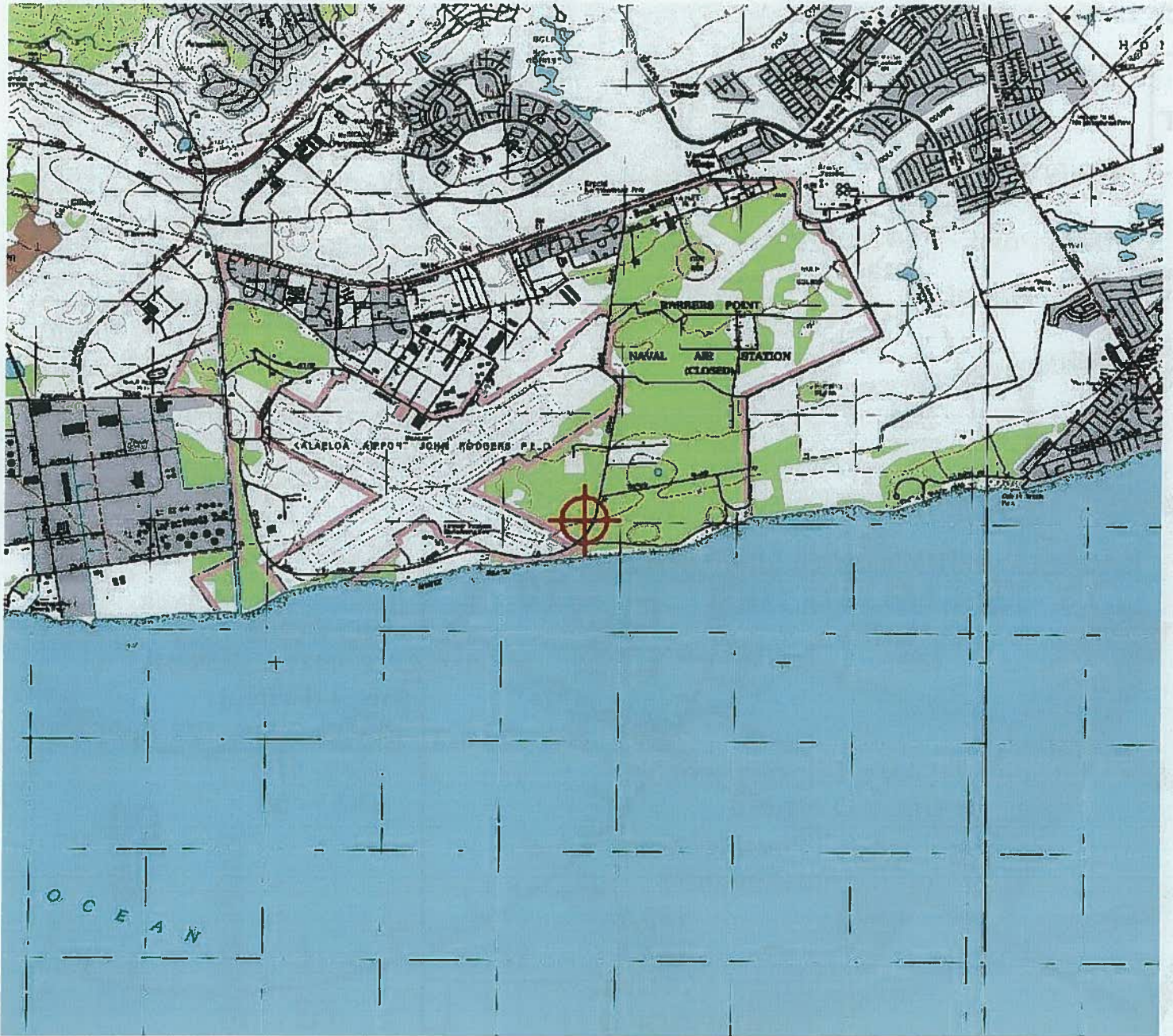
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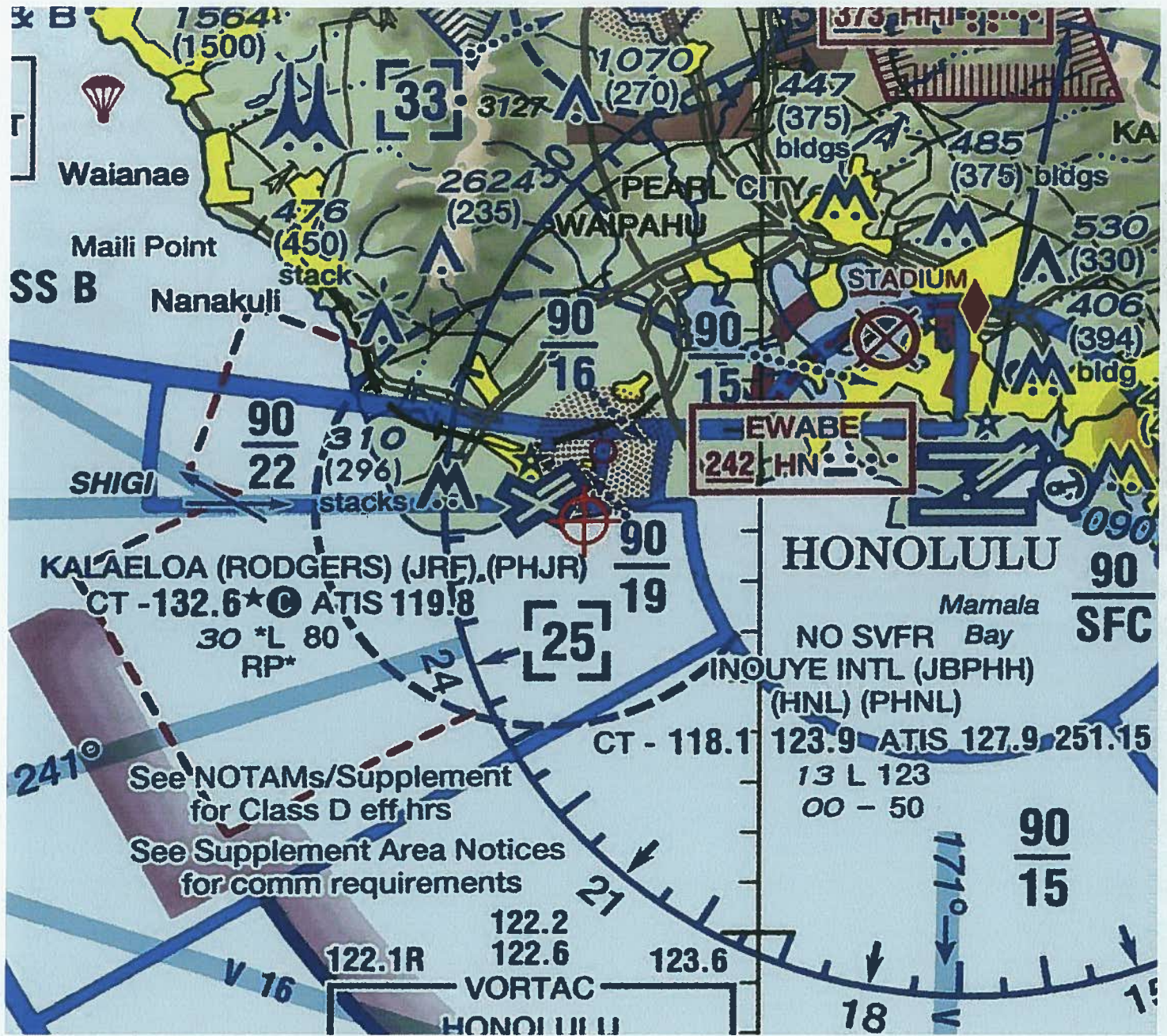
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7606-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 2
Location:	Ewa/Honolulu, HI
Latitude:	21-18-12.93N NAD 83
Longitude:	158-03-26.94W
Heights:	11 feet site elevation (SE) 36 feet above ground level (AGL) 47 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7606-OE.

Signature Control No: 338358755-342359928

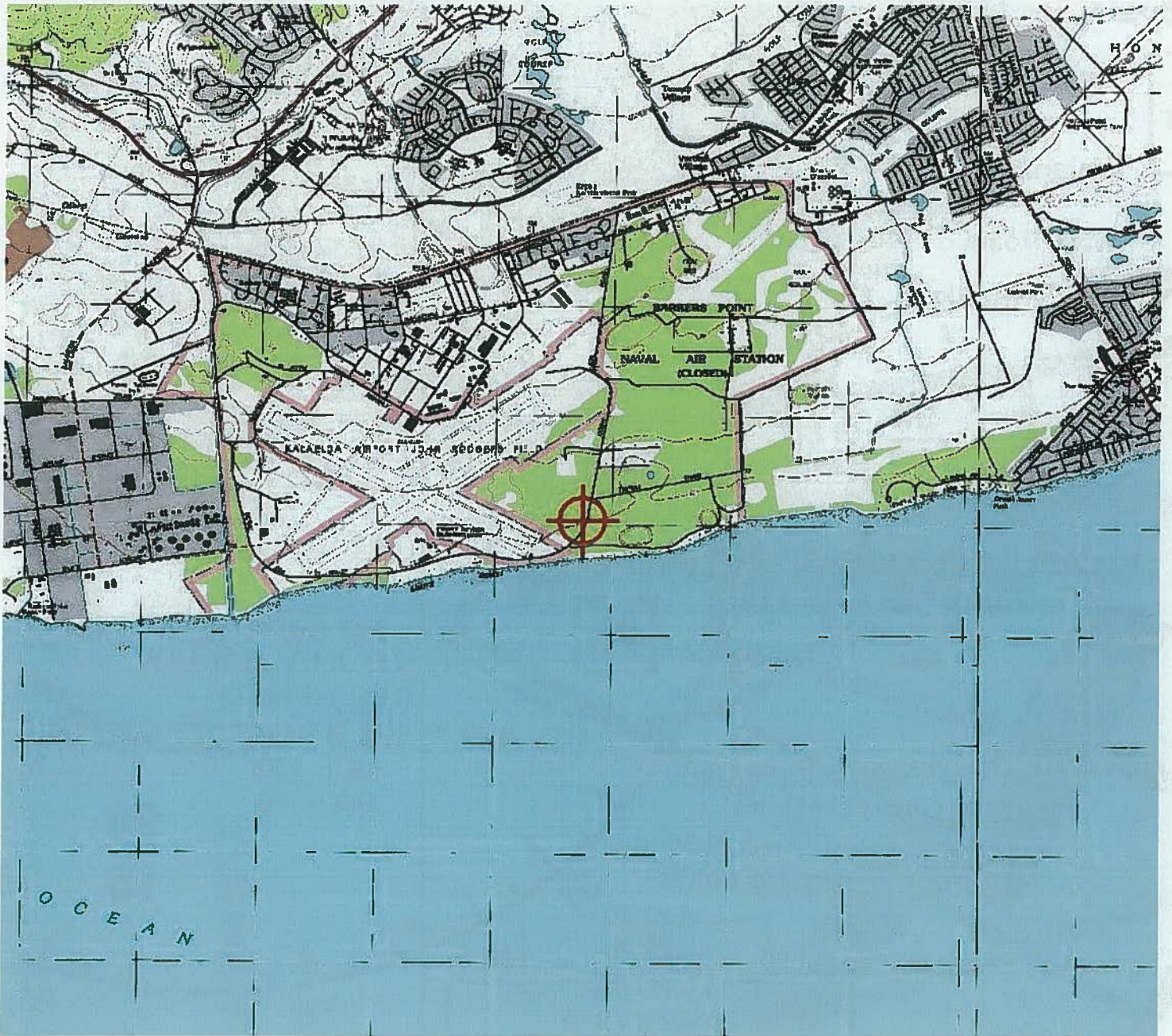
(DNE)

**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7607-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 3
Location:	Ewa/Honolulu, HI
Latitude:	21-18-13.24N NAD 83
Longitude:	158-03-26.15W
Heights:	12 feet site elevation (SE) 36 feet above ground level (AGL) 48 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7607-OE.

Signature Control No: 338358757-342359936

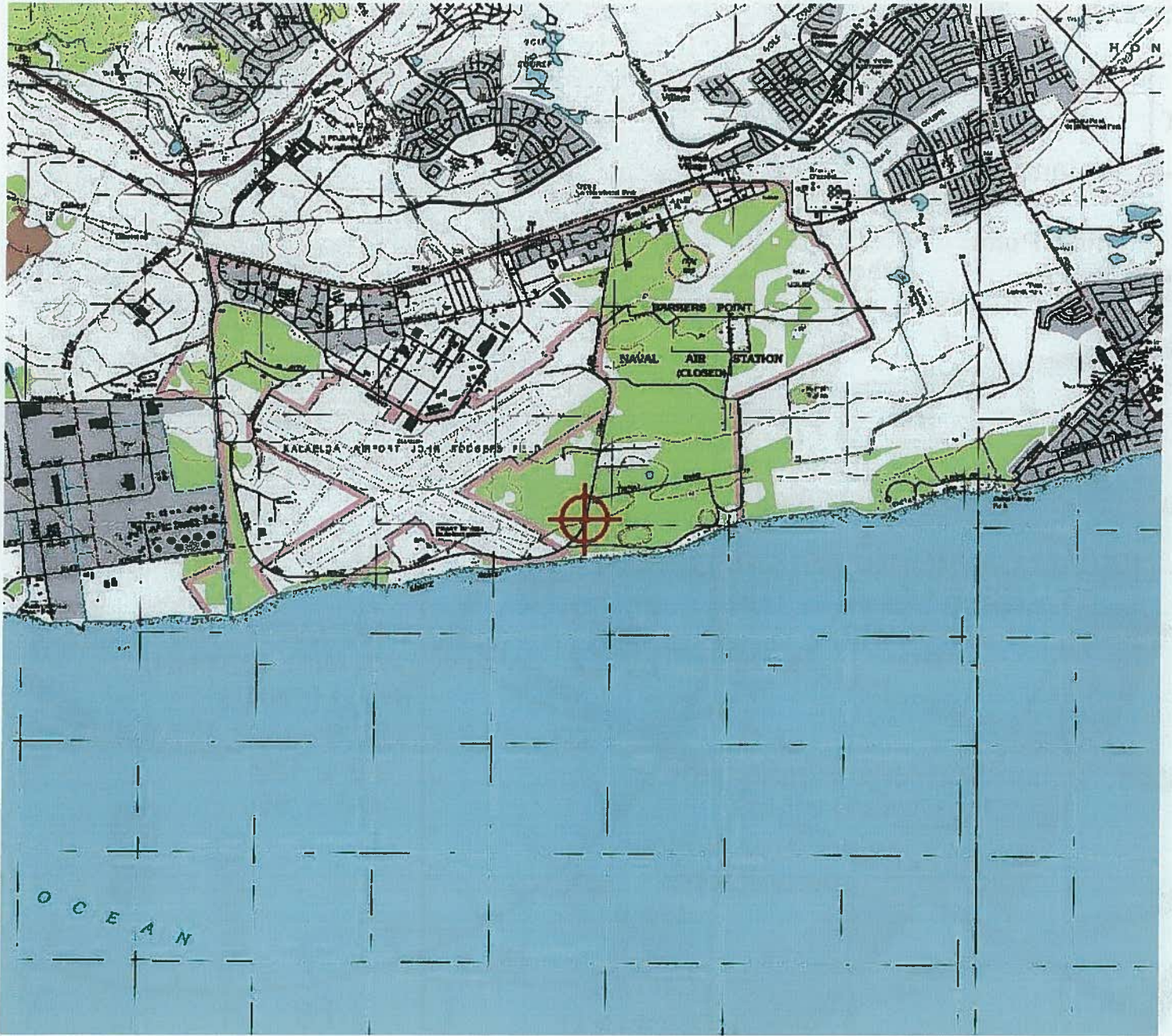
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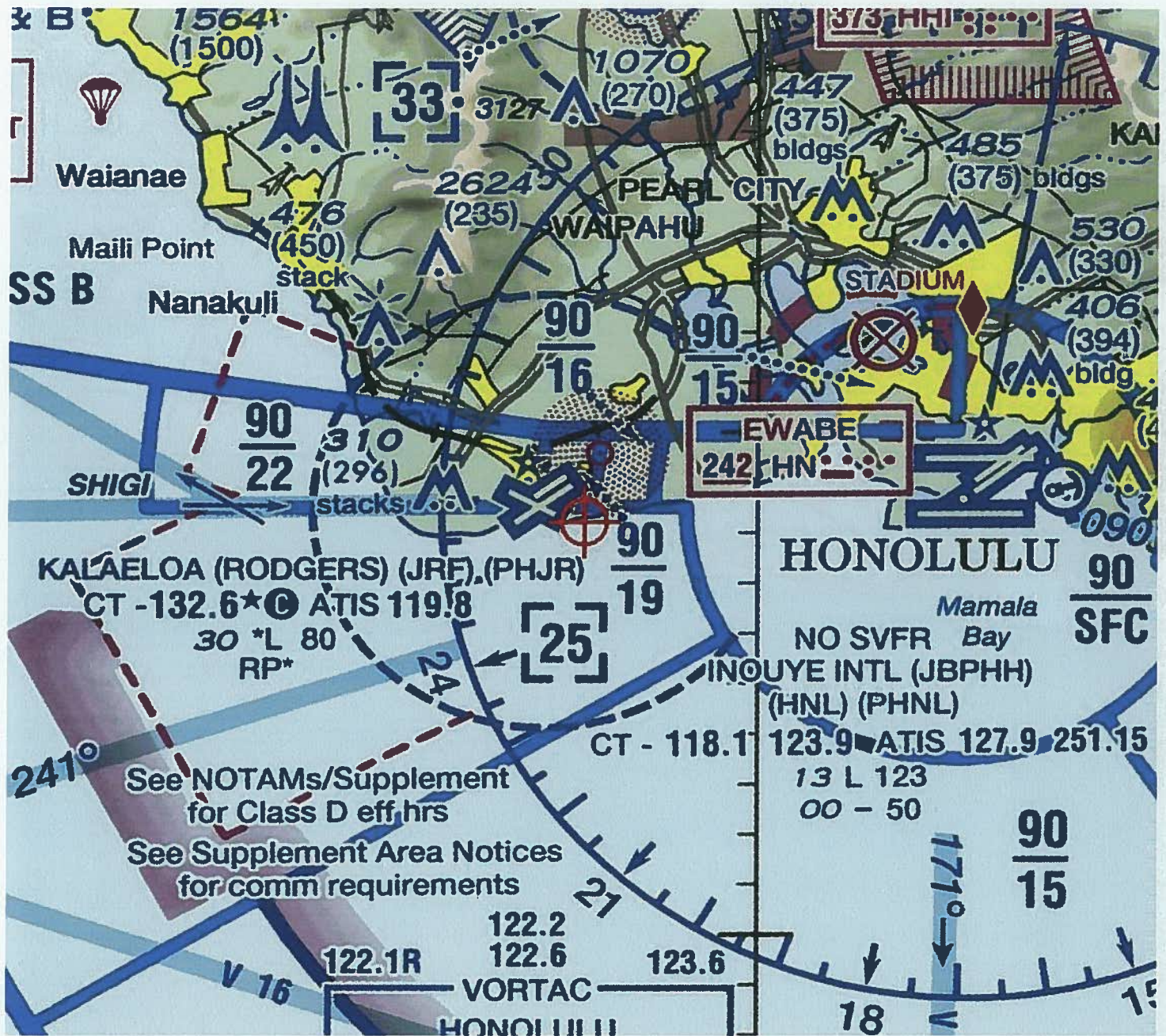
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7608-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 4
Location:	Ewa/Honolulu, HI
Latitude:	21-18-15.13N NAD 83
Longitude:	158-03-25.64W
Heights:	14 feet site elevation (SE) 36 feet above ground level (AGL) 50 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7608-OE.

Signature Control No: 338358758-342359942

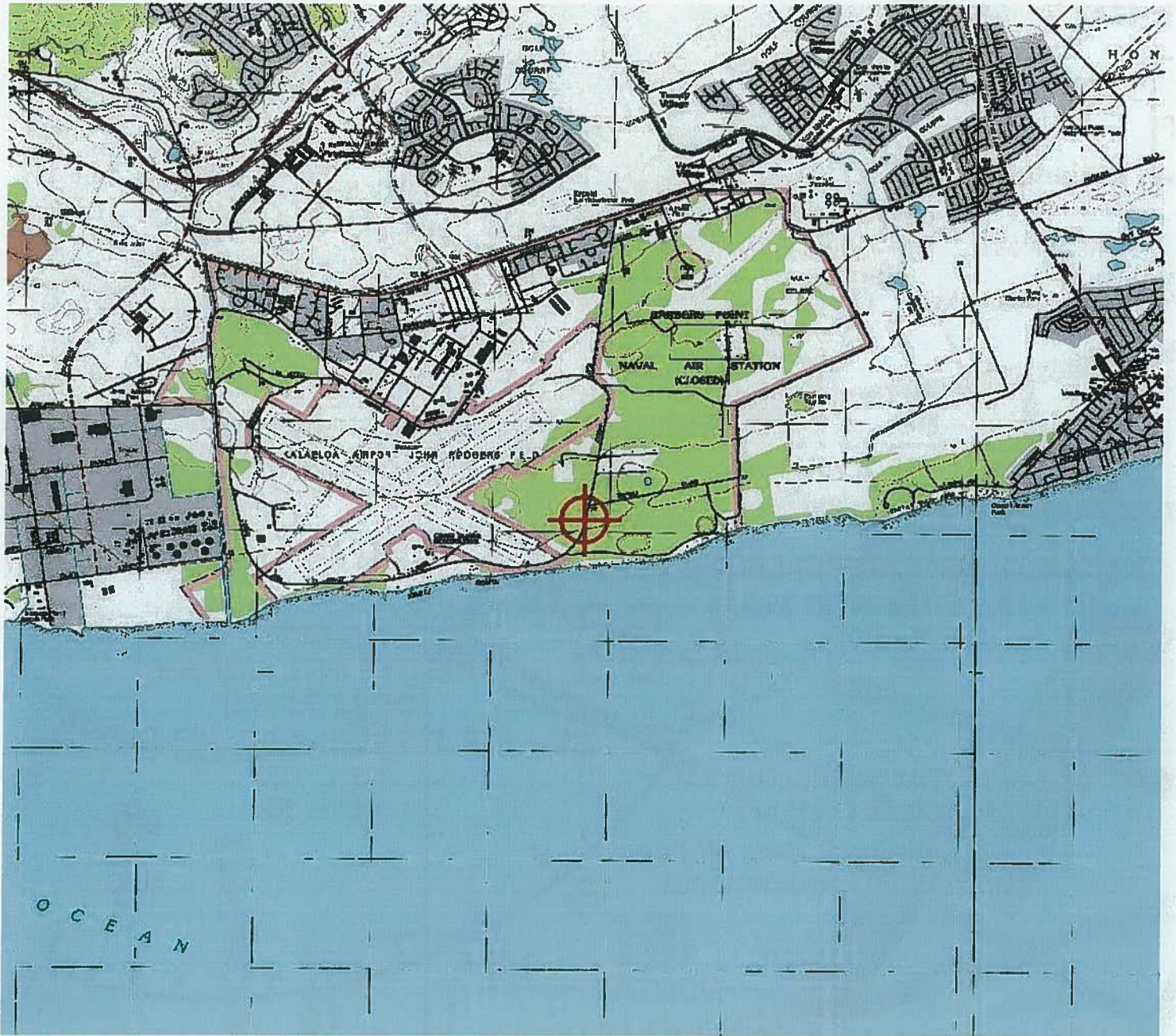
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Robert van Haastert
Specialist

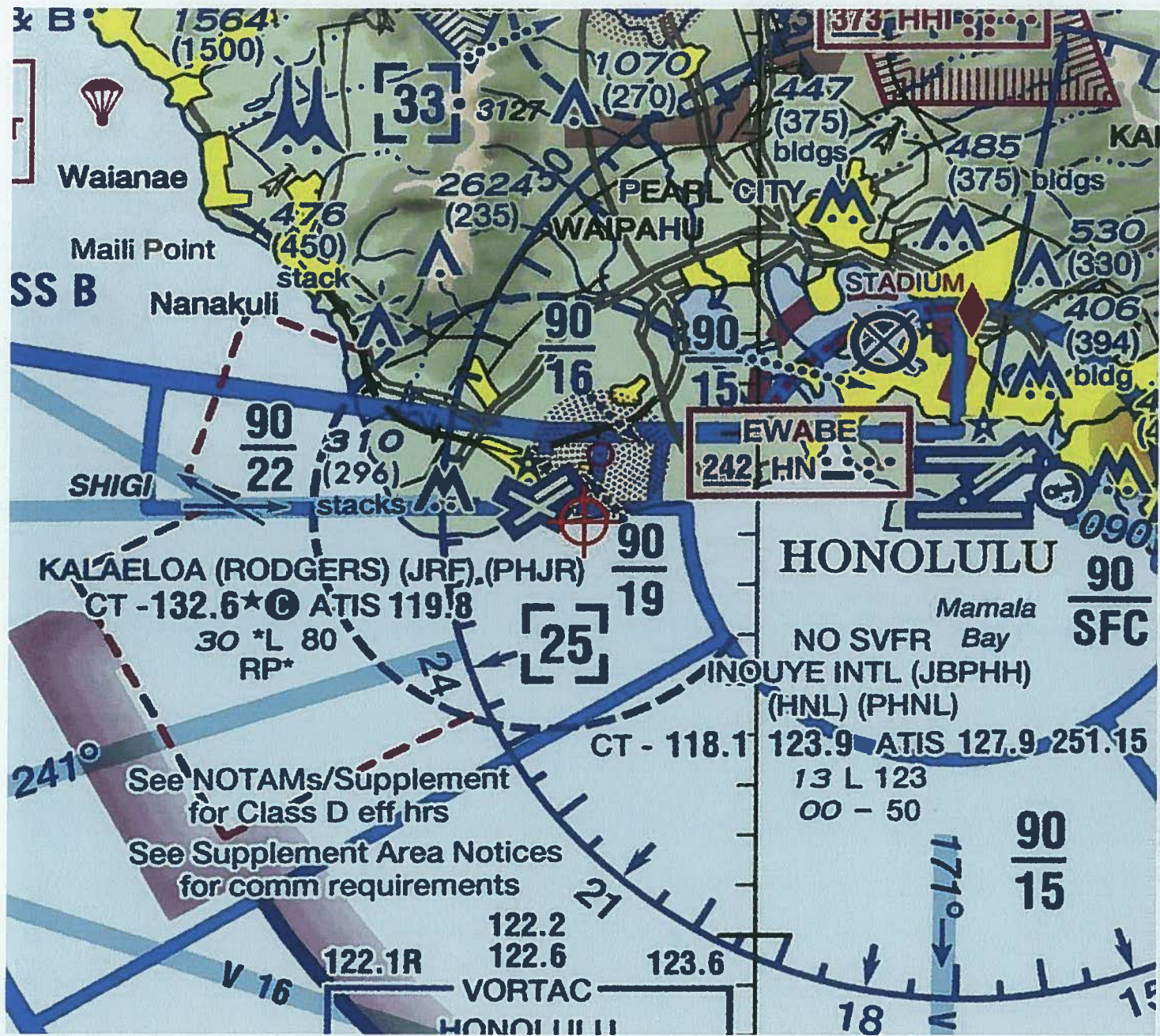
Attachment(s)

Map(s)

cc: FCC



Sectional Map for ASN 2017-AWP-7608-OE





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

Aeronautical Study No.
2017-AWP-7609-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 5
Location:	Ewa/Honolulu, HI
Latitude:	21-18-17.08N NAD 83
Longitude:	158-03-25.27W
Heights:	14 feet site elevation (SE) 37 feet above ground level (AGL) 51 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7609-OE.

Signature Control No: 338358759-342359927

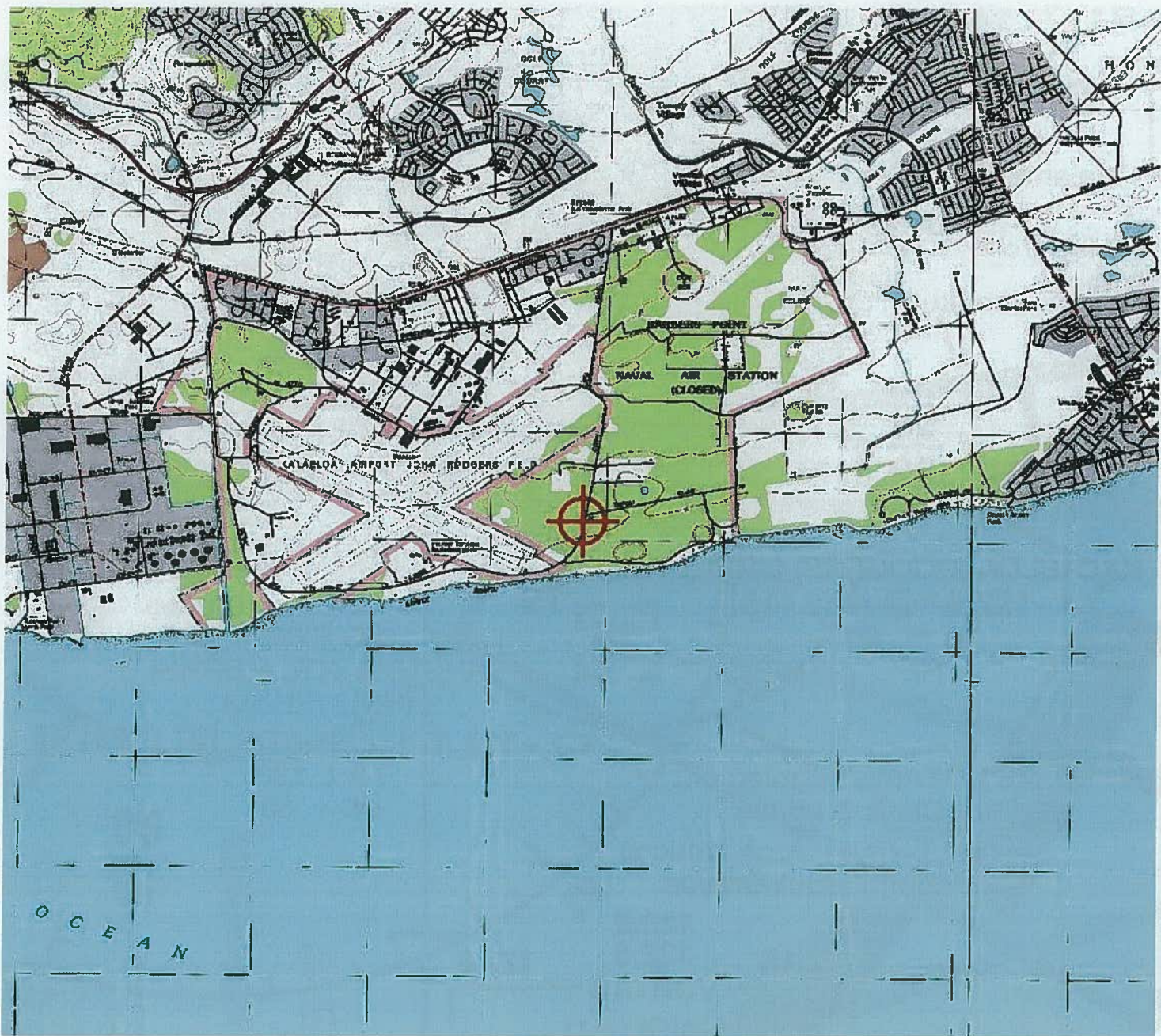
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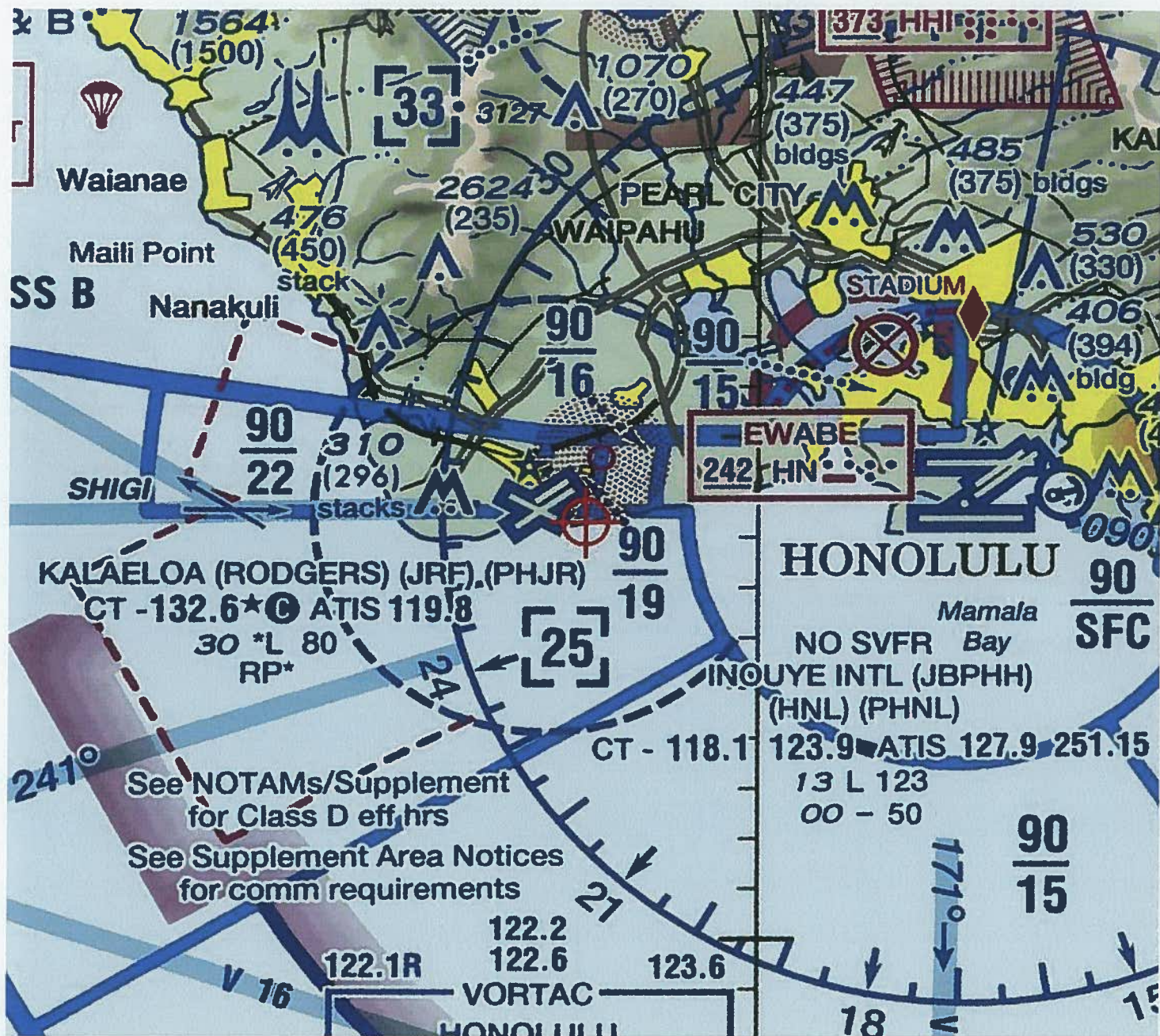
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7610-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 6
Location:	Ewa/Honolulu, HI
Latitude:	21-18-19.03N NAD 83
Longitude:	158-03-24.91W
Heights:	15 feet site elevation (SE) 36 feet above ground level (AGL) 51 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7610-OE.

Signature Control No: 338358760-342359931

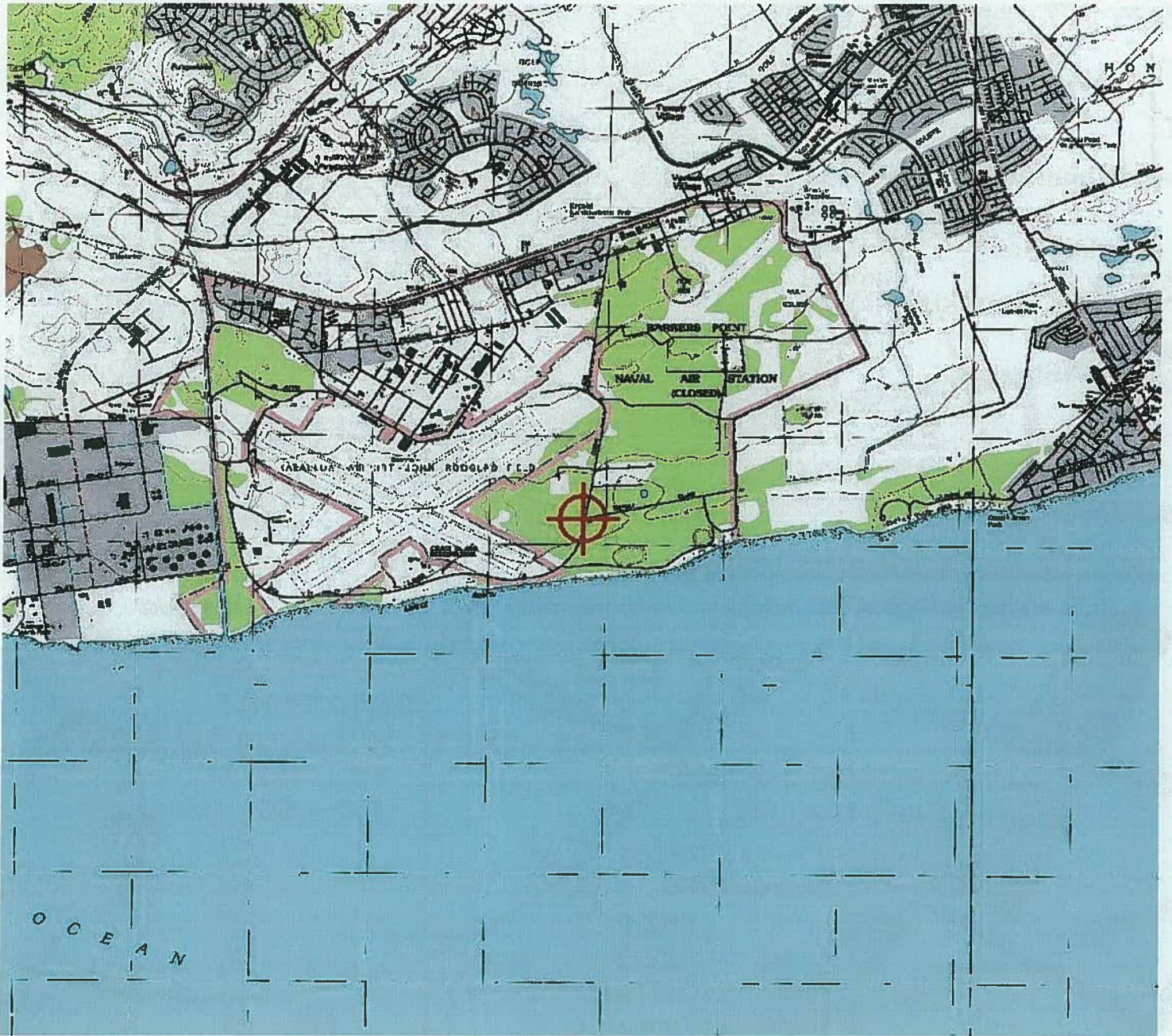
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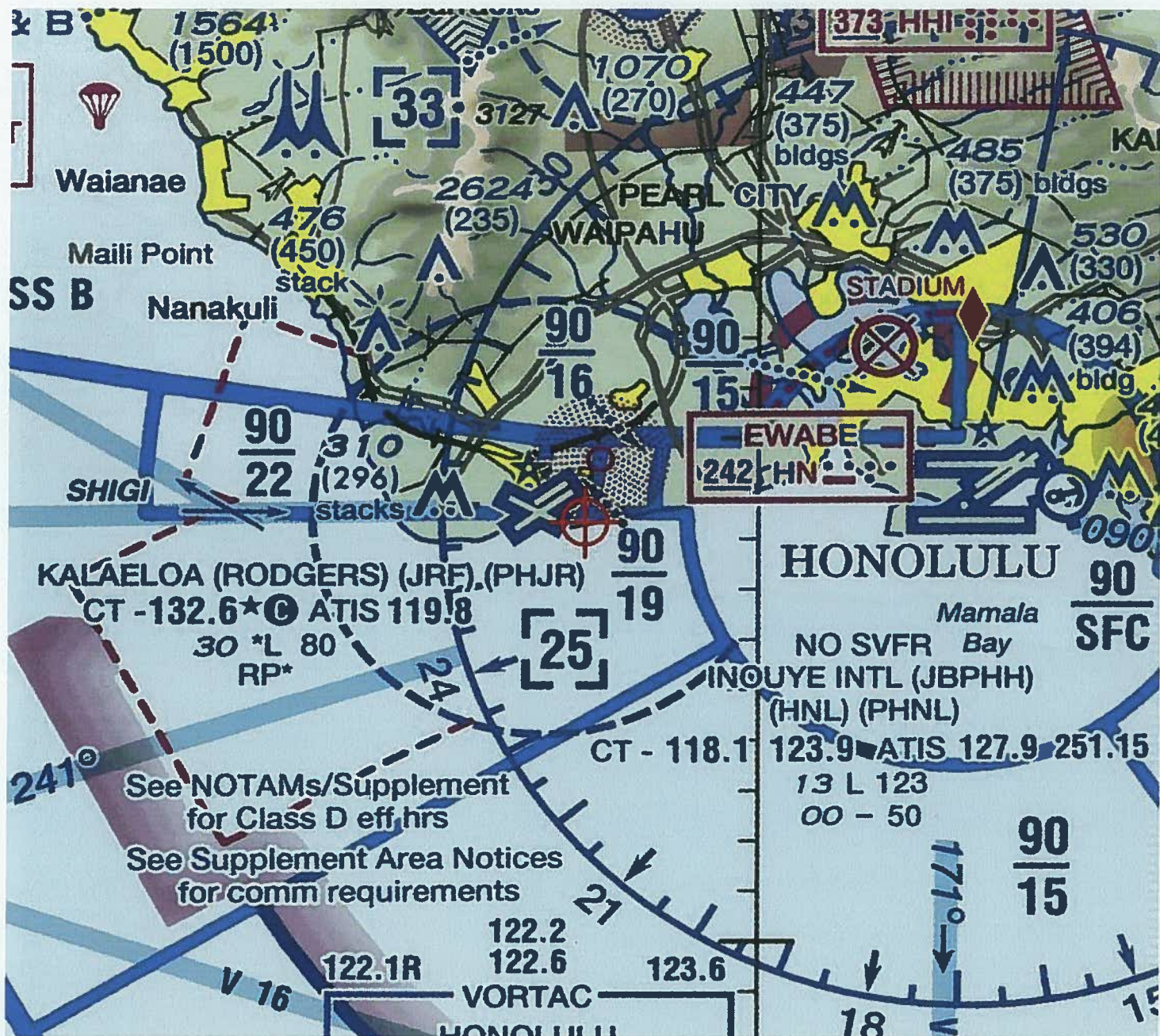
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7611-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 7
Location:	Ewa/Honolulu, HI
Latitude:	21-18-21.07N NAD 83
Longitude:	158-03-24.52W
Heights:	15 feet site elevation (SE) 37 feet above ground level (AGL) 52 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7611-OE.

Signature Control No: 338358761-342359945

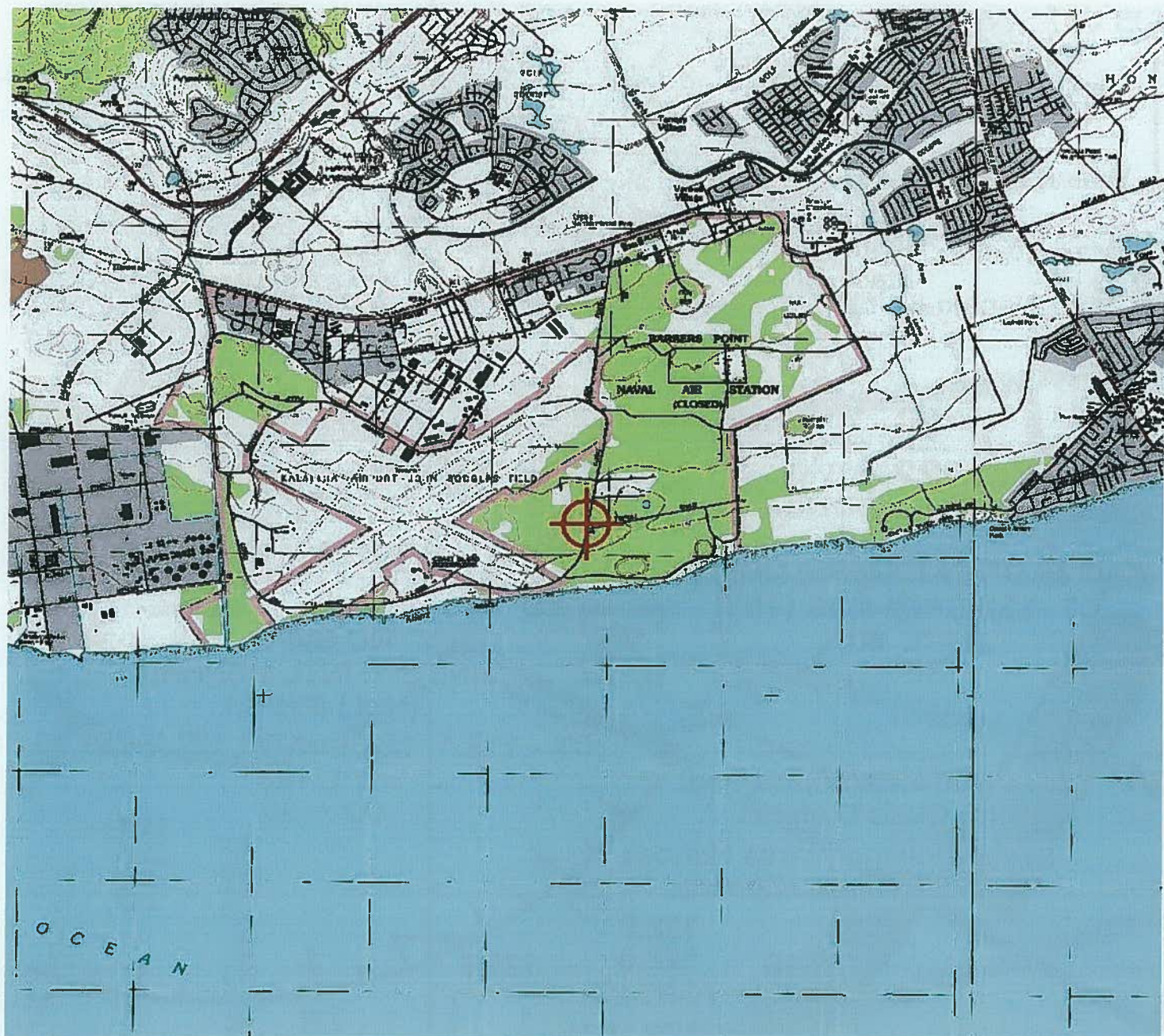
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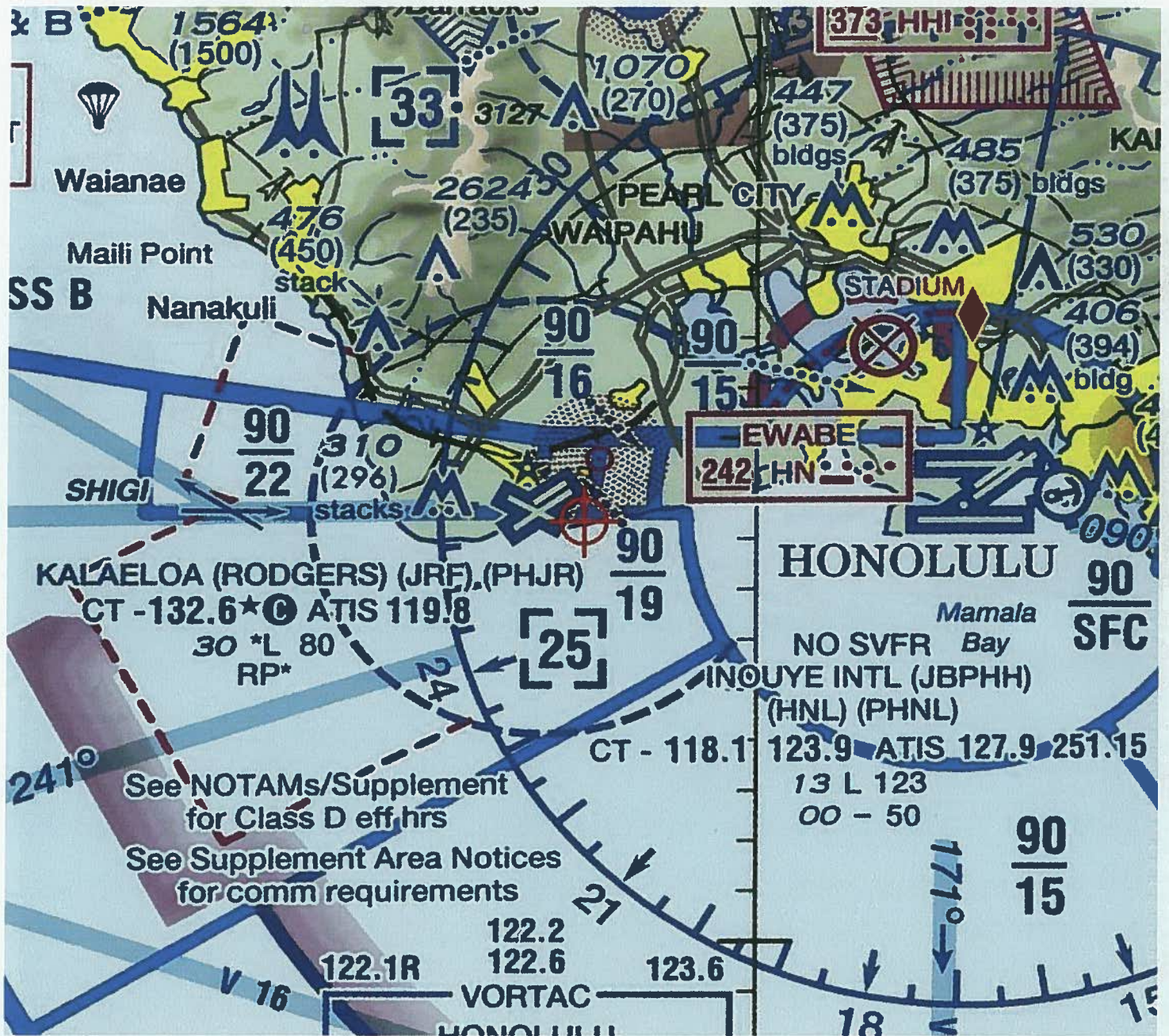
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7612-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 8
Location:	Ewa/Honolulu, HI
Latitude:	21-18-23.03N NAD 83
Longitude:	158-03-24.16W
Heights:	16 feet site elevation (SE) 36 feet above ground level (AGL) 52 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7612-OE.

Signature Control No: 338358762-342359935

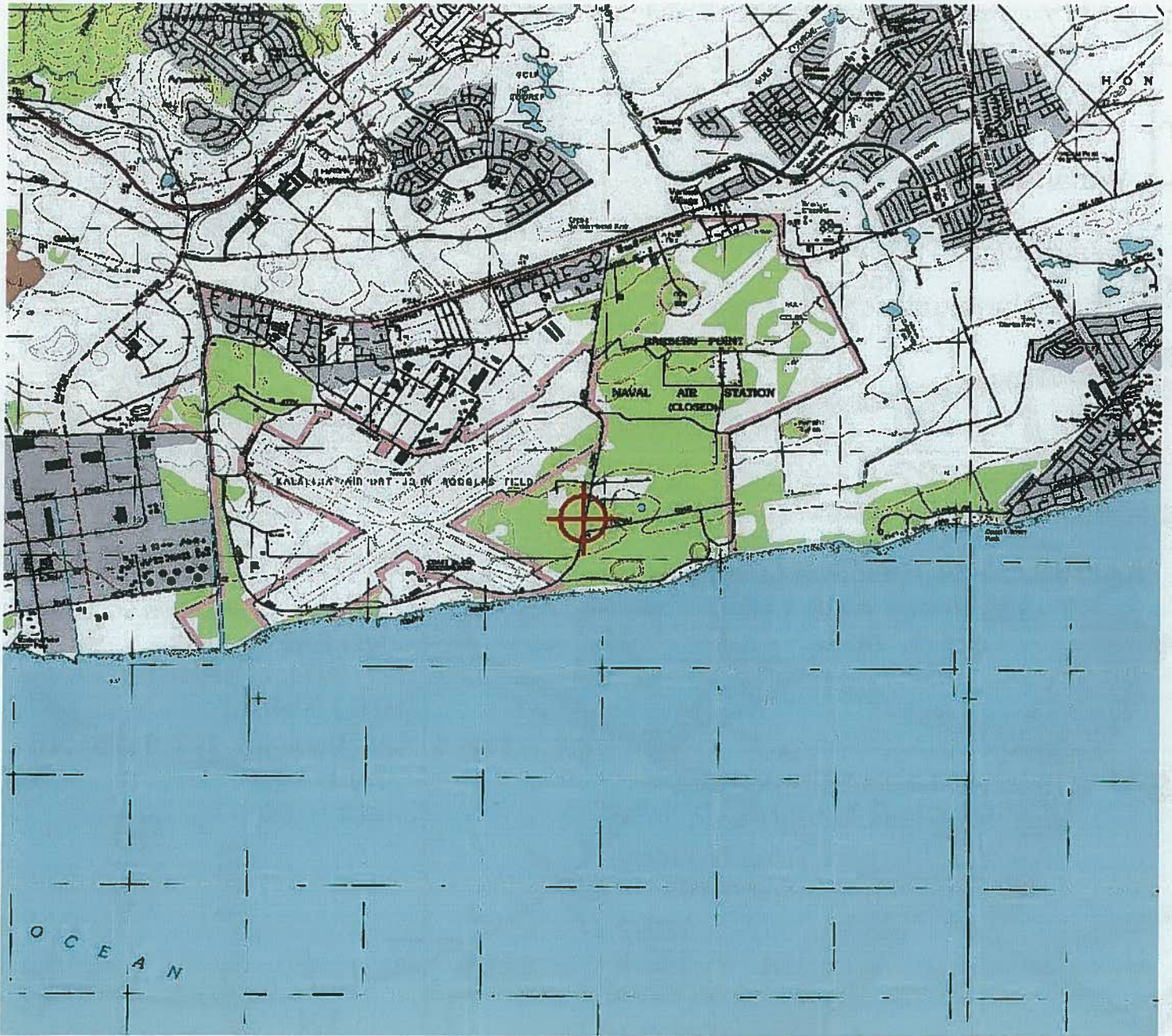
(DNE)

Robert van Haastert
Specialist

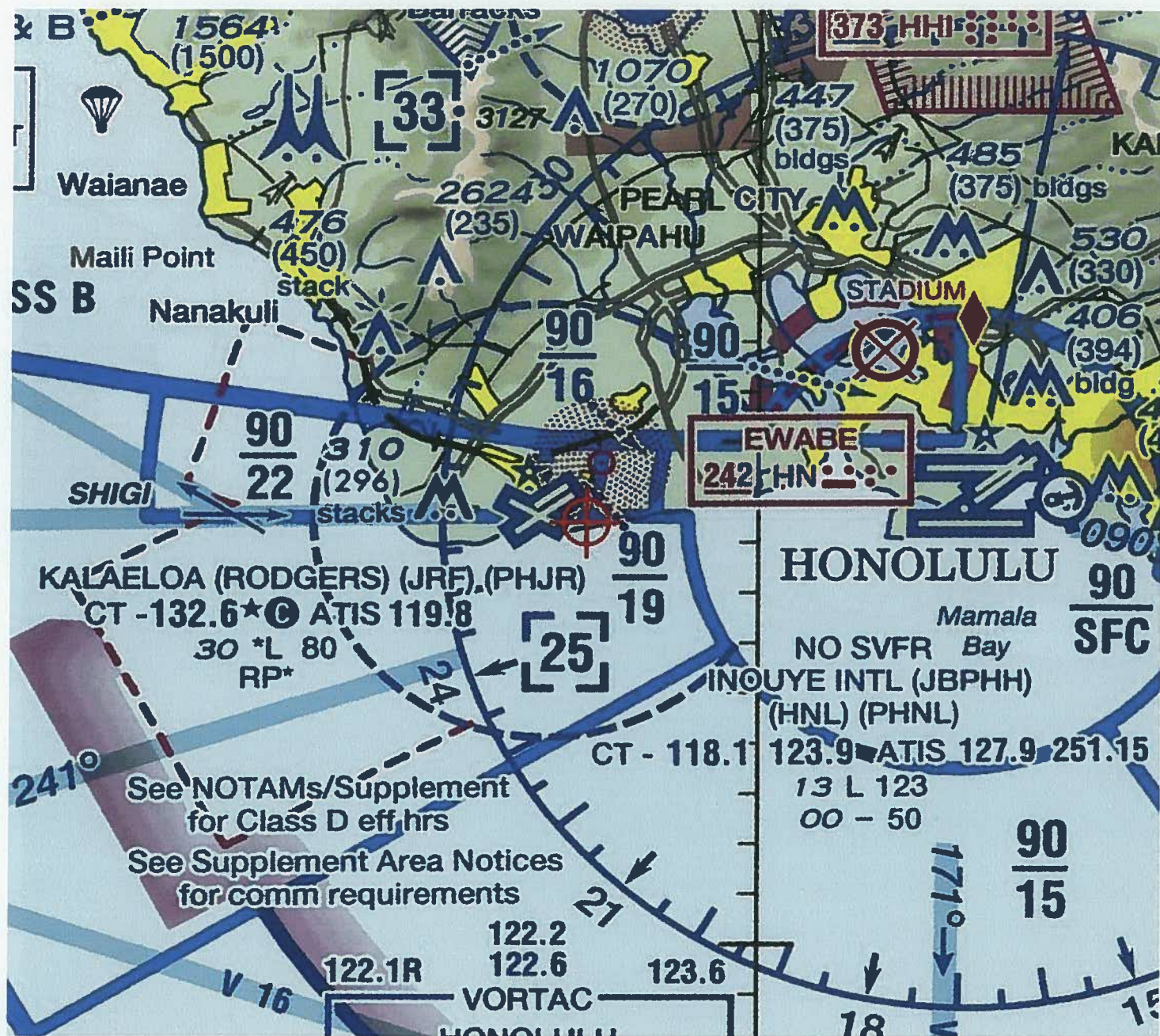
Attachment(s)

Map(s)

cc: FCC



Sectional Map for ASN 2017-AWP-7612-OE





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

Aeronautical Study No.
2017-AWP-7613-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 9
Location:	Ewa/Honolulu, HI
Latitude:	21-18-24.98N NAD 83
Longitude:	158-03-23.79W
Heights:	17 feet site elevation (SE) 36 feet above ground level (AGL) 53 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7613-OE.

Signature Control No: 338358763-342359926

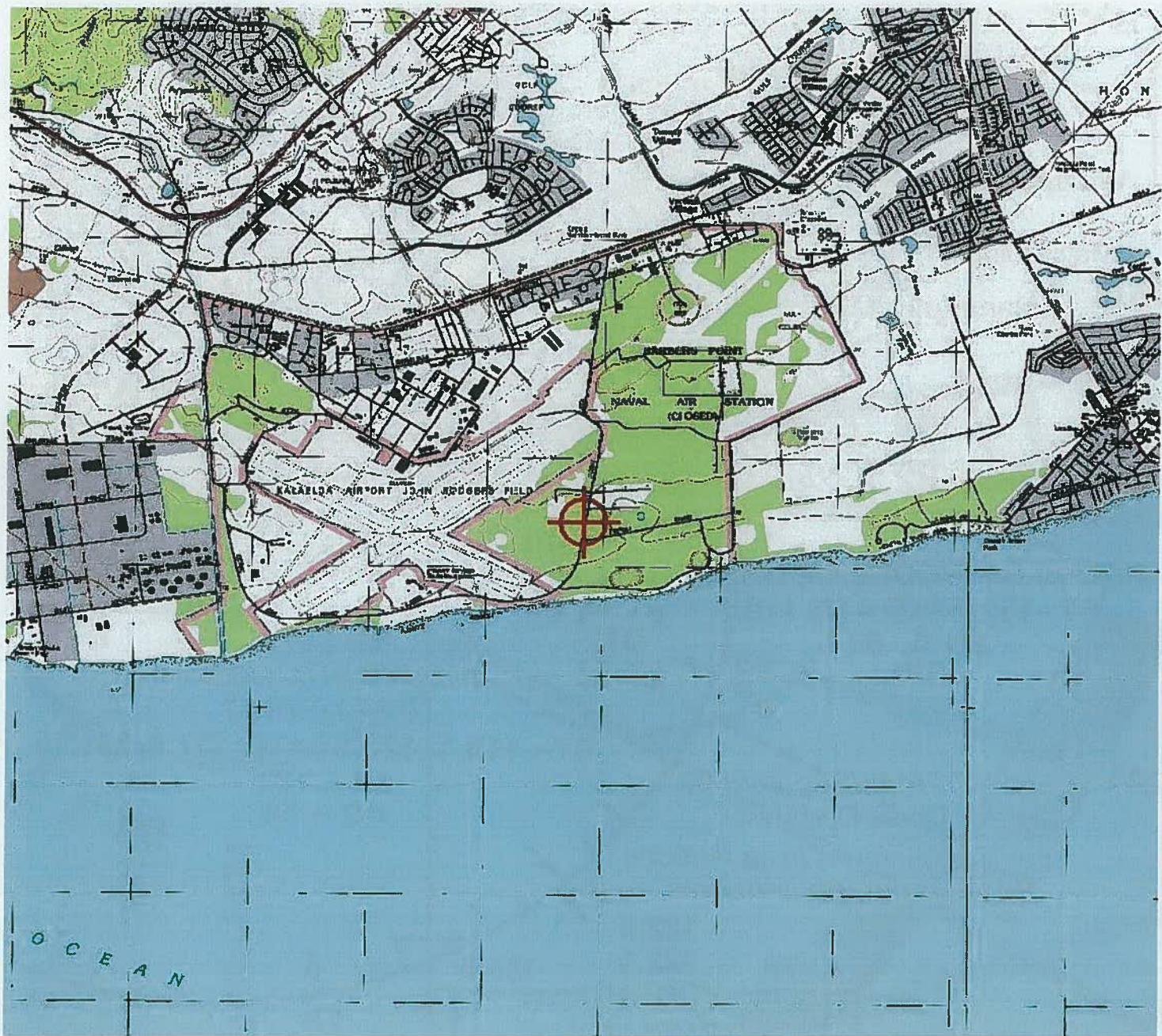
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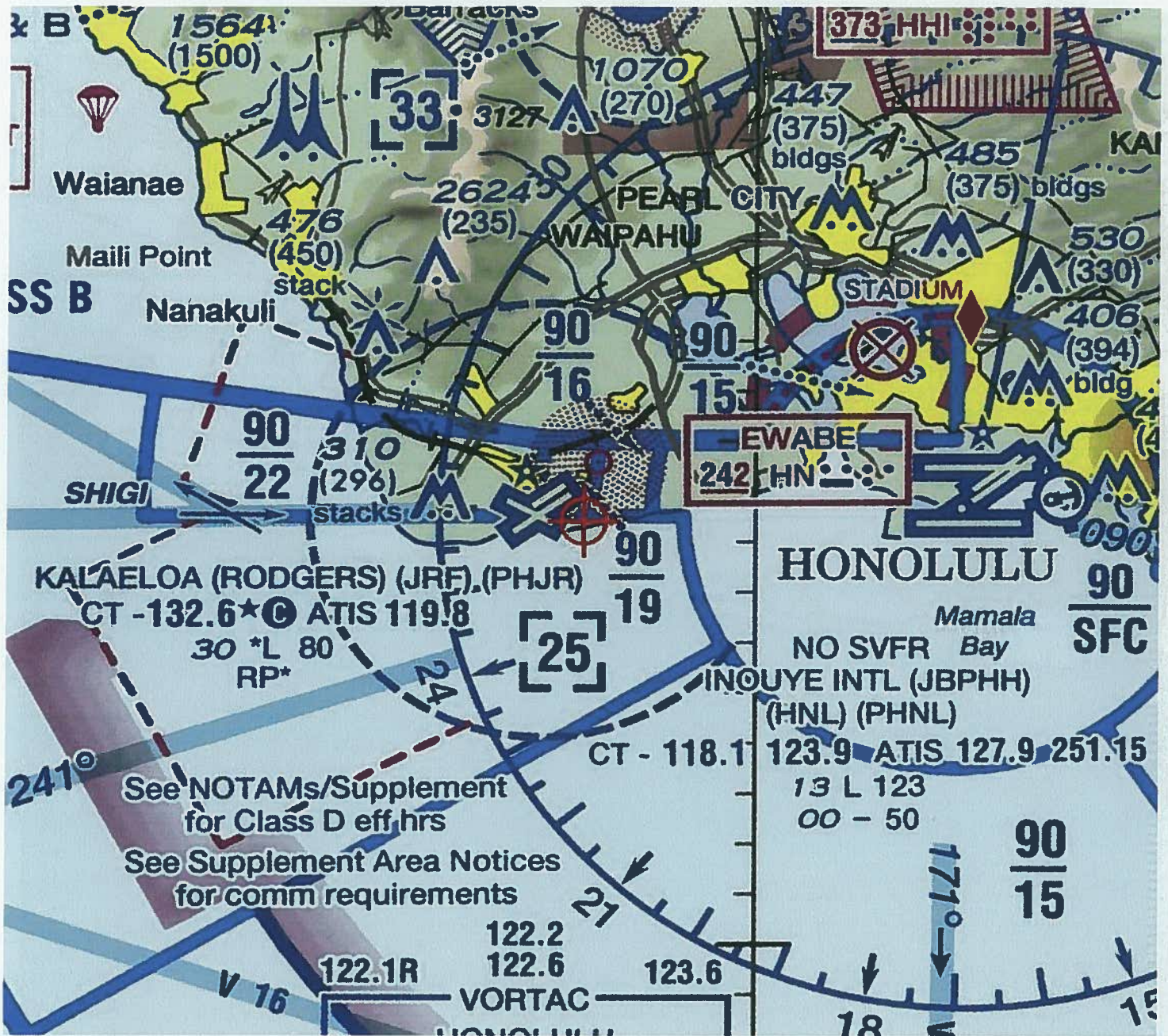
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7614-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 10
Location:	Ewa/Honolulu, HI
Latitude:	21-18-26.93N NAD 83
Longitude:	158-03-23.43W
Heights:	17 feet site elevation (SE) 36 feet above ground level (AGL) 53 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7614-OE.

Signature Control No: 338358764-342359930

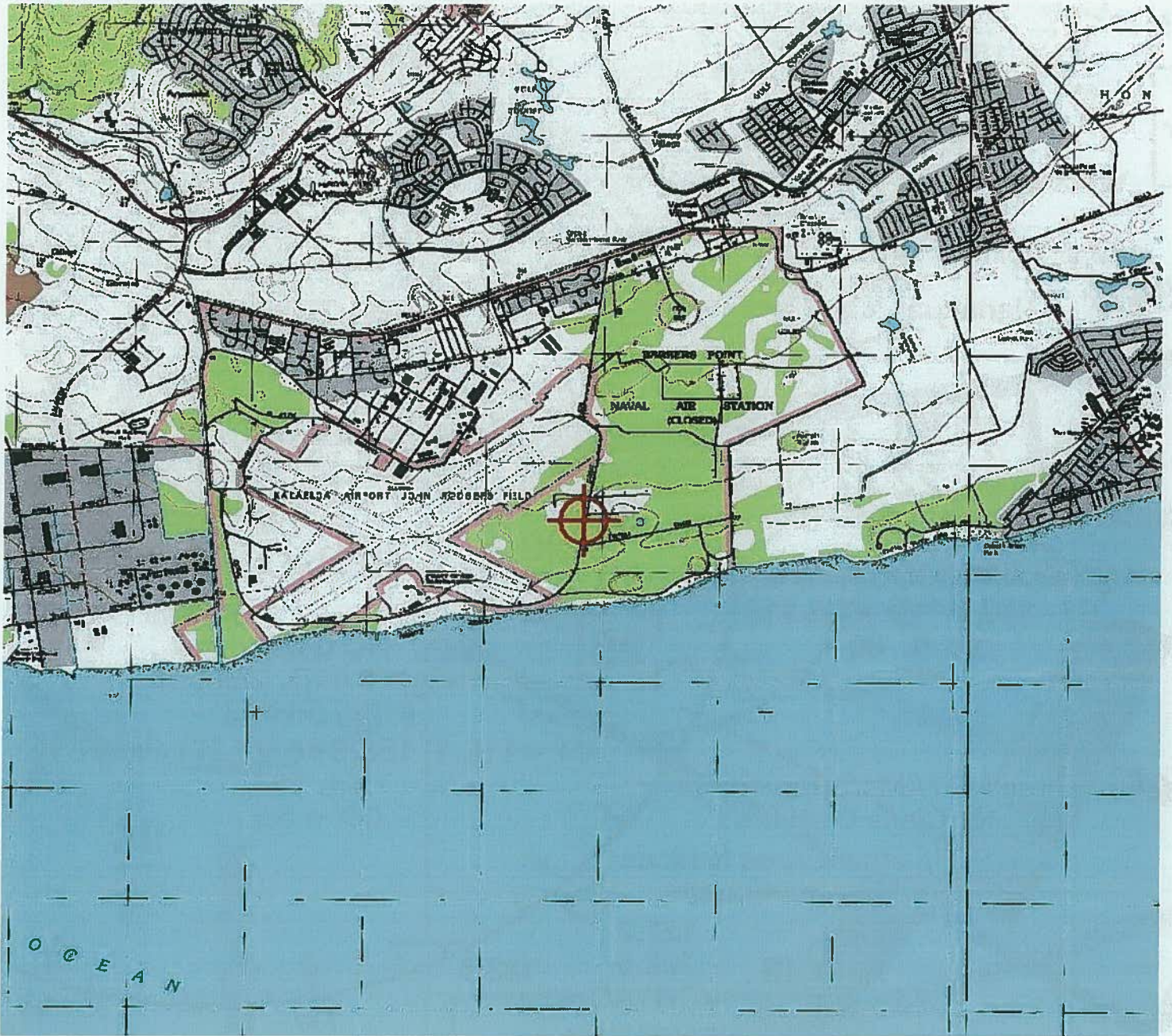
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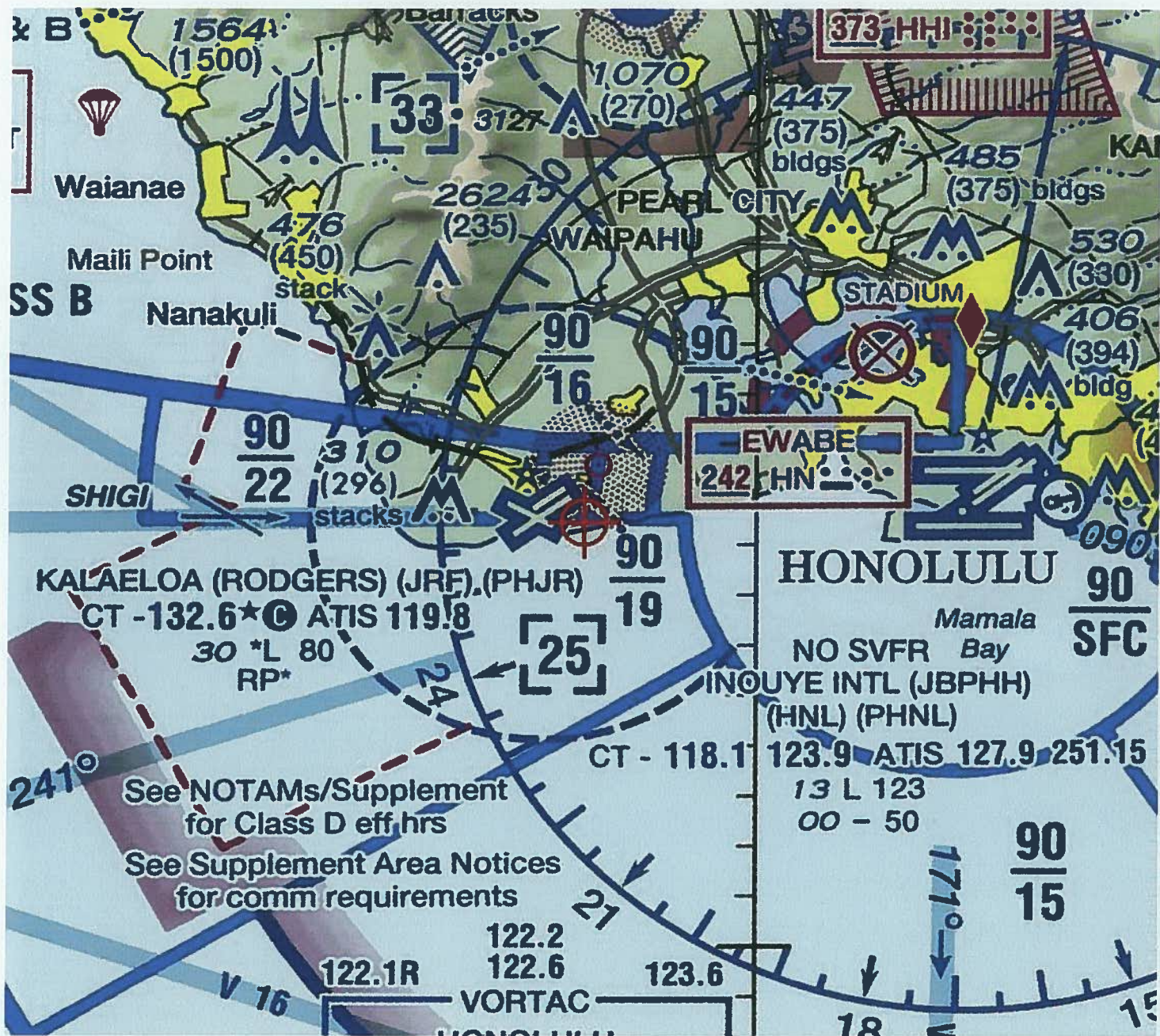
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7615-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 11
Location:	Ewa/Honolulu, HI
Latitude:	21-18-28.88N NAD 83
Longitude:	158-03-23.06W
Heights:	18 feet site elevation (SE) 36 feet above ground level (AGL) 54 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7615-OE.

Signature Control No: 338358765-342359932

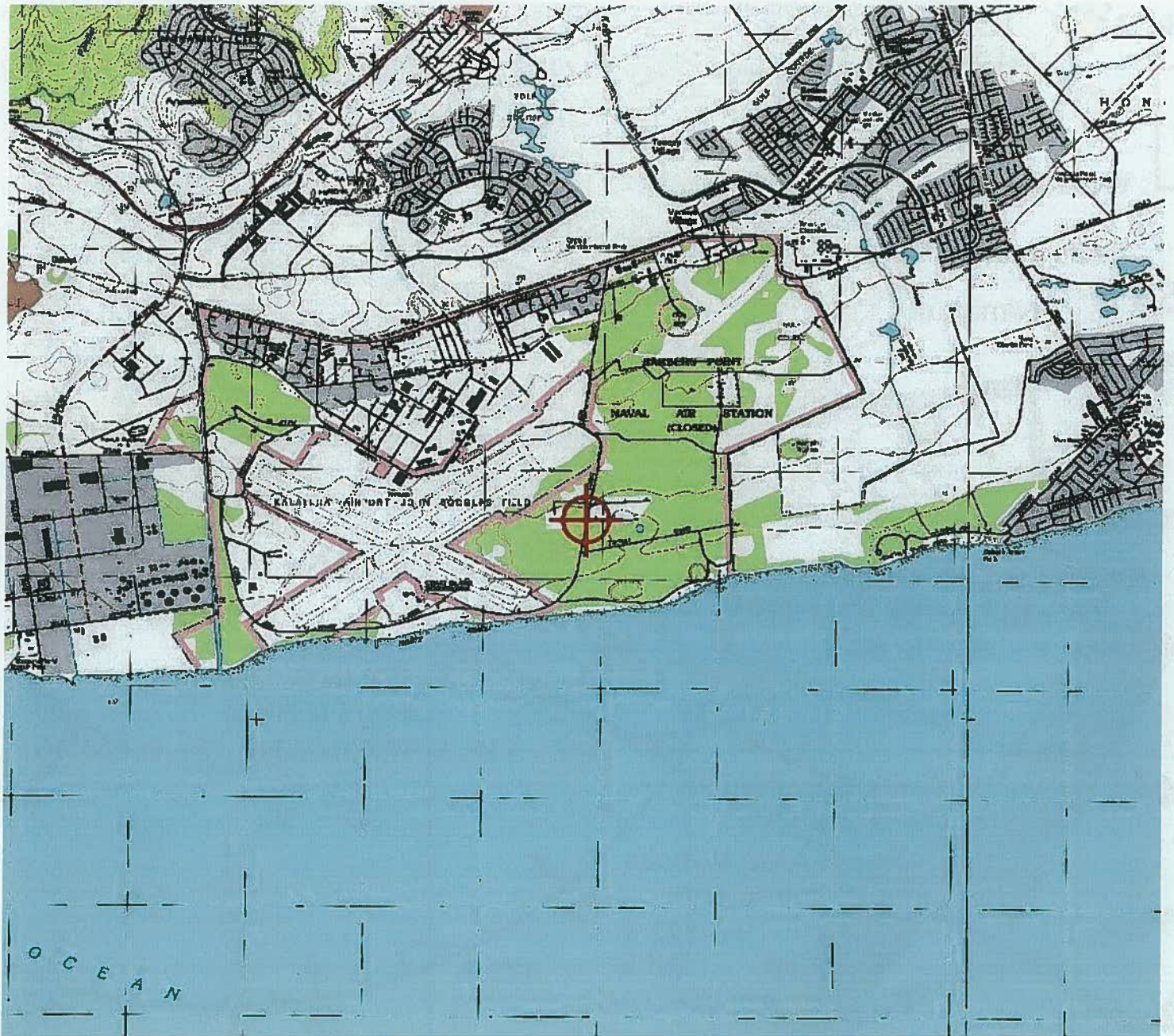
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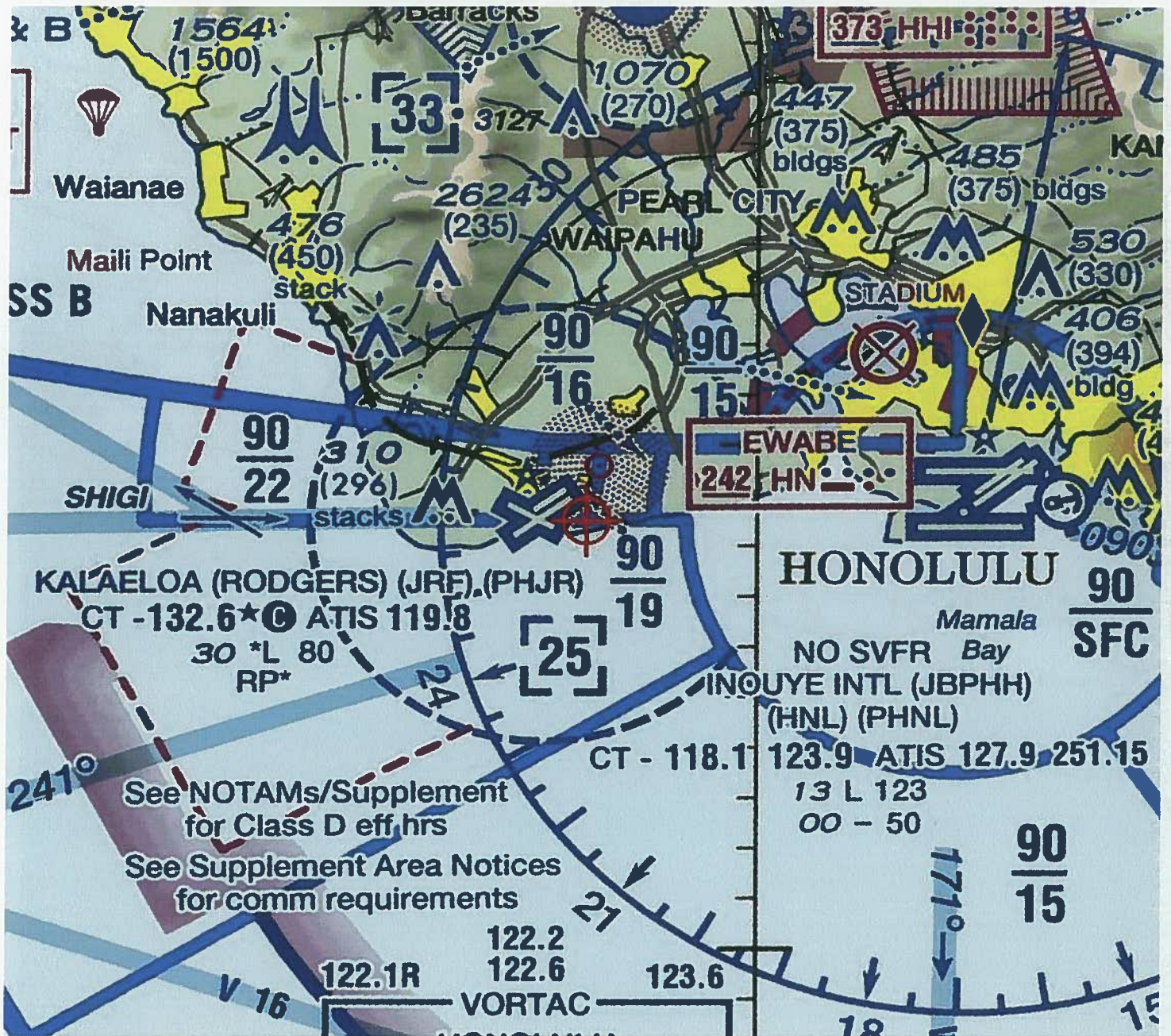
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7616-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 12
Location:	Ewa/Honolulu, HI
Latitude:	21-18-30.83N NAD 83
Longitude:	158-03-22.70W
Heights:	19 feet site elevation (SE) 36 feet above ground level (AGL) 55 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7616-OE.

Signature Control No: 338358766-342359943

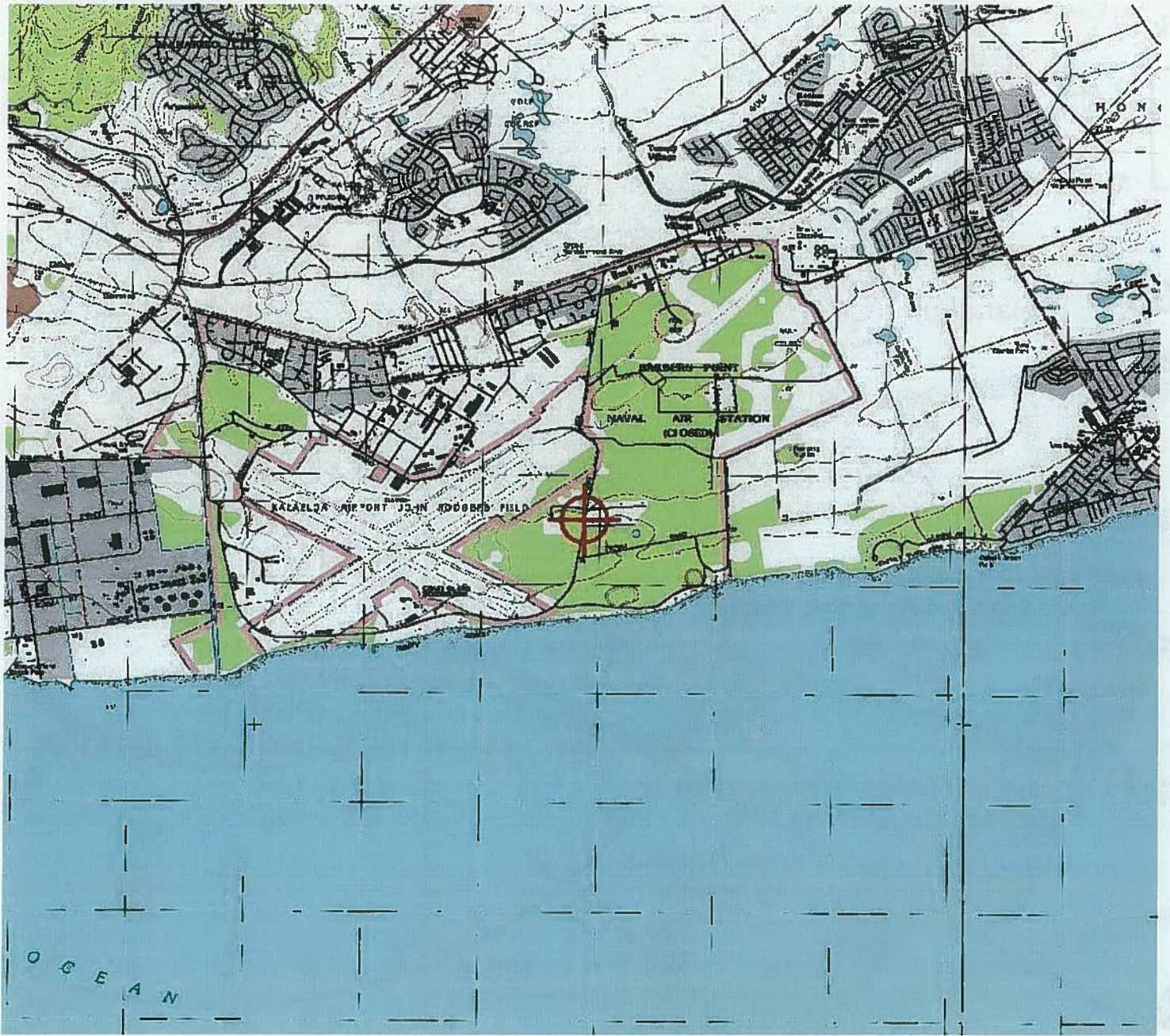
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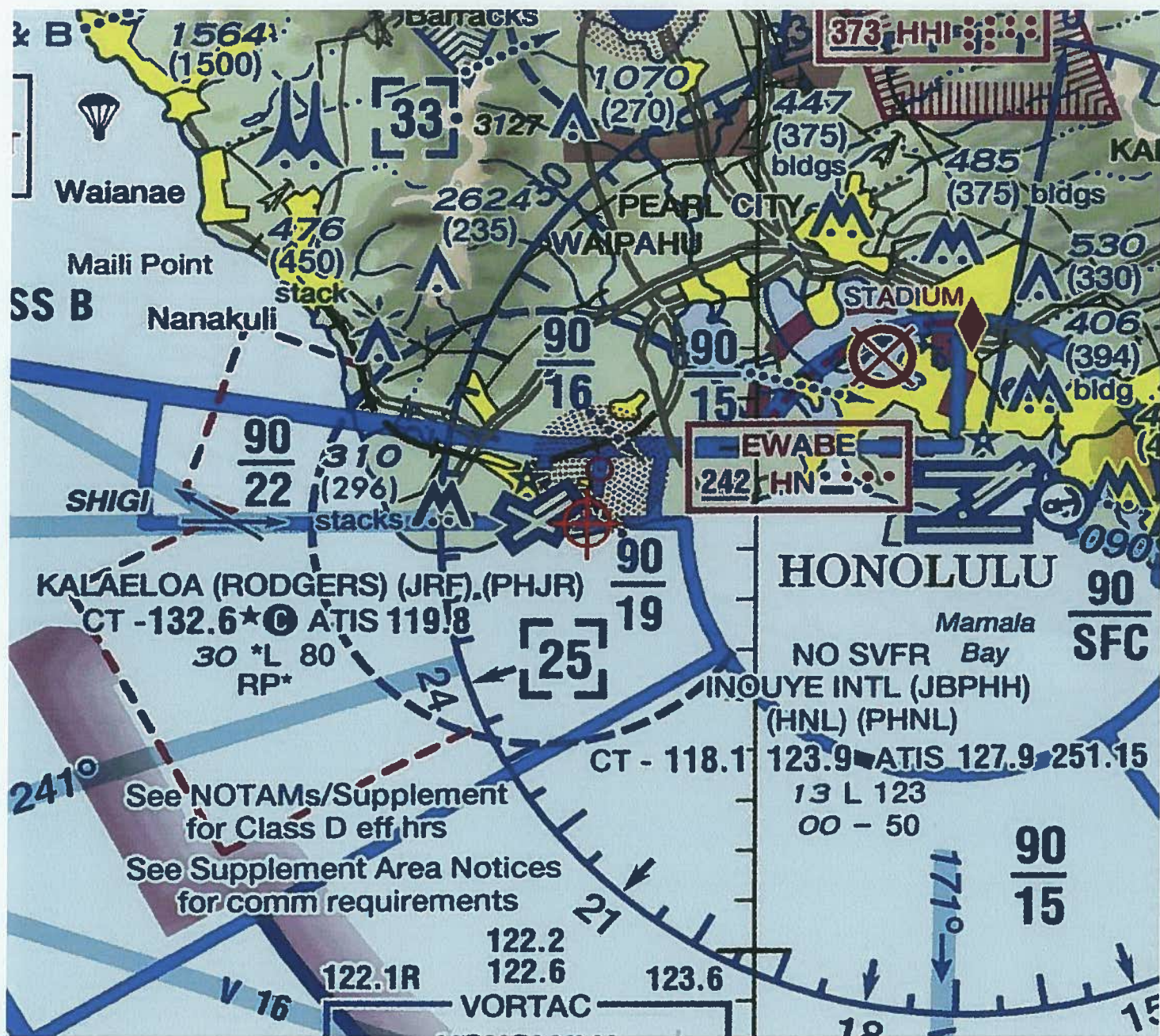
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7617-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 13
Location:	Ewa/Honolulu, HI
Latitude:	21-18-32.79N NAD 83
Longitude:	158-03-22.33W
Heights:	20 feet site elevation (SE) 36 feet above ground level (AGL) 56 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7617-OE.

Signature Control No: 338358767-342359939

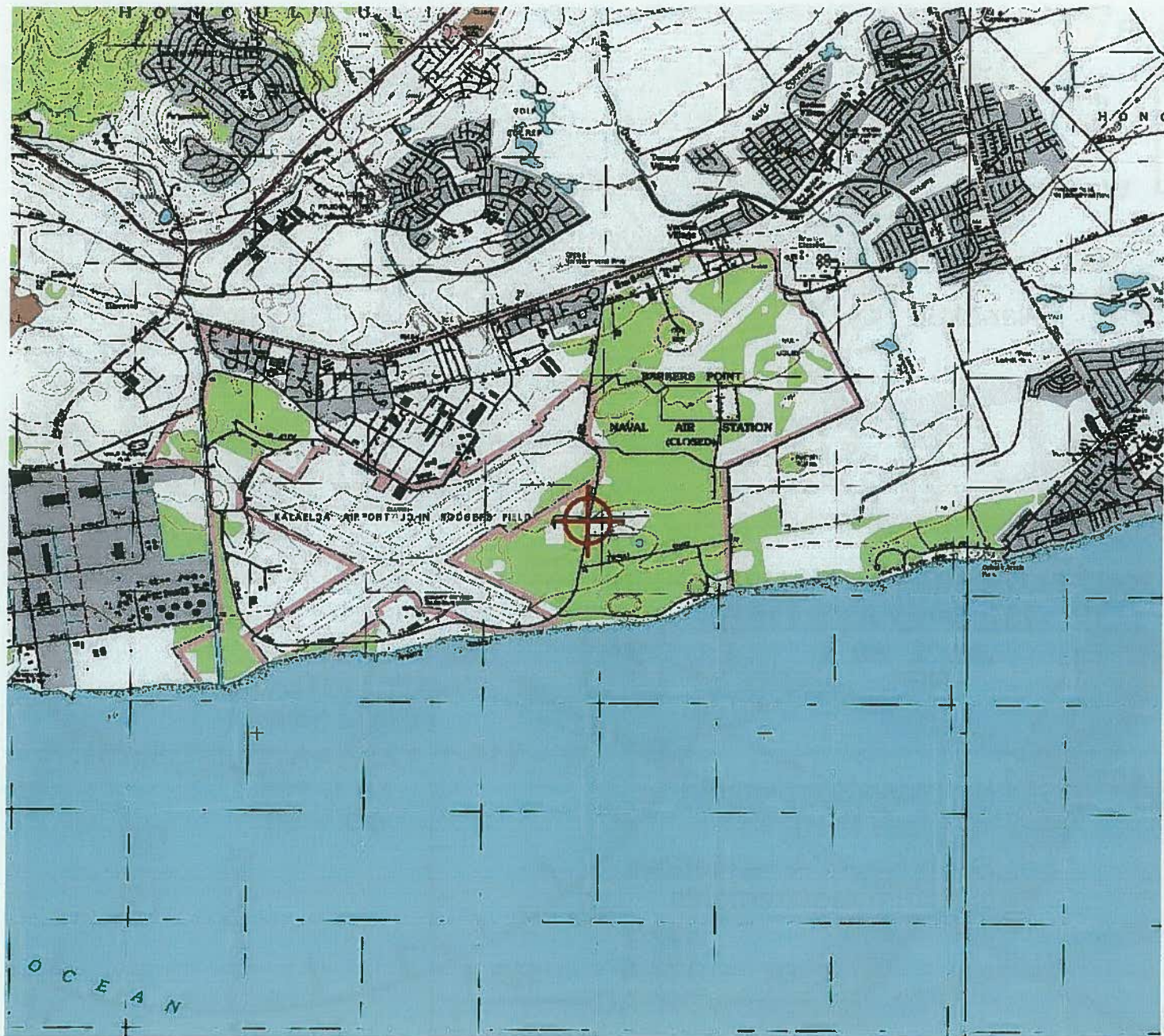
(DNE)

**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7618-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 14
Location:	Ewa/Honolulu, HI
Latitude:	21-18-34.74N NAD 83
Longitude:	158-03-21.97W
Heights:	21 feet site elevation (SE) 36 feet above ground level (AGL) 57 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7618-OE.

Signature Control No: 338358768-342359937

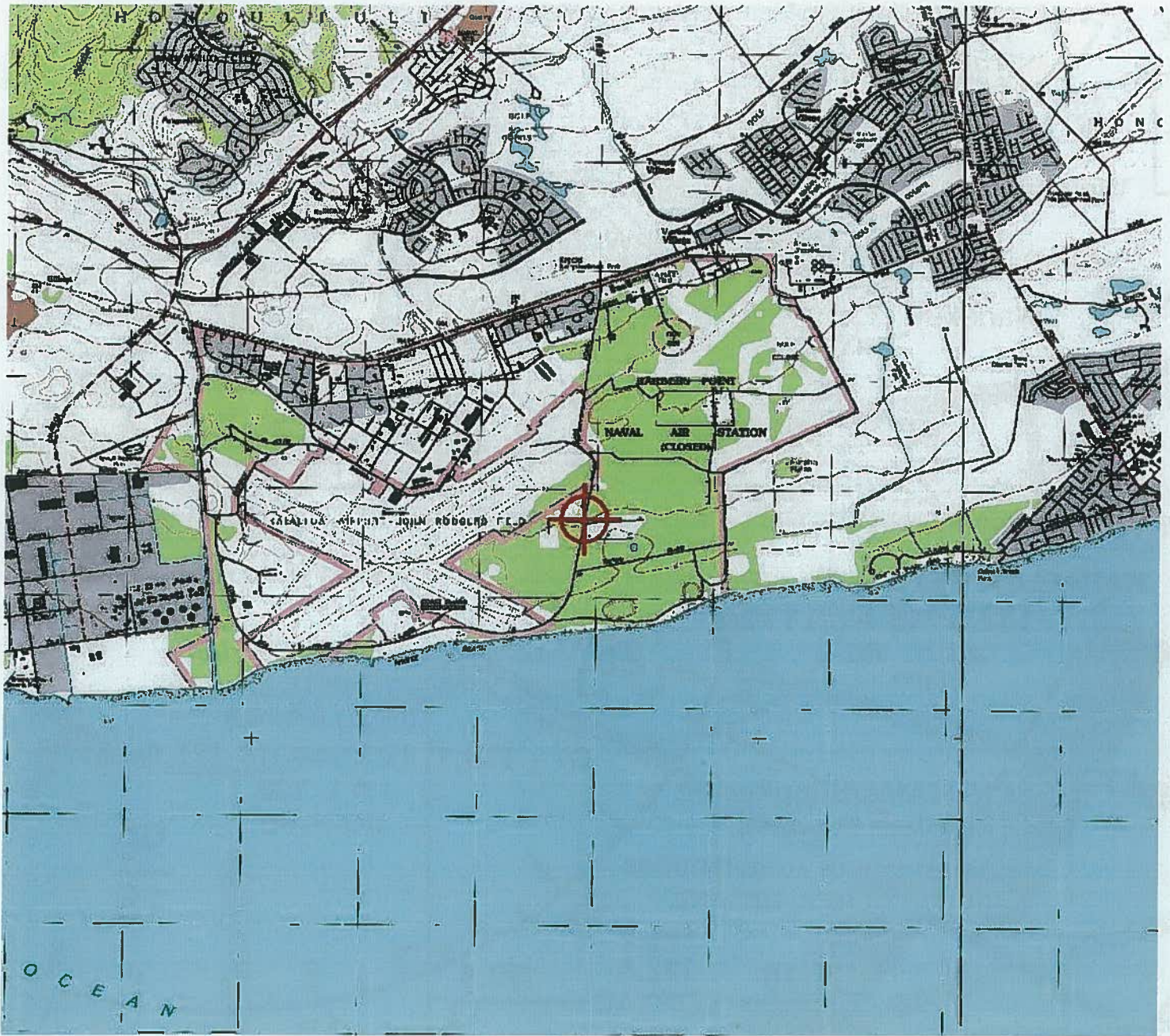
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7619-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
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Honolulu, HI 96819

**** 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:	Power Line 15
Location:	Ewa/Honolulu, HI
Latitude:	21-18-36.69N NAD 83
Longitude:	158-03-21.61W
Heights:	21 feet site elevation (SE) 37 feet above ground level (AGL) 58 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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- extended, revised, or terminated by the issuing office.
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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7619-OE.

Signature Control No: 338358769-342359934

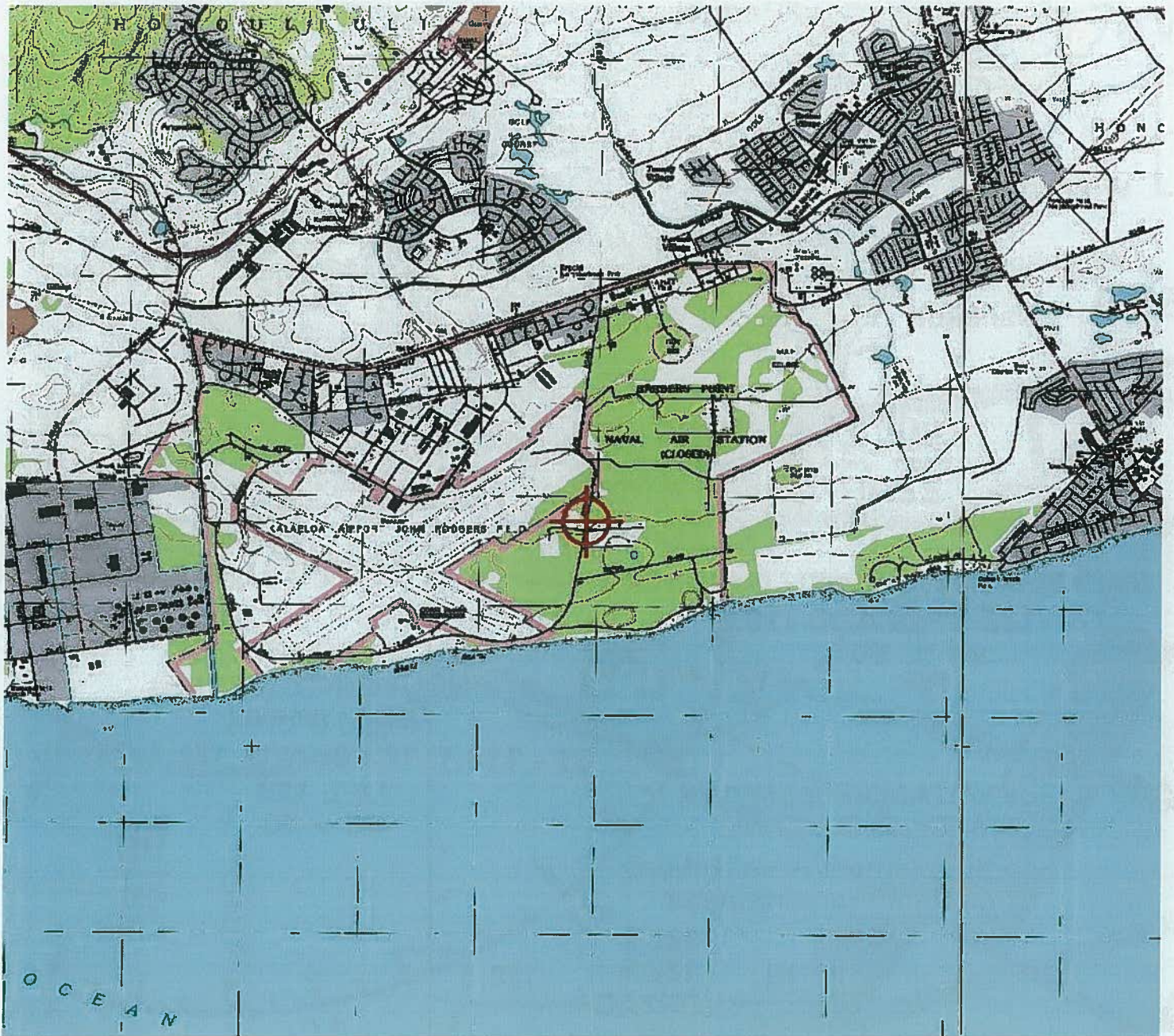
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7620-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
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2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 16
Location:	Ewa/Honolulu, HI
Latitude:	21-18-38.65N NAD 83
Longitude:	158-03-21.24W
Heights:	21 feet site elevation (SE) 36 feet above ground level (AGL) 57 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7620-OE.

Signature Control No: 338358770-342359941

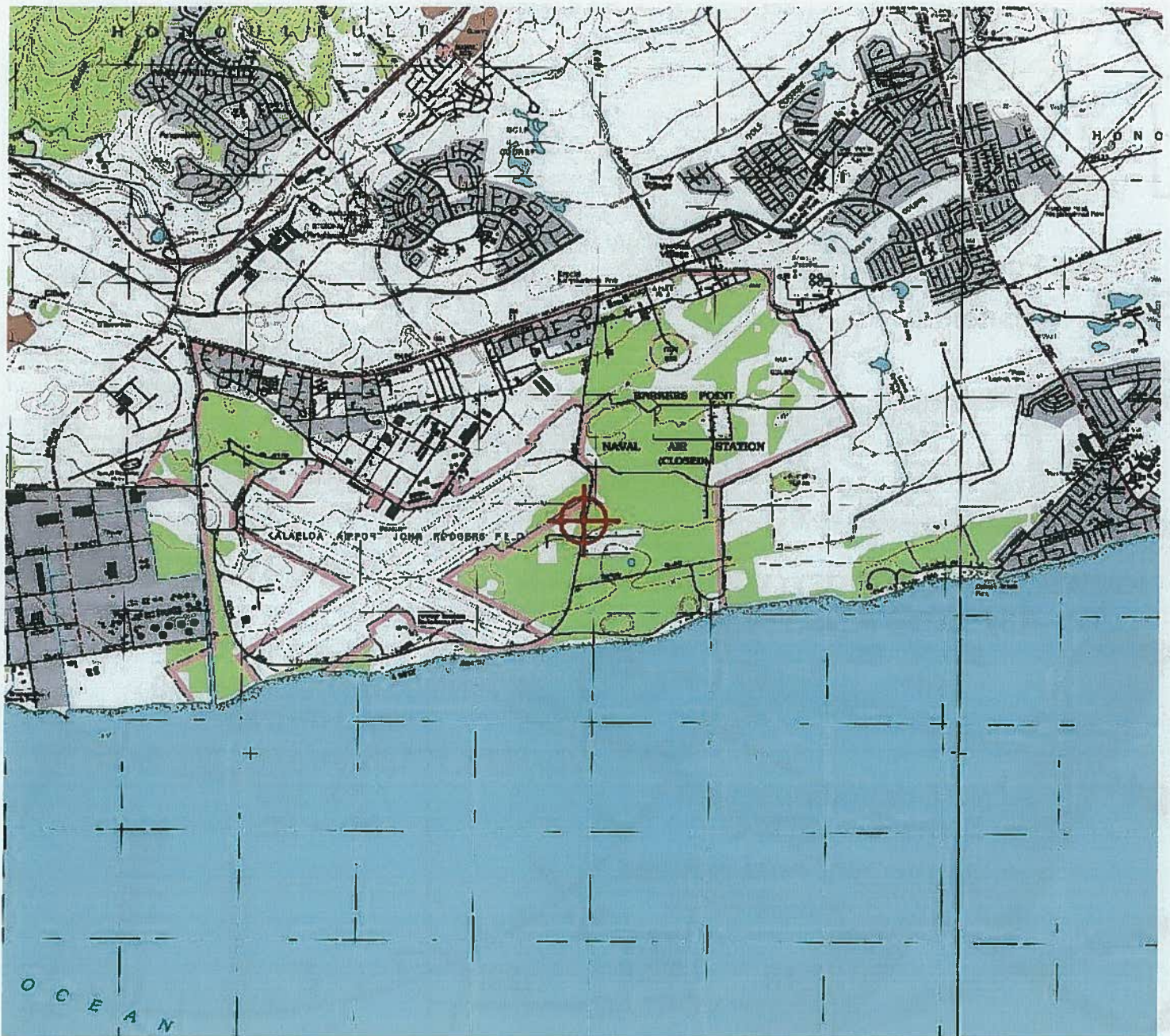
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7621-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 17
Location:	Ewa/Honolulu, HI
Latitude:	21-18-40.61N NAD 83
Longitude:	158-03-20.88W
Heights:	22 feet site elevation (SE) 36 feet above ground level (AGL) 58 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7621-OE.

Signature Control No: 338358771-342359944

(DNE)

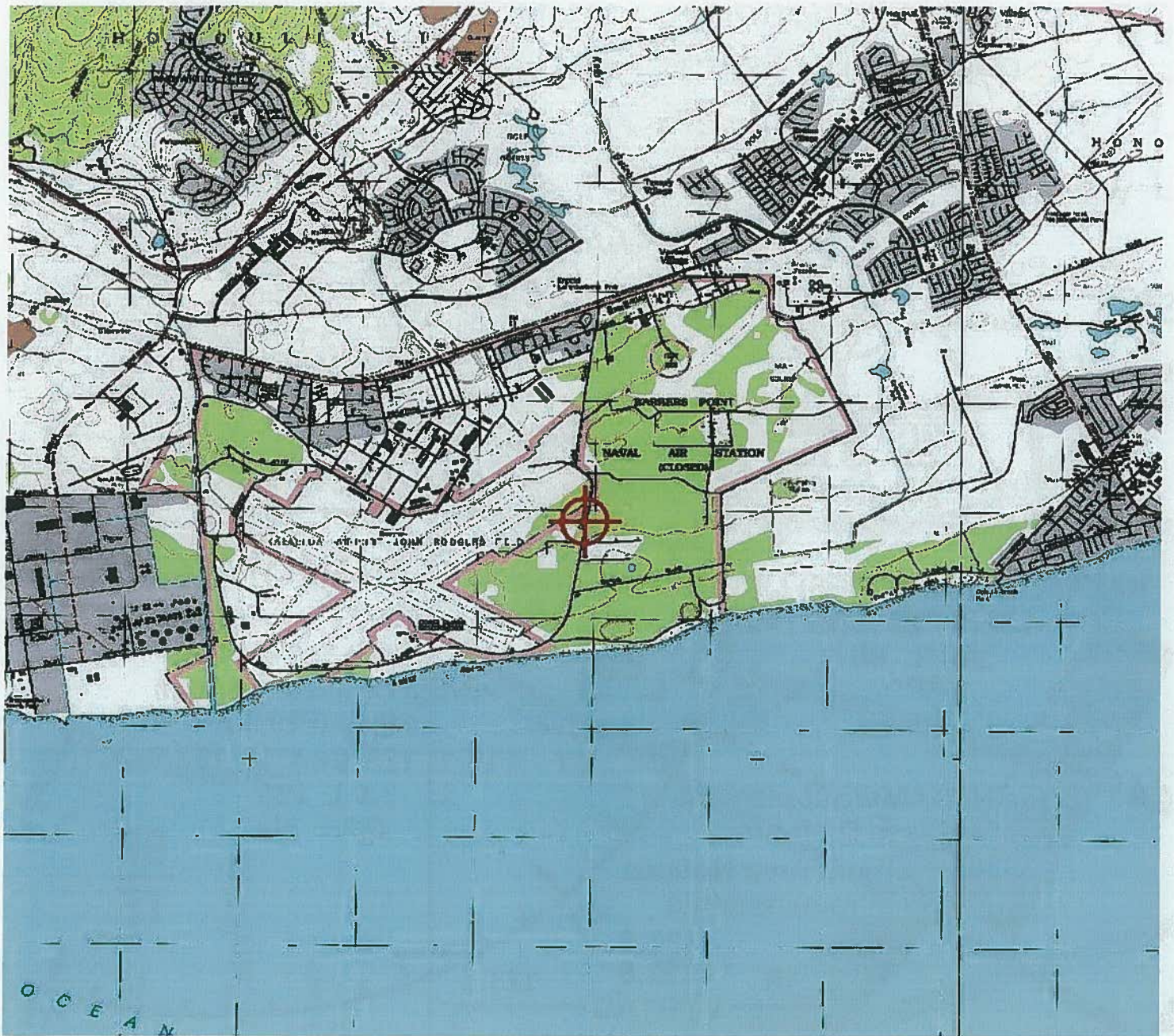
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC

TOPO Map for ASN 2017-AWP-7621-OE







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

Aeronautical Study No.
2017-AWP-7622-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 18
Location:	Ewa/Honolulu, HI
Latitude:	21-18-42.56N NAD 83
Longitude:	158-03-20.51W
Heights:	24 feet site elevation (SE) 36 feet above ground level (AGL) 60 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7622-OE.

Signature Control No: 338358772-342359940

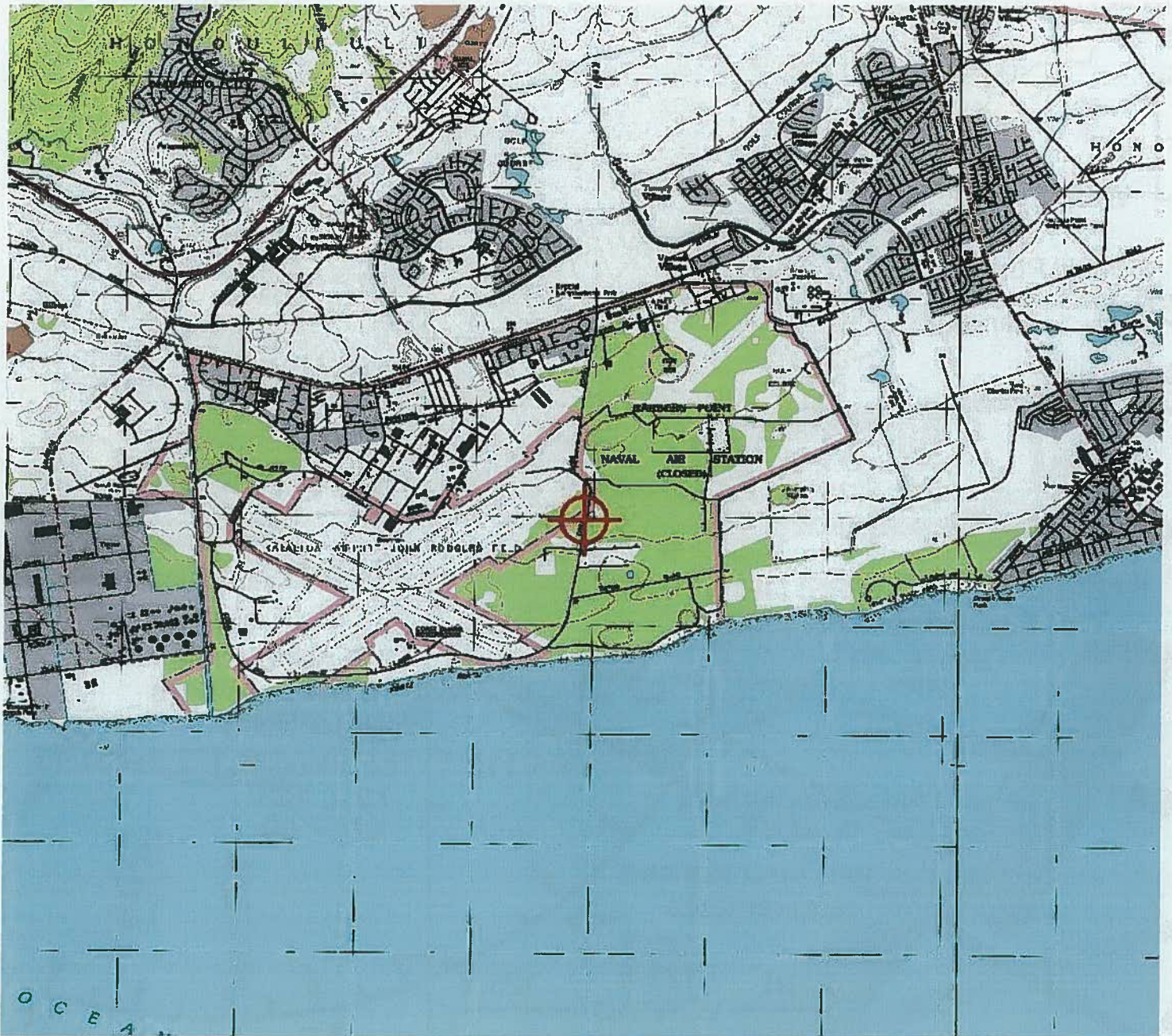
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7623-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 19
Location:	Ewa/Honolulu, HI
Latitude:	21-18-44.51N NAD 83
Longitude:	158-03-20.15W
Heights:	25 feet site elevation (SE) 36 feet above ground level (AGL) 61 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7623-OE.

Signature Control No: 338358773-342359938

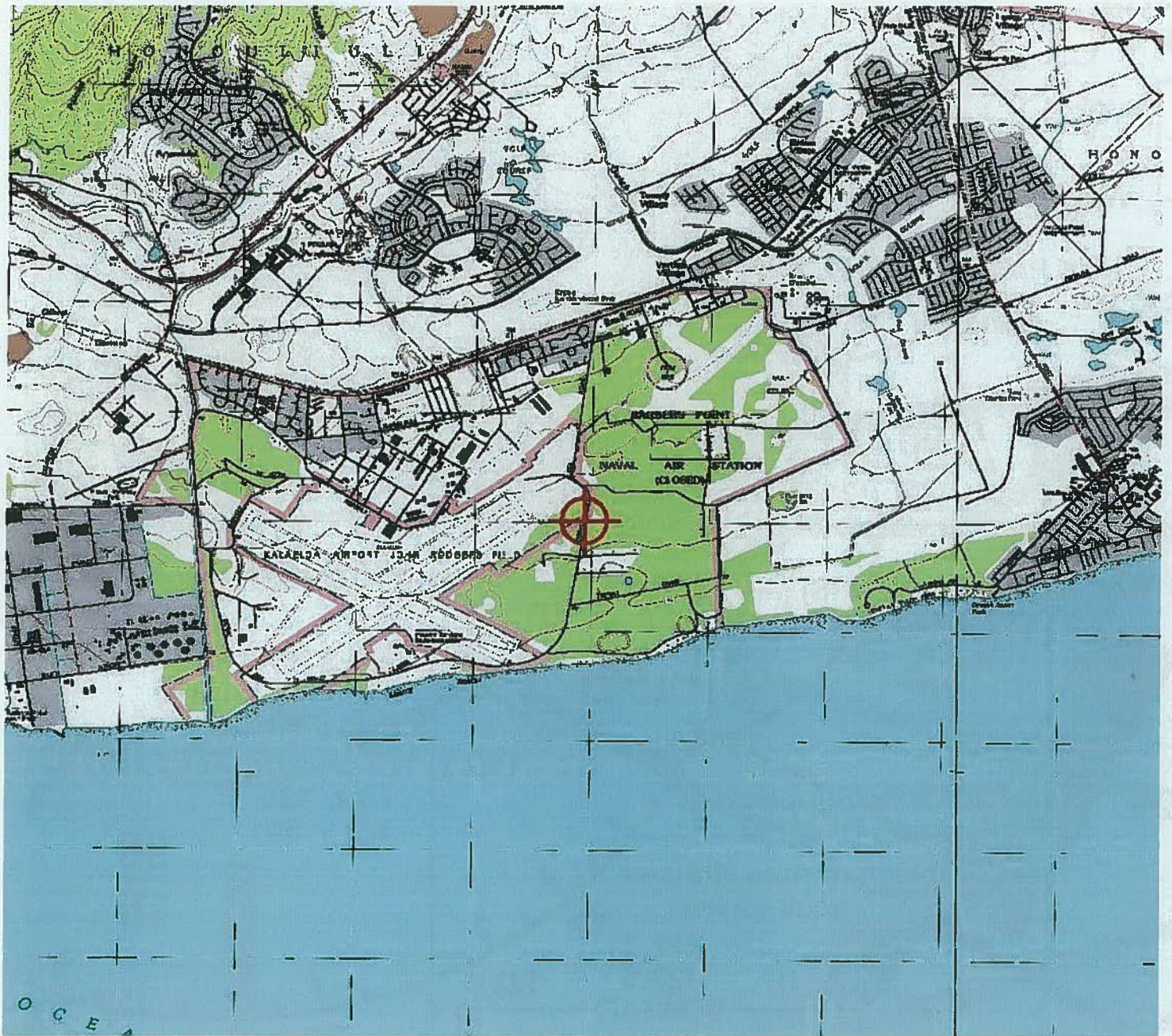
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7624-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 20
Location:	Ewa/Honolulu, HI
Latitude:	21-19-13.43N NAD 83
Longitude:	158-03-22.08W
Heights:	41 feet site elevation (SE)
	37 feet above ground level (AGL)
	78 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7624-OE.

Signature Control No: 338358774-342359933

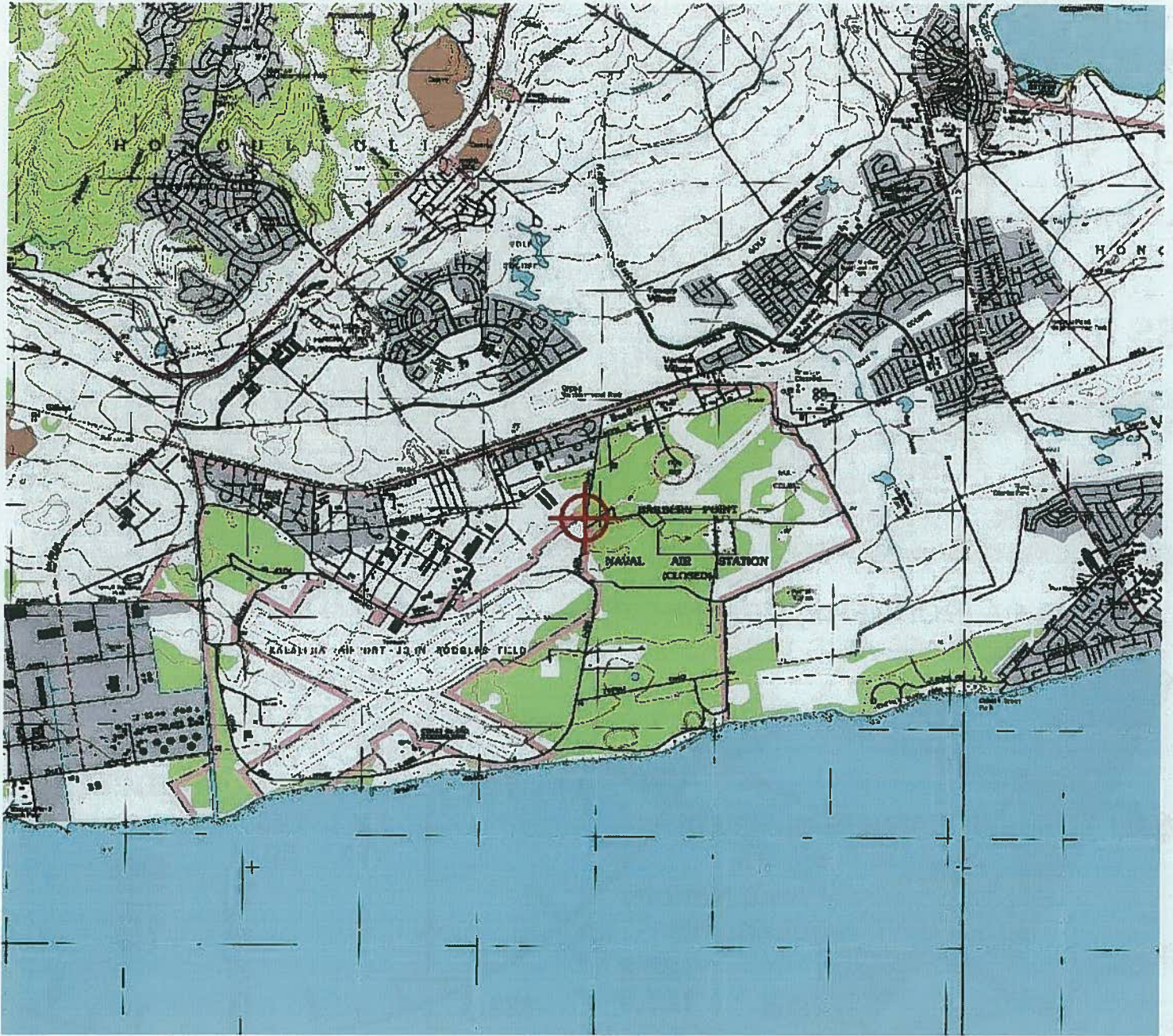
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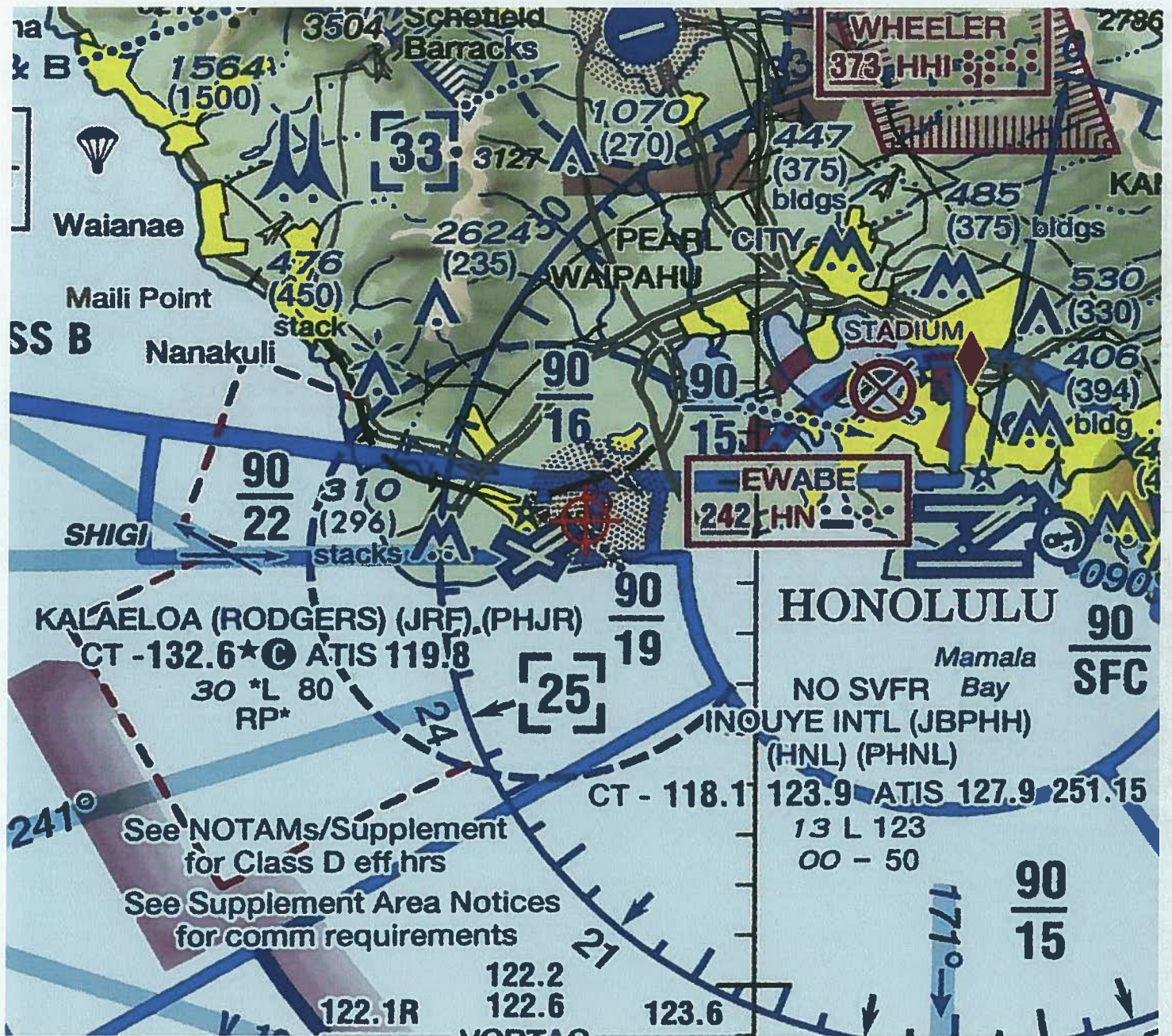
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7625-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 21
Location:	Ewa/Honolulu, HI
Latitude:	21-19-15.15N NAD 83
Longitude:	158-03-21.82W
Heights:	43 feet site elevation (SE) 36 feet above ground level (AGL) 79 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7625-OE.

Signature Control No: 338358775-342359974

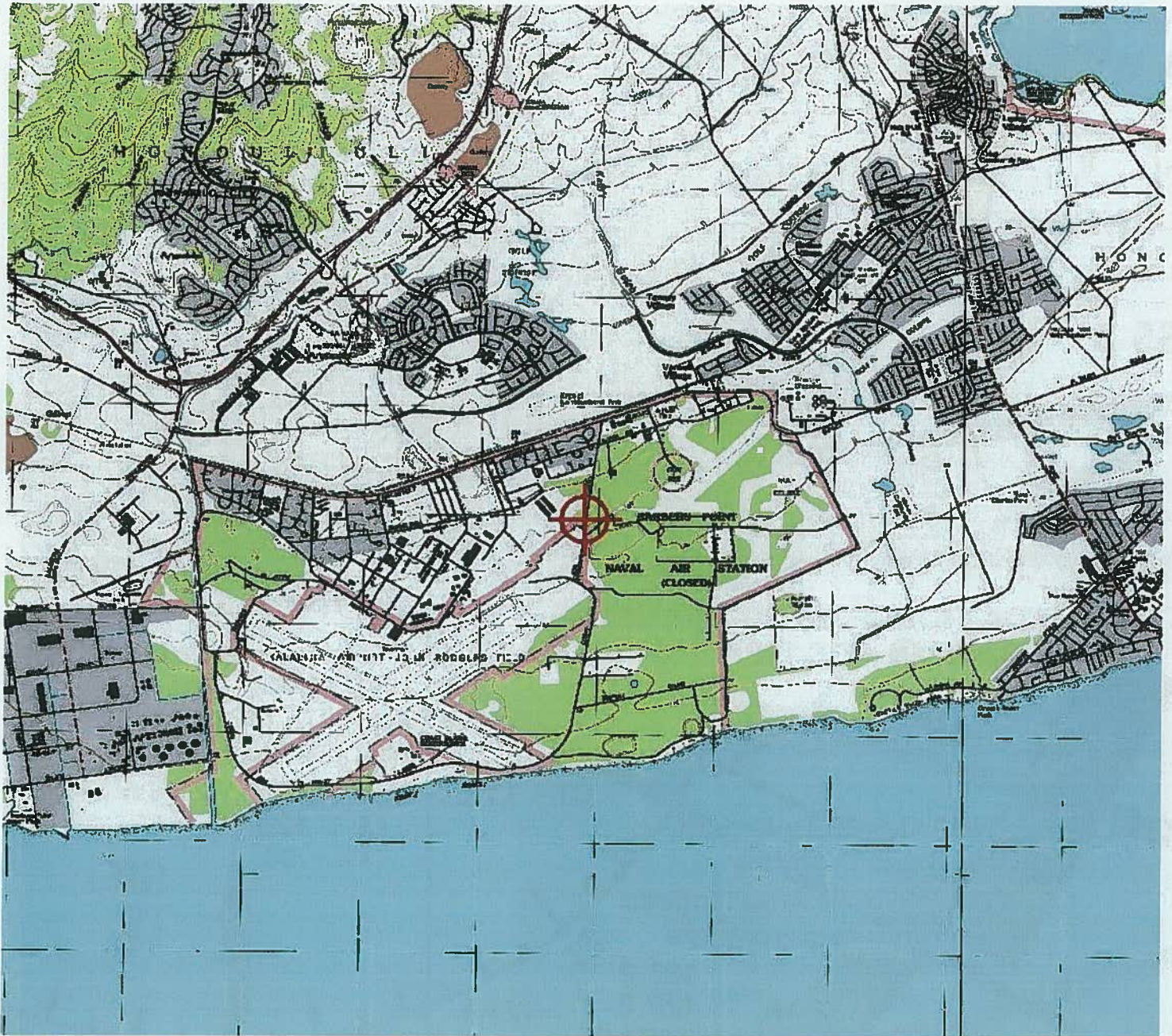
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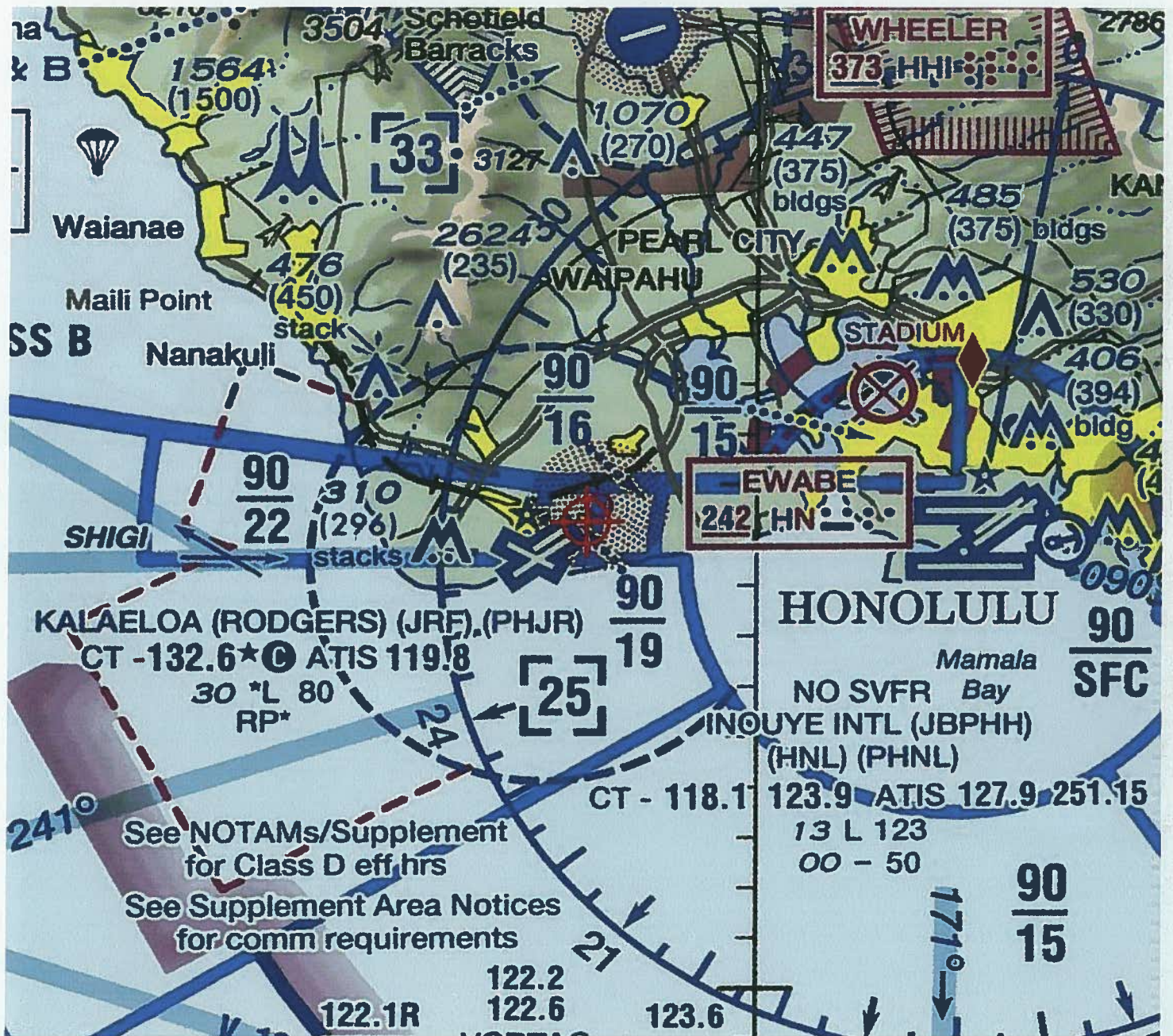
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7626-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 22
Location:	Ewa/Honolulu, HI
Latitude:	21-19-16.87N NAD 83
Longitude:	158-03-21.56W
Heights:	45 feet site elevation (SE) 36 feet above ground level (AGL) 81 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7626-OE.

Signature Control No: 338358776-342359977

(DNE)

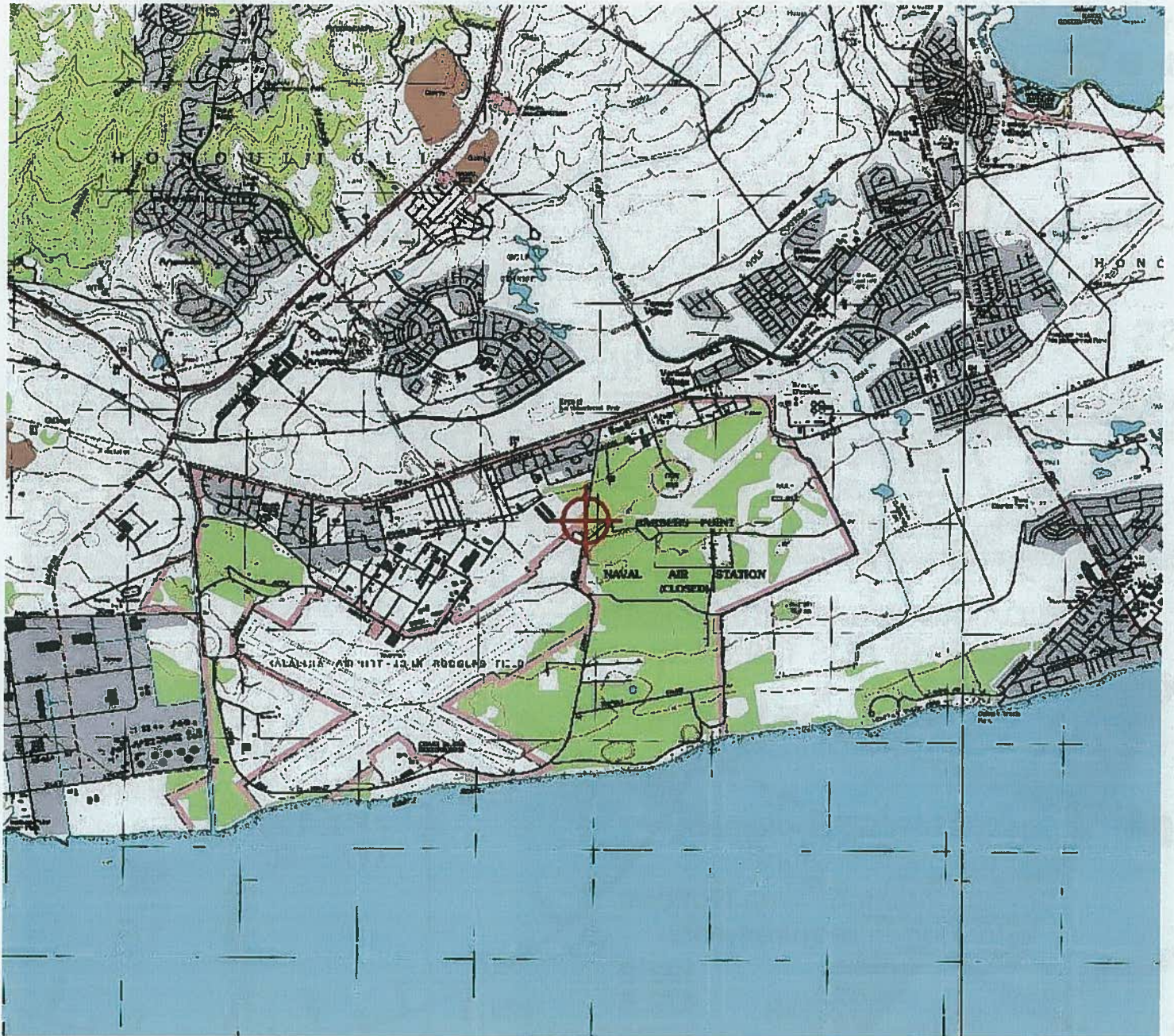
**Robert van Haastert
Specialist**

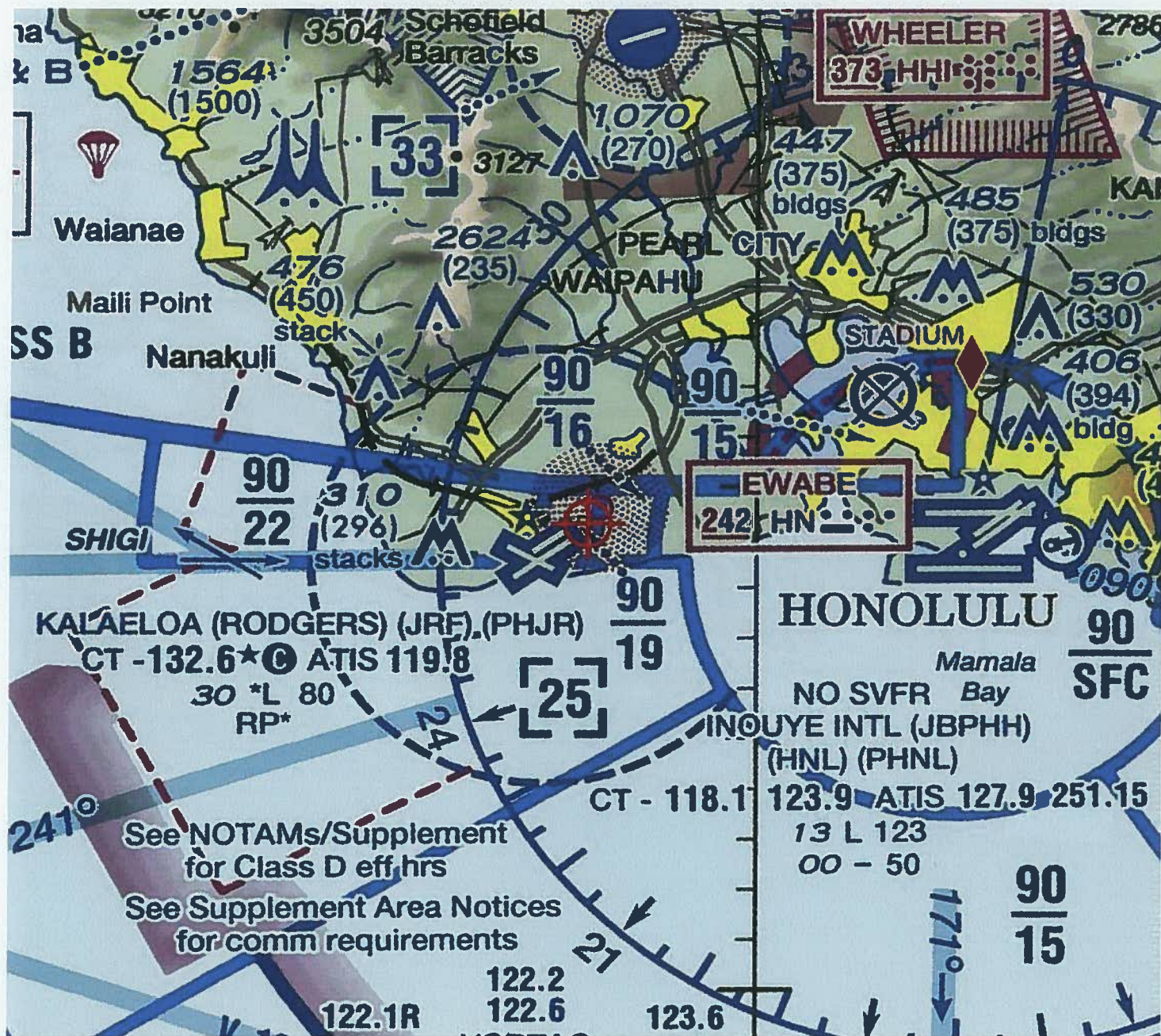
Attachment(s)

Map(s)

cc: FCC

TOPO Map for ASN 2017-AWP-7626-OE







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

Aeronautical Study No.
2017-AWP-7627-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 23
Location:	Ewa/Honolulu, HI
Latitude:	21-19-18.83N NAD 83
Longitude:	158-03-21.27W
Heights:	48 feet site elevation (SE) 35 feet above ground level (AGL) 83 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7627-OE.

Signature Control No: 338358777-342359992

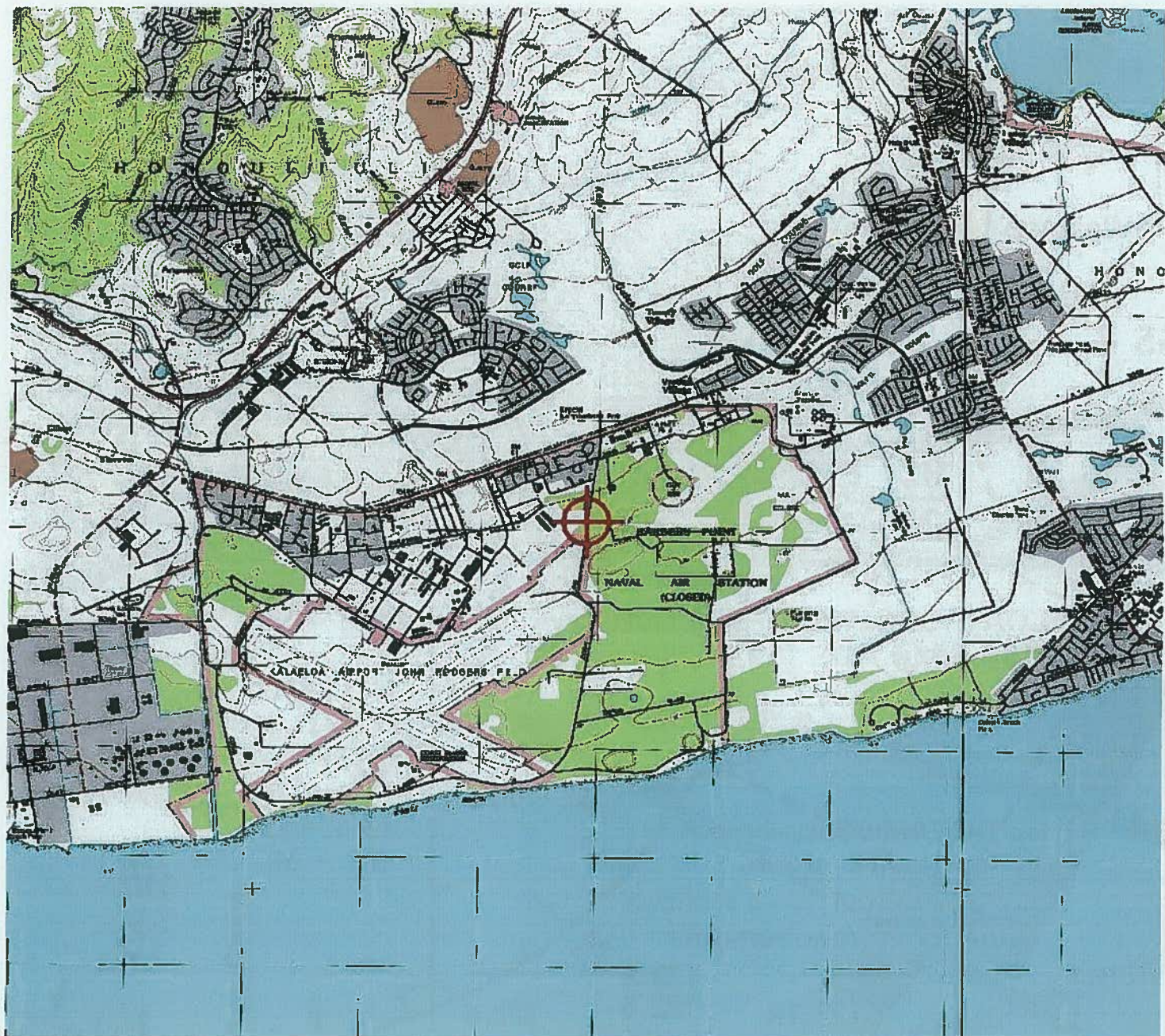
(DNE)

**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7628-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 24
Location:	Ewa/Honolulu, HI
Latitude:	21-19-20.79N NAD 83
Longitude:	158-03-20.98W
Heights:	49 feet site elevation (SE) 35 feet above ground level (AGL) 84 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7628-OE.

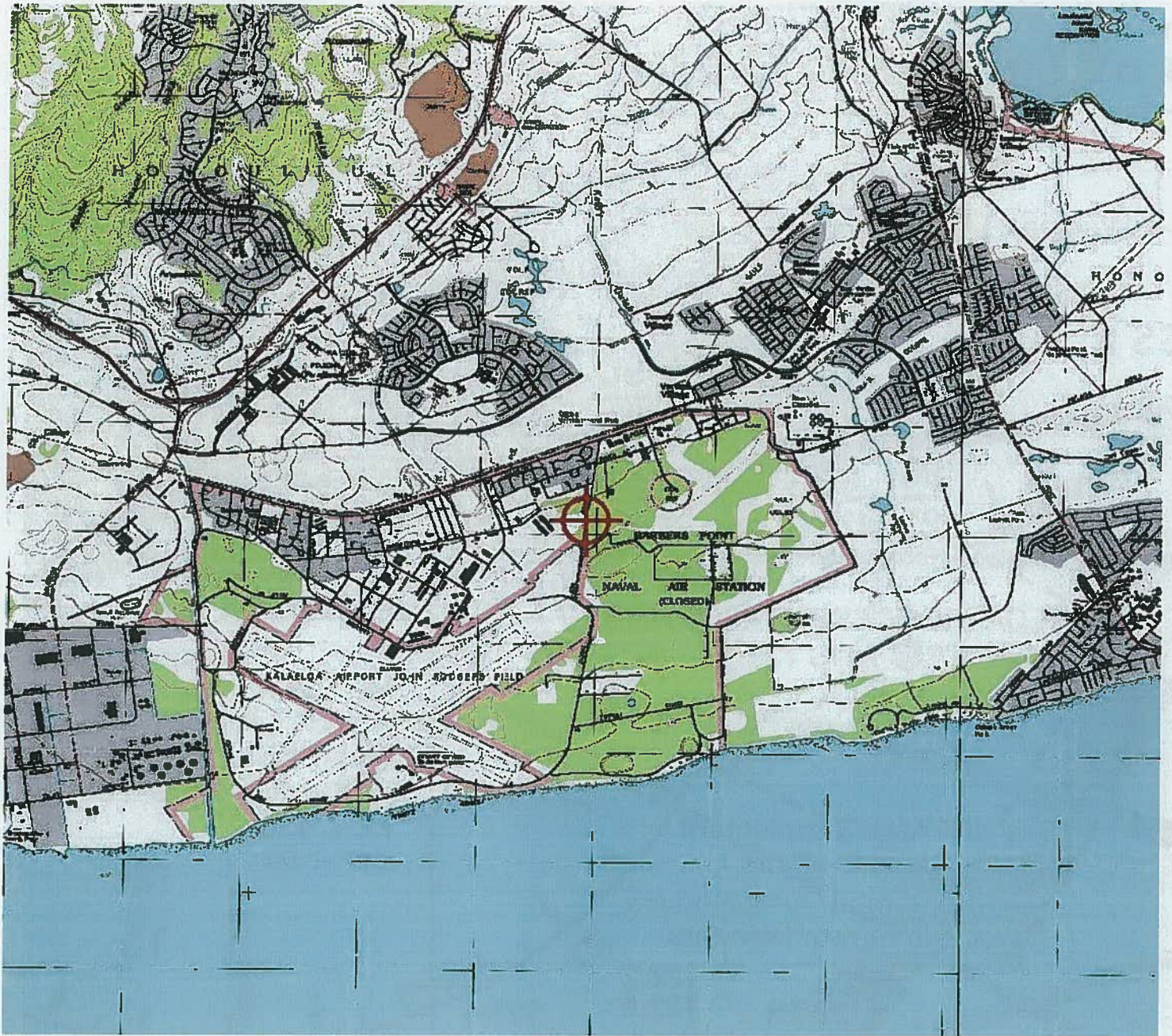
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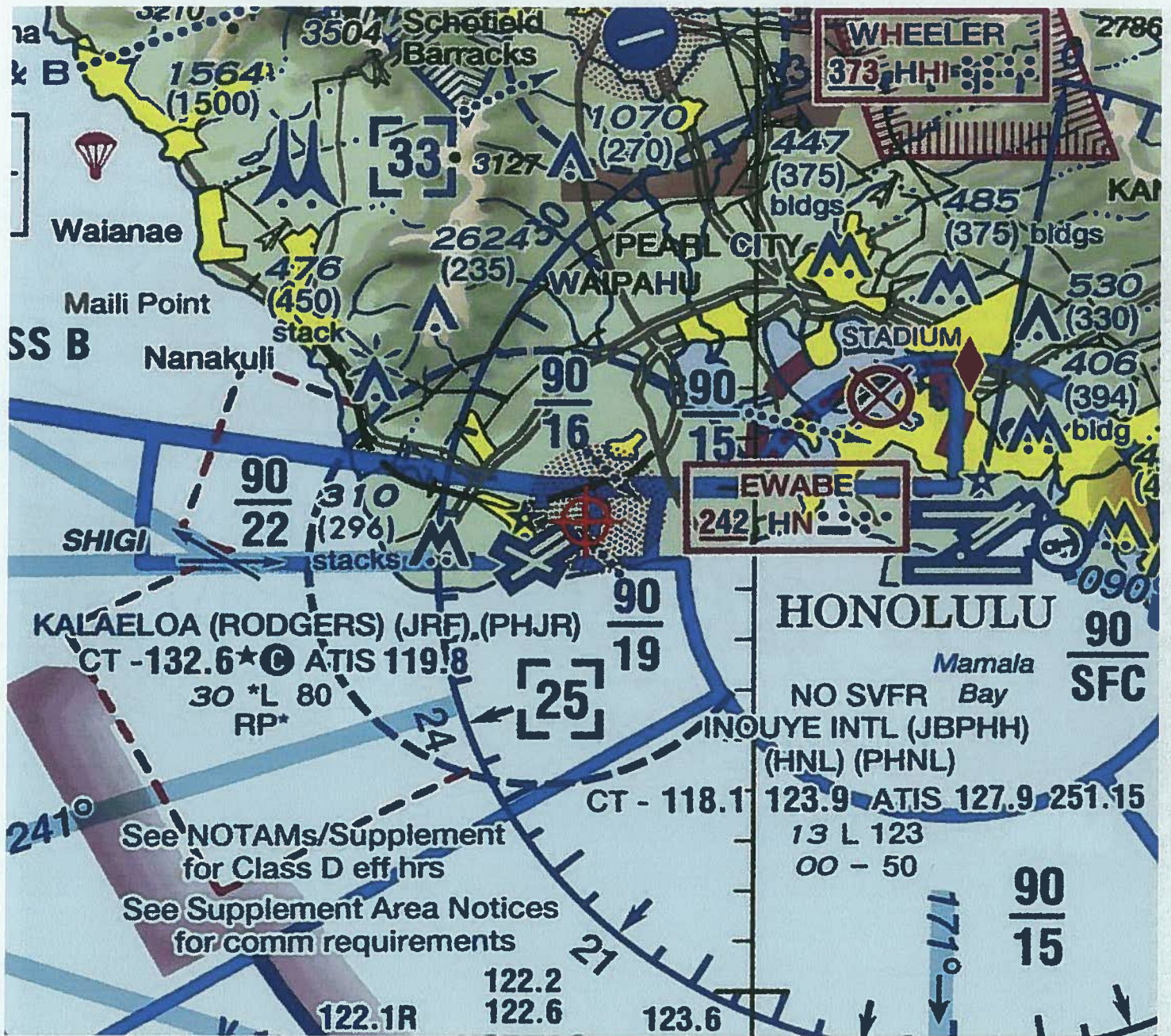
(DNE)

Robert van Haastert
Specialist

Attachment(s)
Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7629-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 25
Location:	Ewa/Honolulu, HI
Latitude:	21-19-22.76N NAD 83
Longitude:	158-03-20.68W
Heights:	49 feet site elevation (SE) 36 feet above ground level (AGL) 85 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7629-OE.

Signature Control No: 338358779-342360002

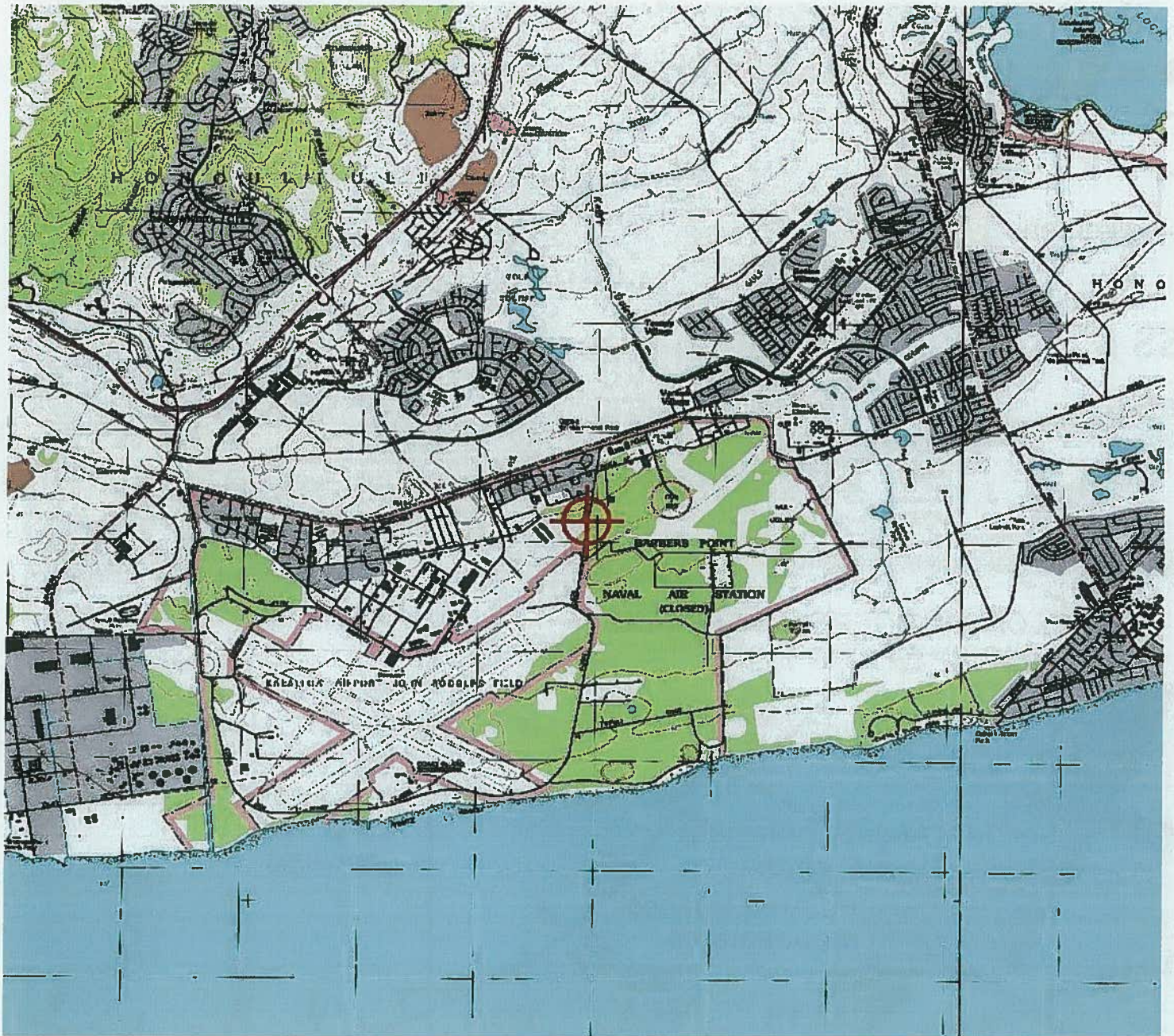
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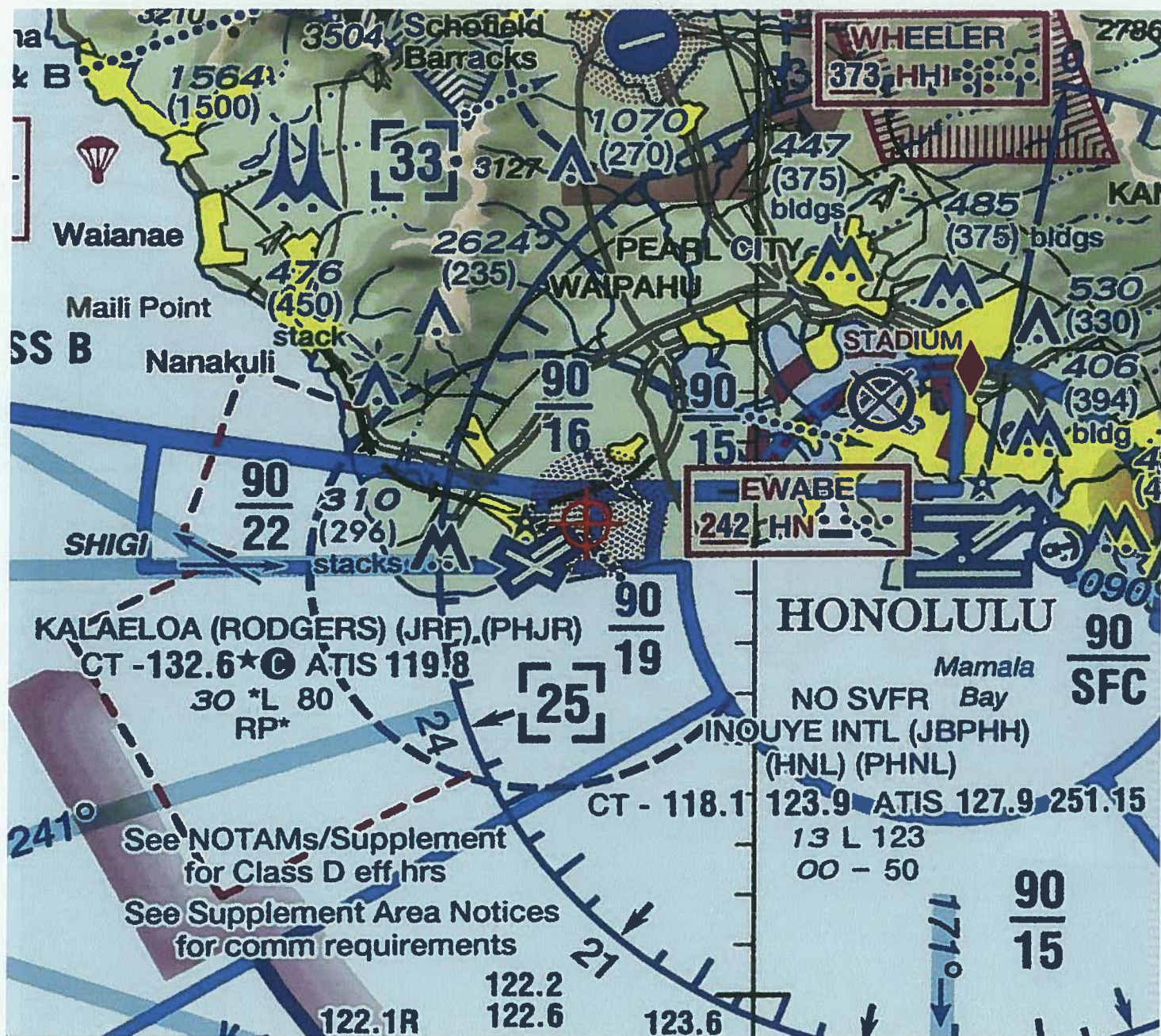
**Robert van Haastert
Specialist**

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7630-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 26
Location:	Ewa/Honolulu, HI
Latitude:	21-19-24.72N NAD 83
Longitude:	158-03-20.39W
Heights:	50 feet site elevation (SE) 36 feet above ground level (AGL) 86 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7630-OE.

Signature Control No: 338358780-342360004

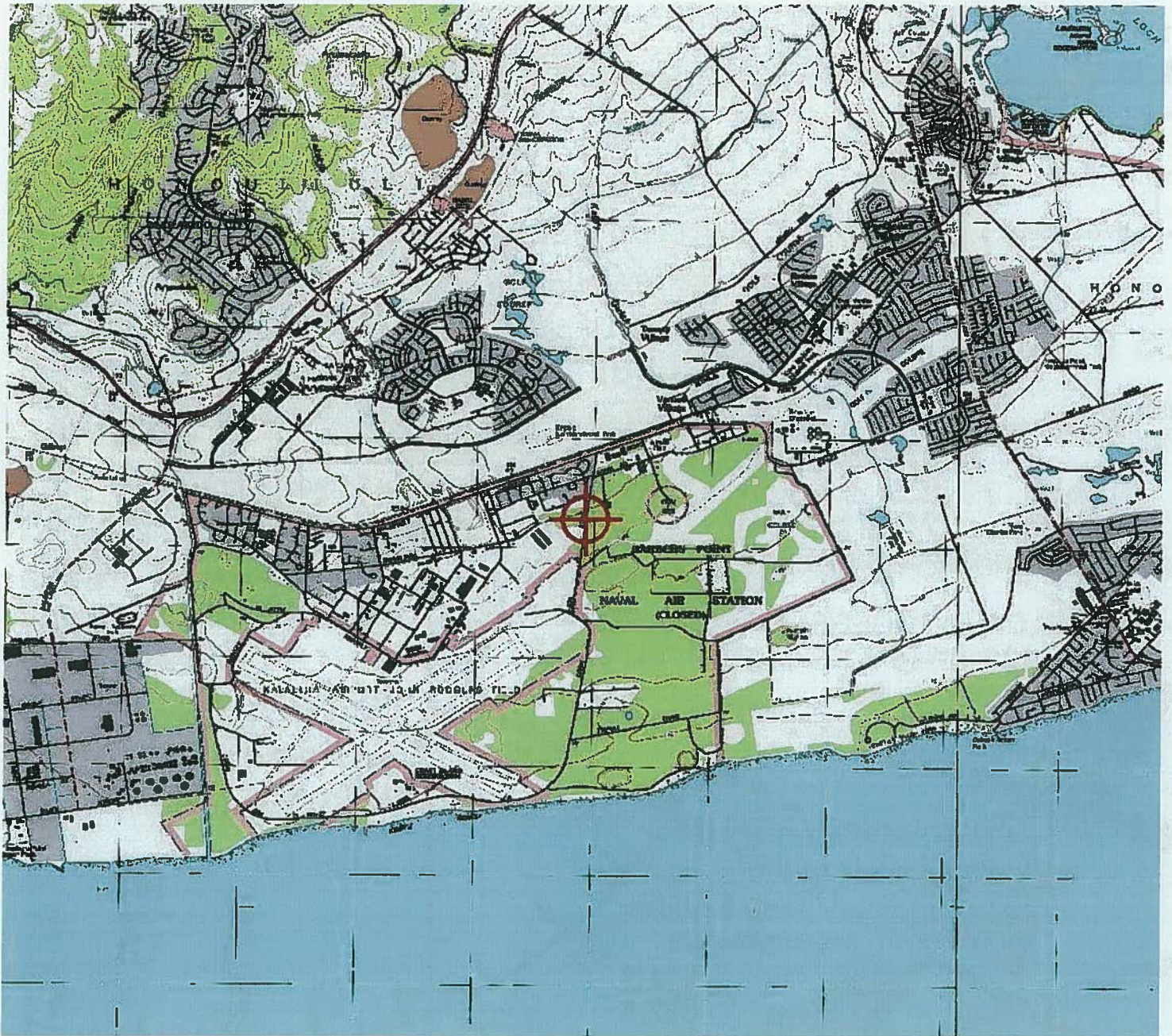
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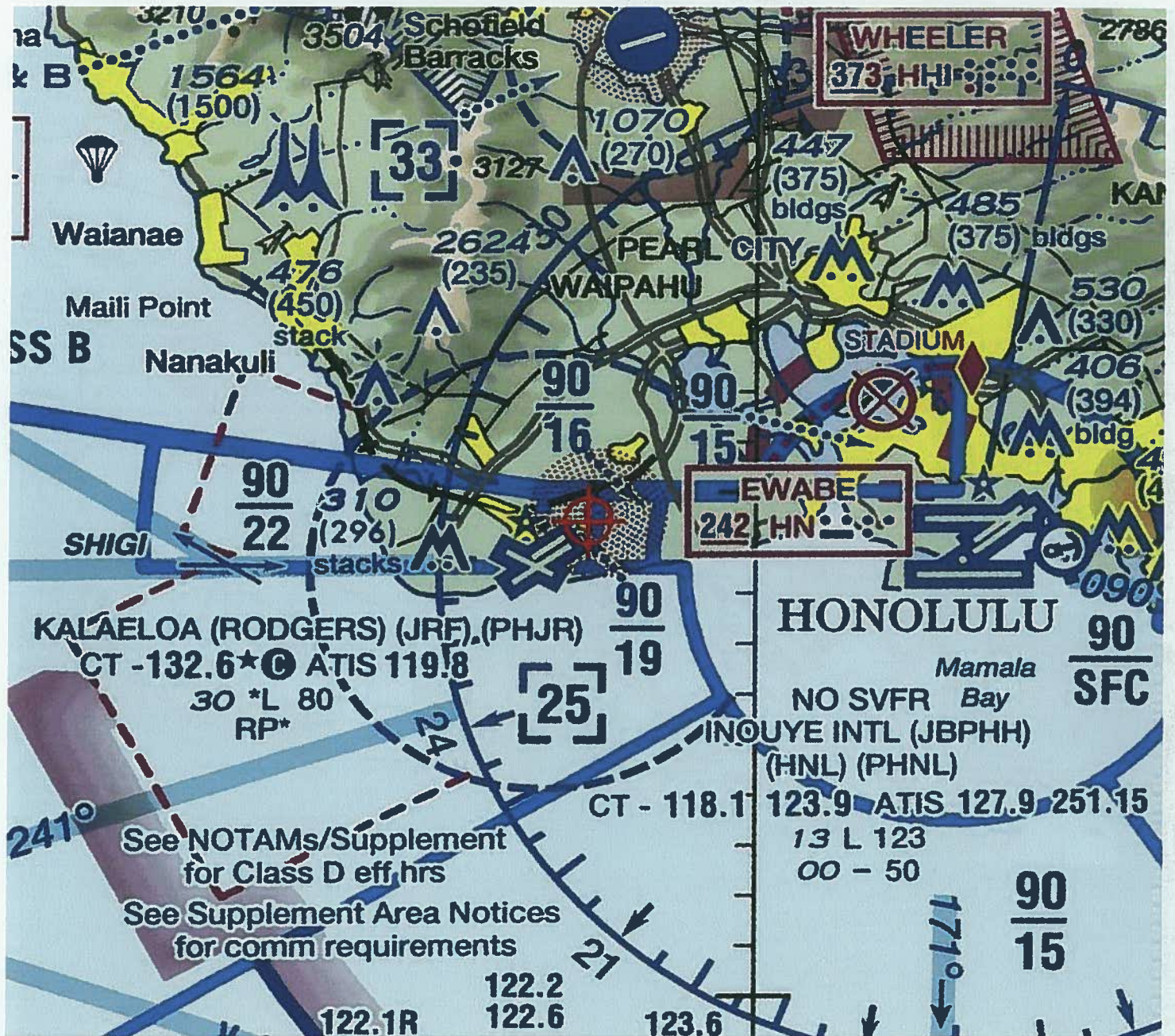
Robert van Haastert
Specialist

Attachment(s)
Map(s)

cc: FCC

TOPO Map for ASN 2017-AWP-7630-OE







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

Aeronautical Study No.
2017-AWP-7631-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 27
Location:	Ewa/Honolulu, HI
Latitude:	21-19-26.68N NAD 83
Longitude:	158-03-20.10W
Heights:	50 feet site elevation (SE) 36 feet above ground level (AGL) 86 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7631-OE.

Signature Control No: 338358781-342360009

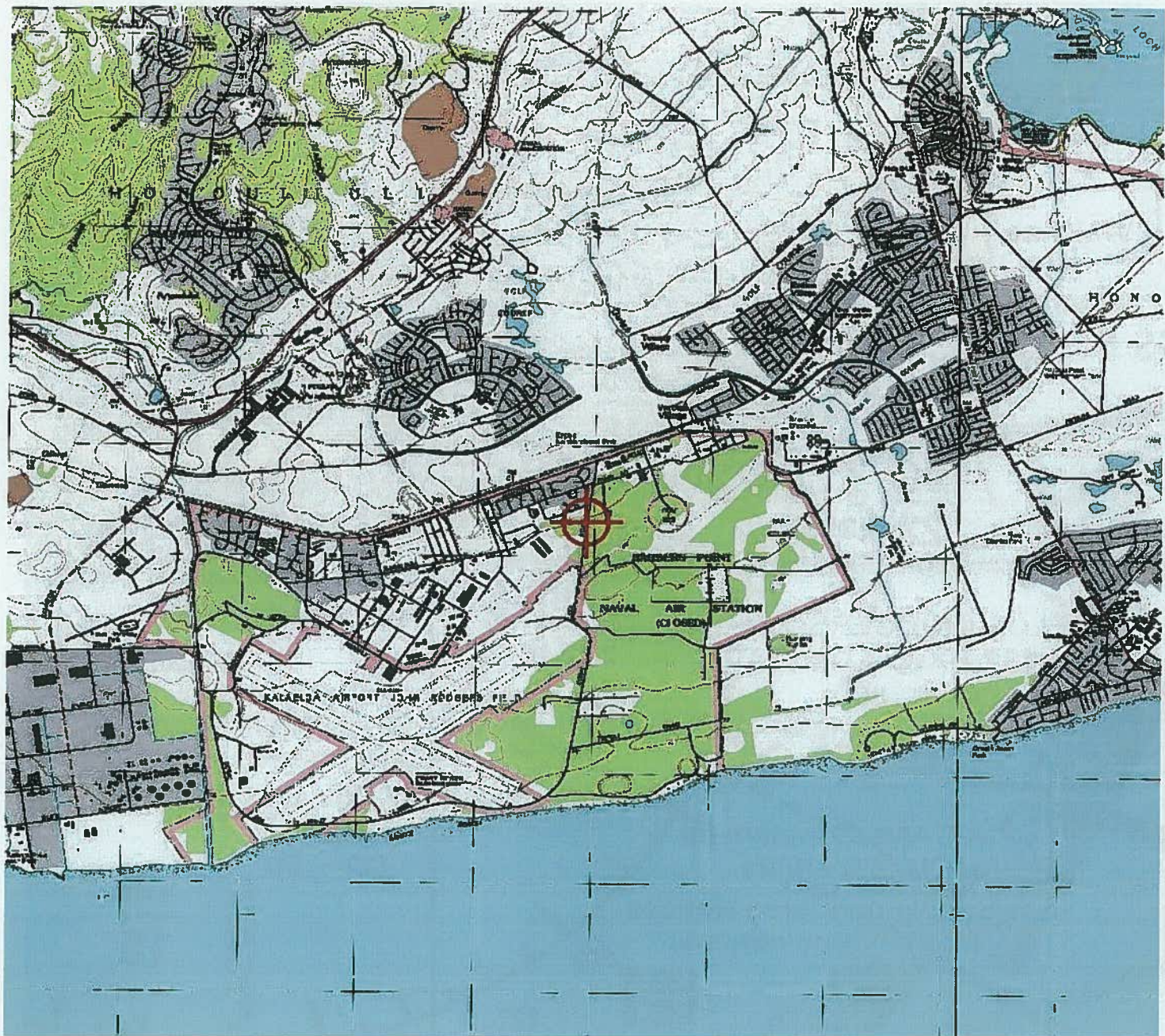
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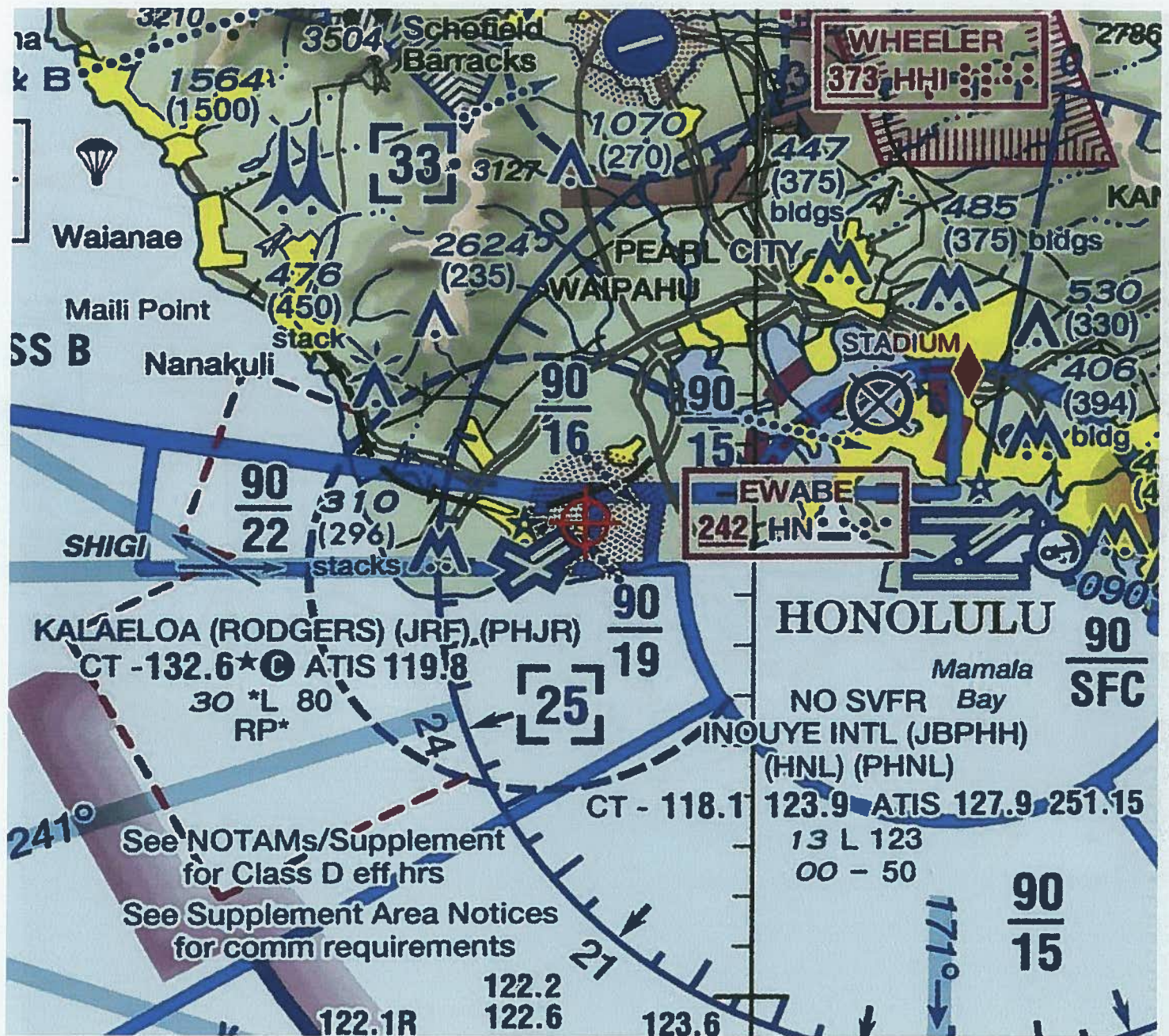
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7632-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 28
Location:	Ewa/Honolulu, HI
Latitude:	21-19-28.69N NAD 83
Longitude:	158-03-19.77W
Heights:	51 feet site elevation (SE) 36 feet above ground level (AGL) 87 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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.

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7632-OE.

Signature Control No: 338358782-342360021

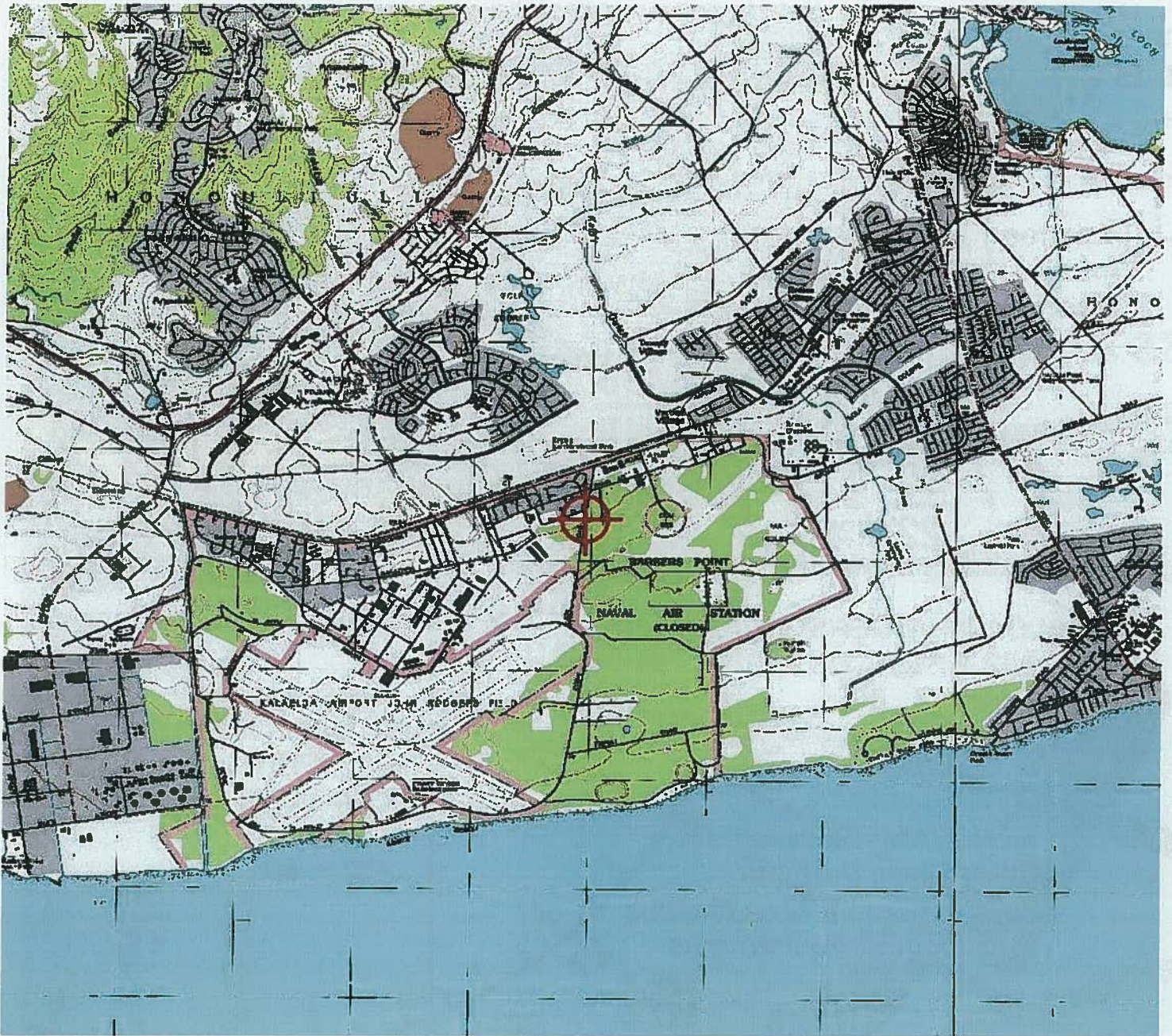
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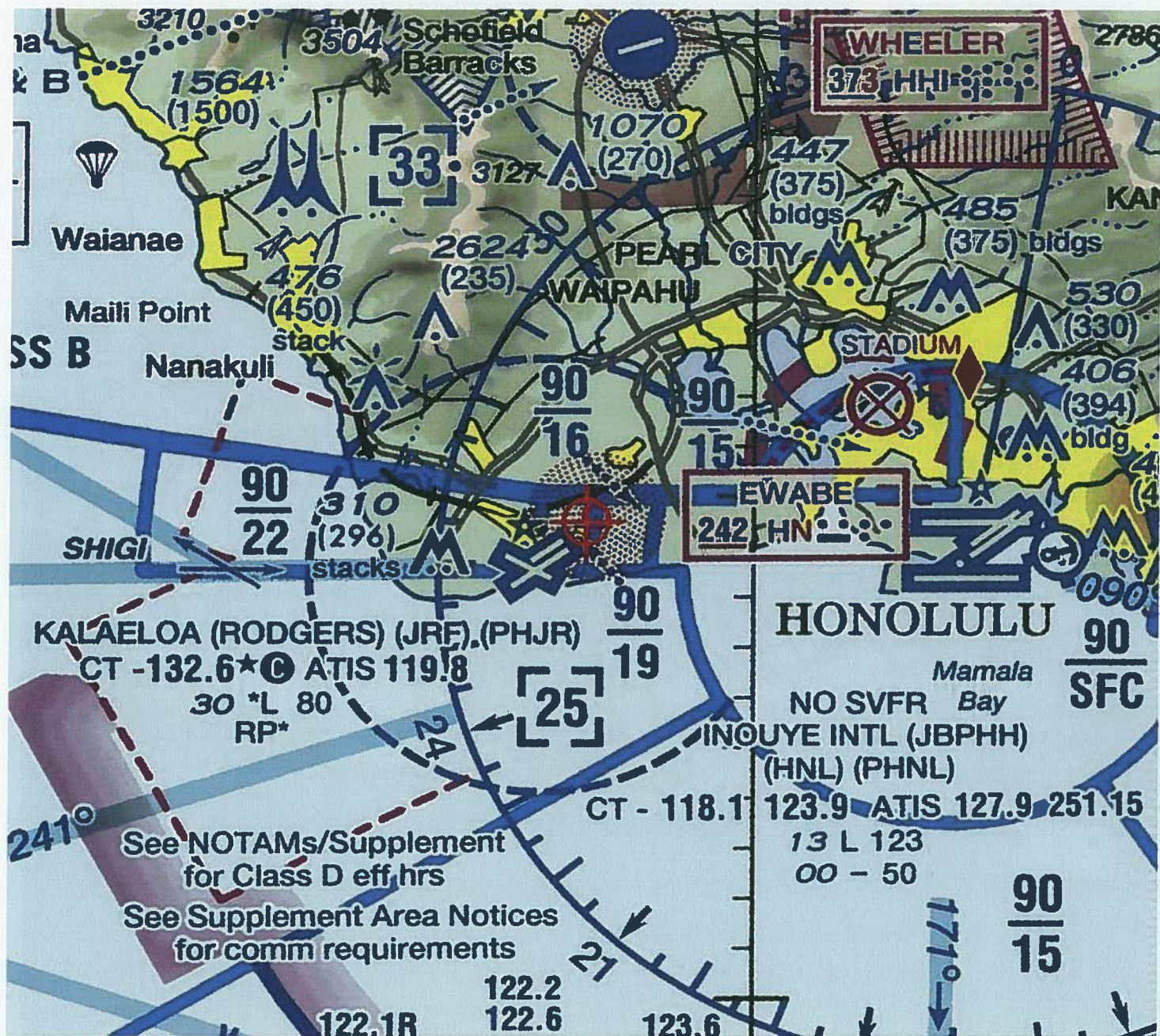
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7633-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 29
Location:	Ewa/Honolulu, HI
Latitude:	21-19-30.60N NAD 83
Longitude:	158-03-19.48W
Heights:	52 feet site elevation (SE) 36 feet above ground level (AGL) 88 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7633-OE.

Signature Control No: 338358783-342360027

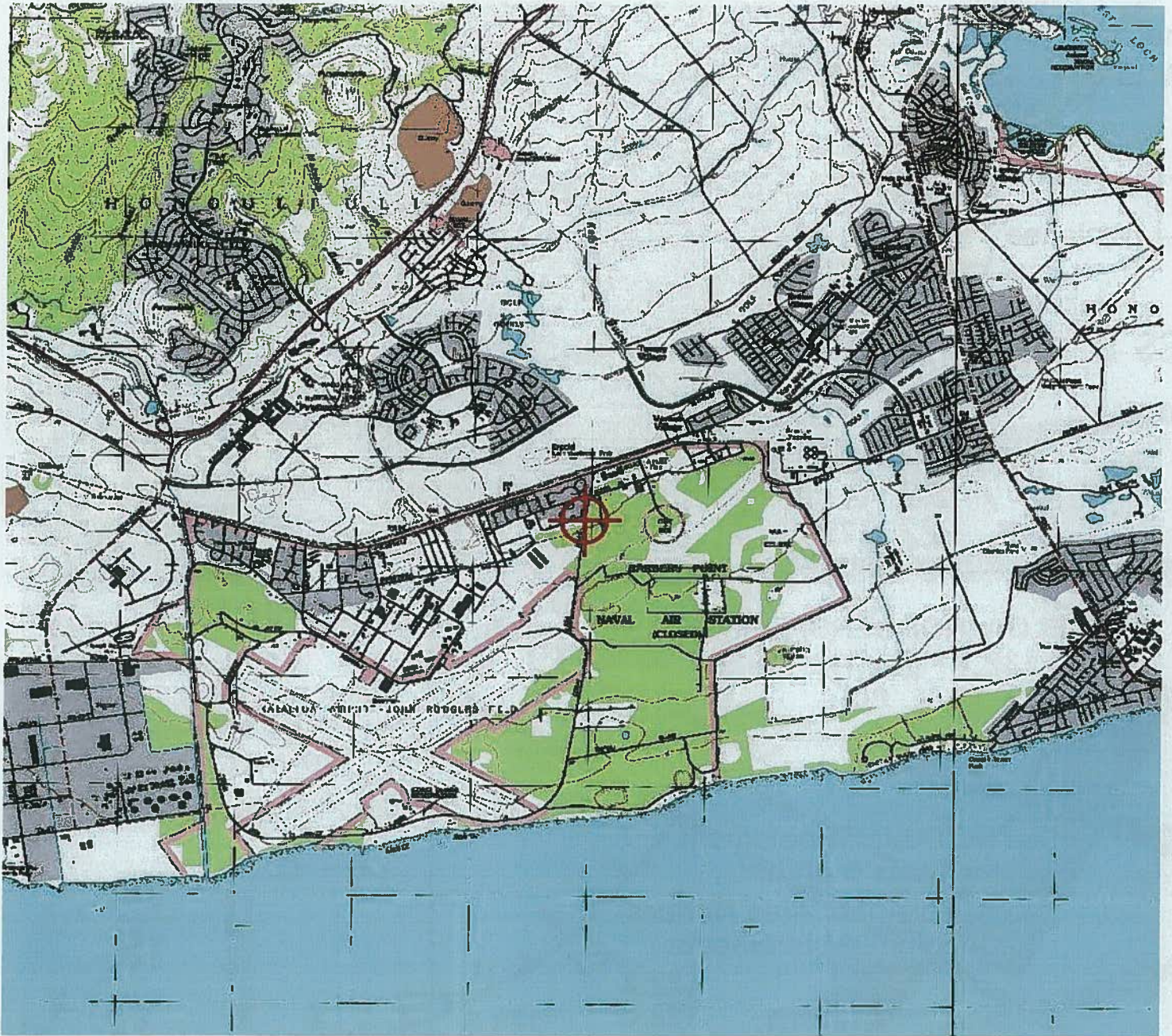
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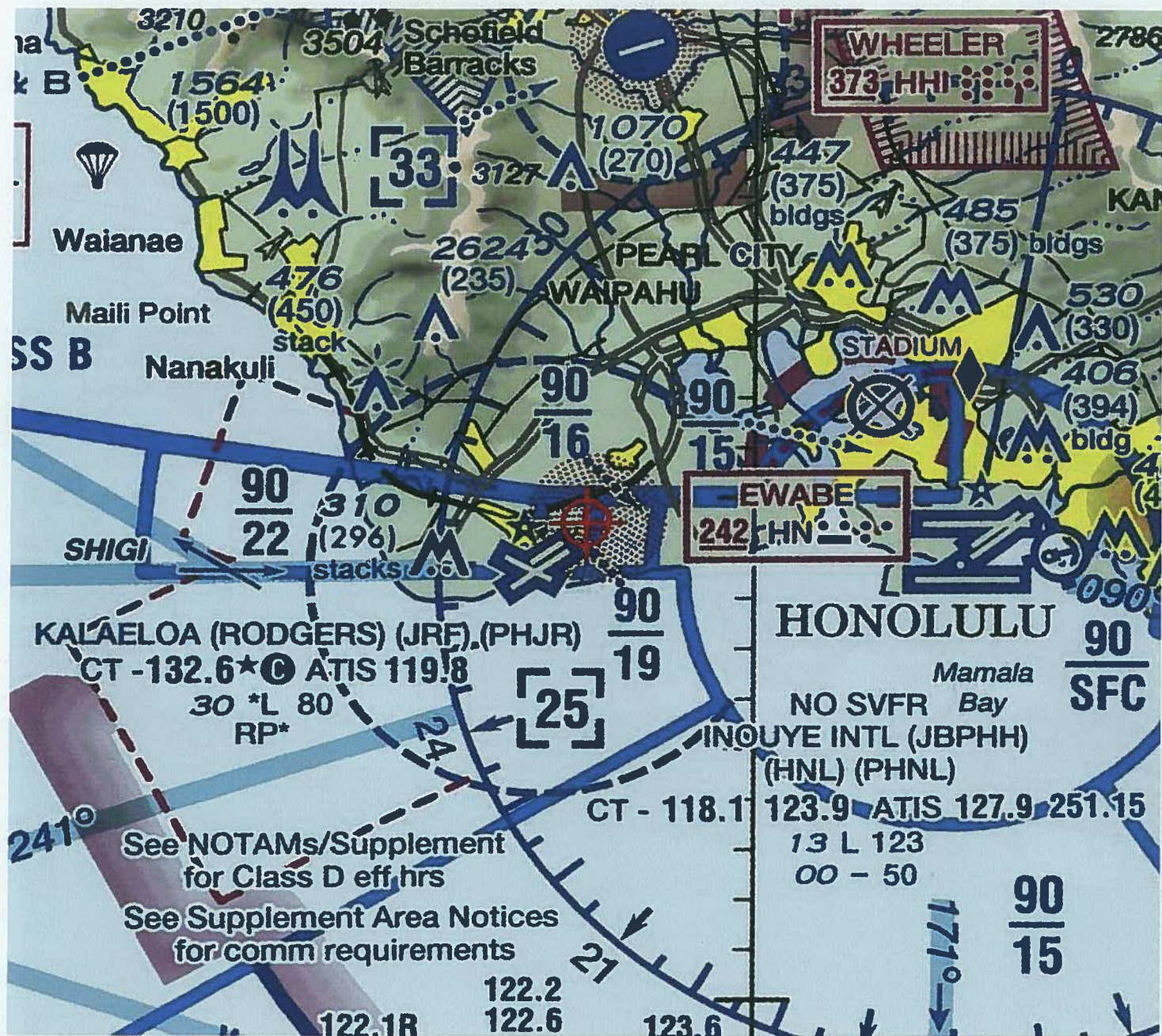
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7634-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 30
Location:	Ewa/Honolulu, HI
Latitude:	21-19-32.57N NAD 83
Longitude:	158-03-19.18W
Heights:	53 feet site elevation (SE) 36 feet above ground level (AGL) 89 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7634-OE.

Signature Control No: 338358784-342360044

(DNE)

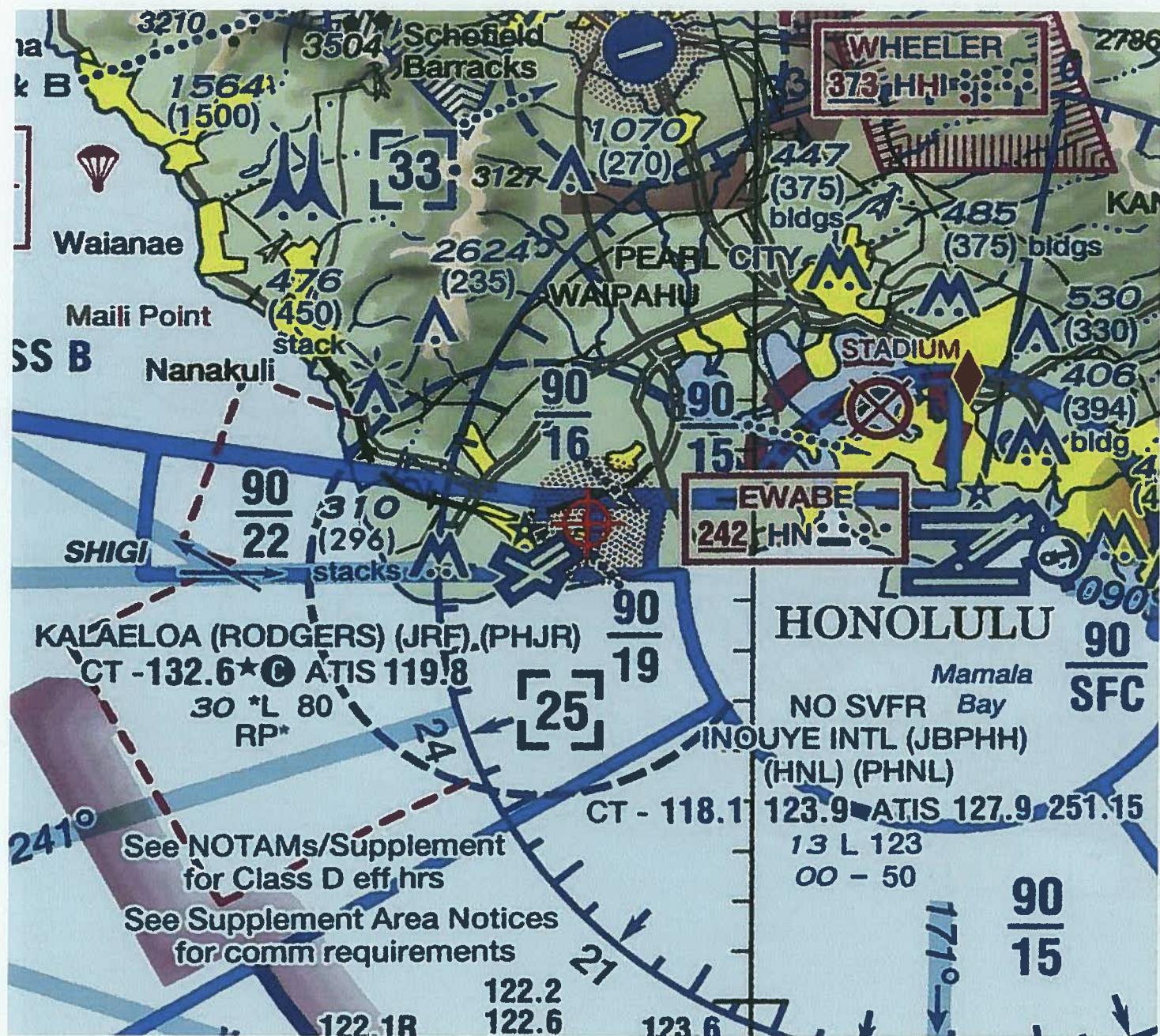
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7635-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 31
Location:	Ewa/Honolulu, HI
Latitude:	21-19-34.53N NAD 83
Longitude:	158-03-18.89W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7635-OE.

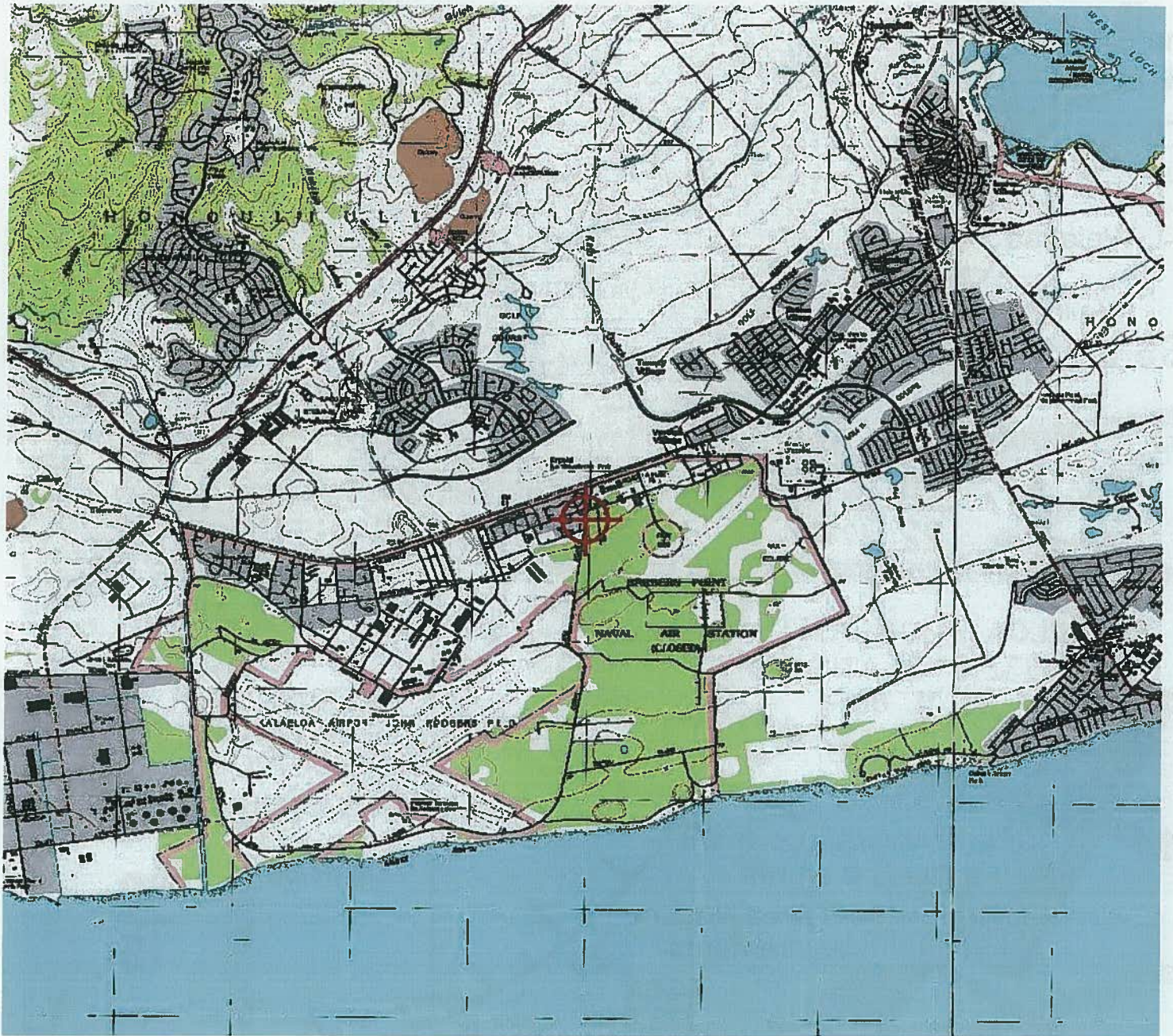
Signature Control No: 338358785-342360047

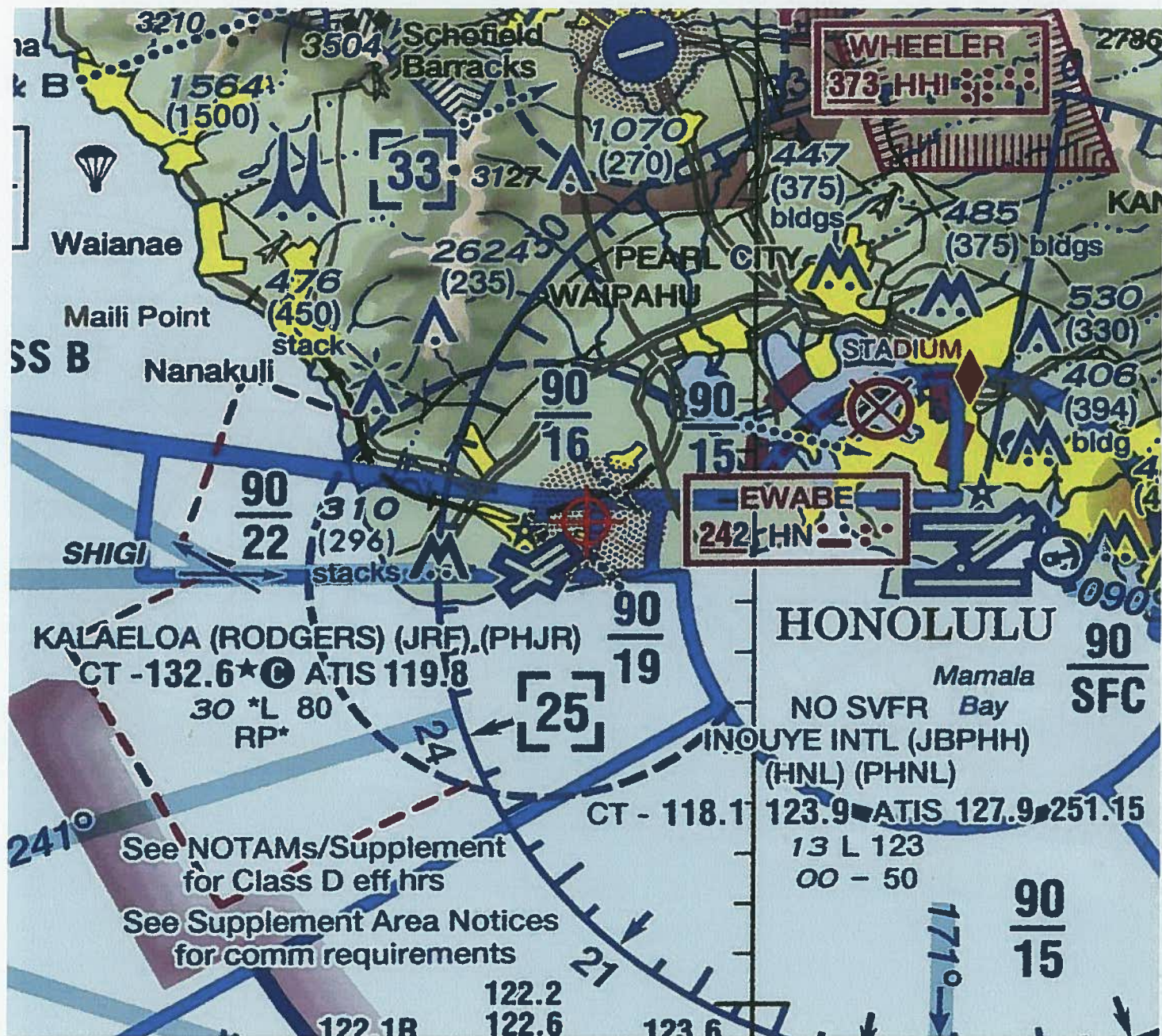
(DNE)

Robert van Haastert
Specialist

Attachment(s)
Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7636-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 32
Location:	Ewa/Honolulu, HI
Latitude:	21-19-36.49N NAD 83
Longitude:	158-03-18.56W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7636-OE.

Signature Control No: 338358786-342360055

(DNE)

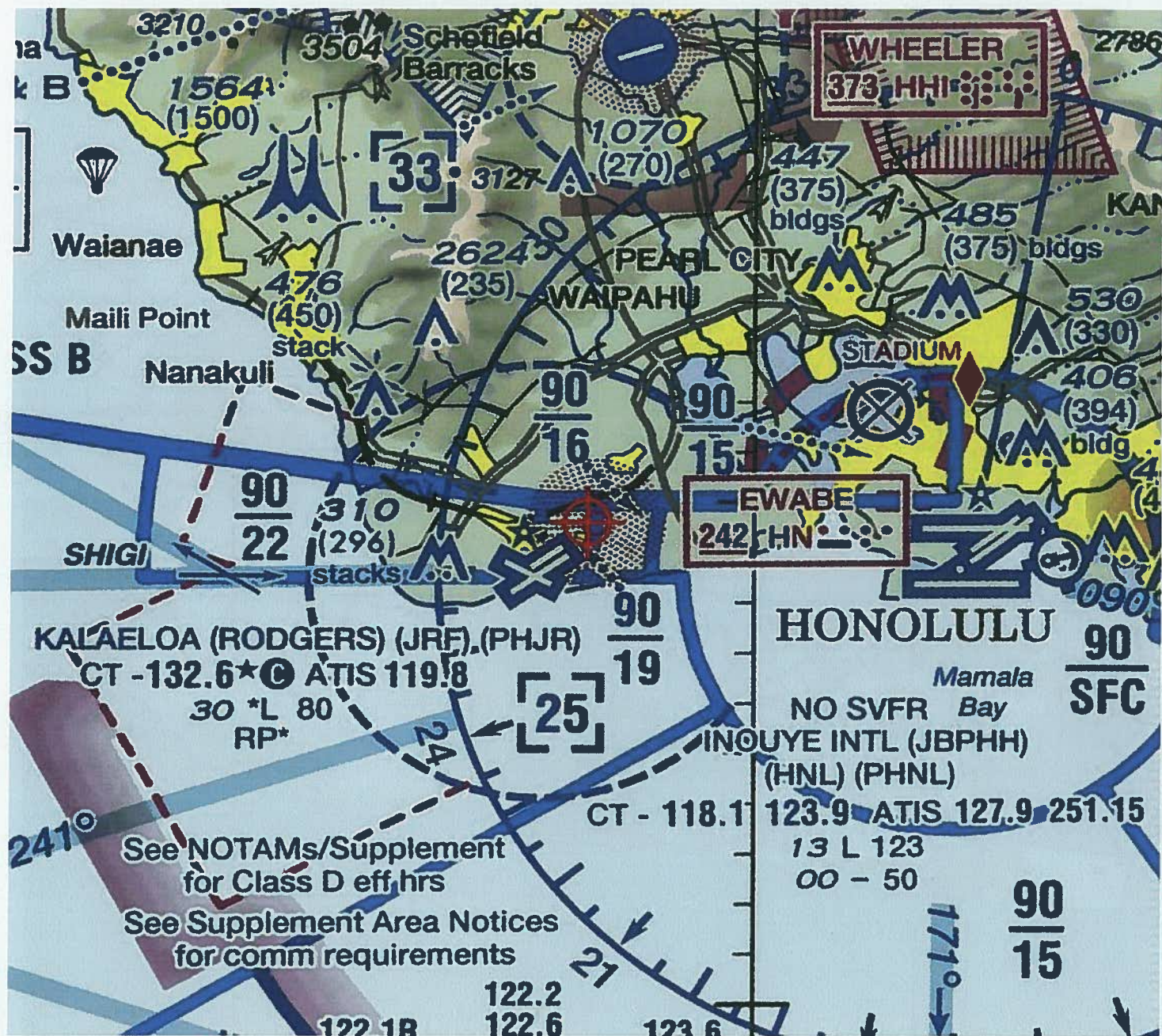
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7637-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 33
Location:	Ewa/Honolulu, HI
Latitude:	21-19-38.46N NAD 83
Longitude:	158-03-18.30W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7637-OE.

Signature Control No: 338358788-342360065

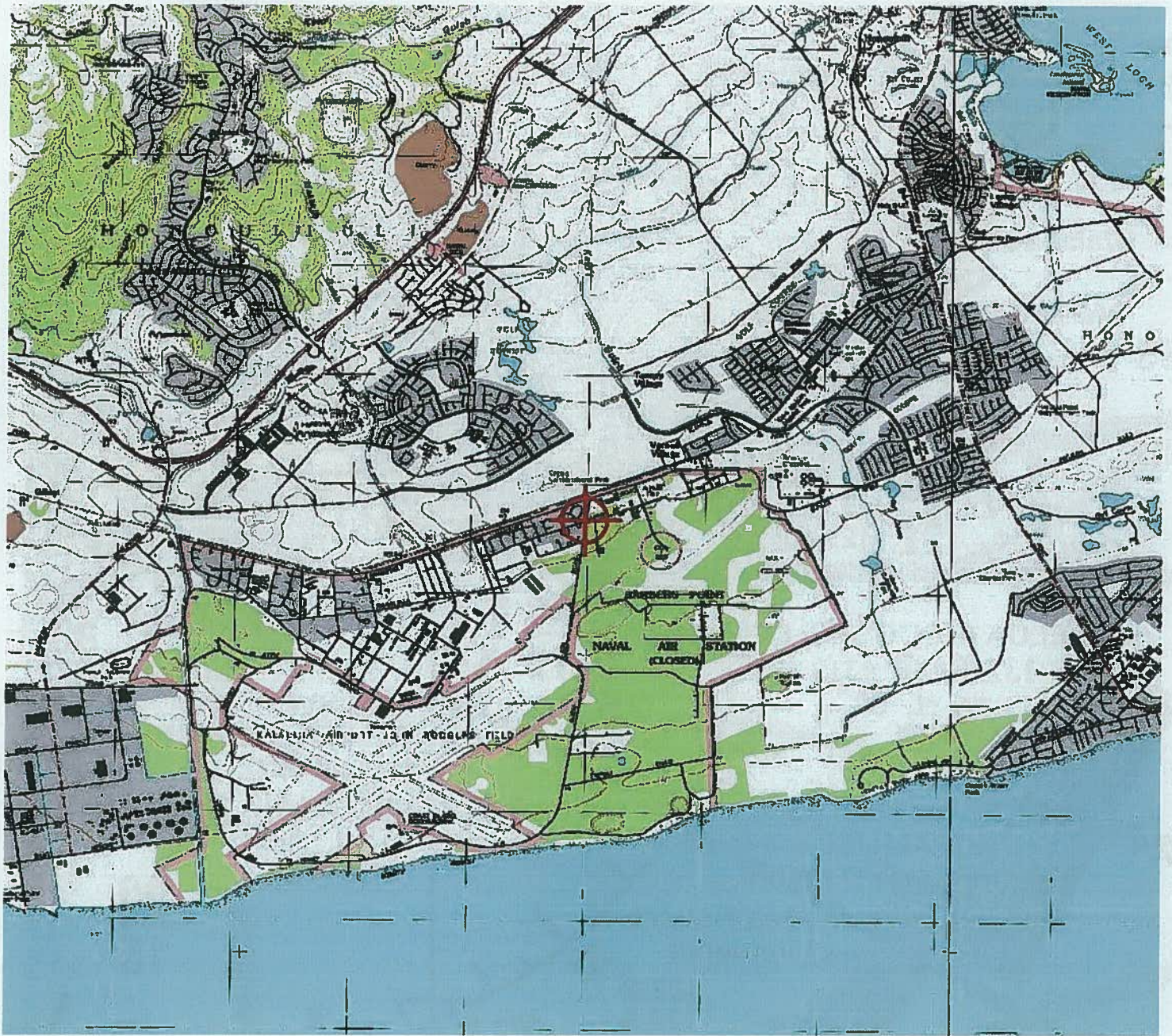
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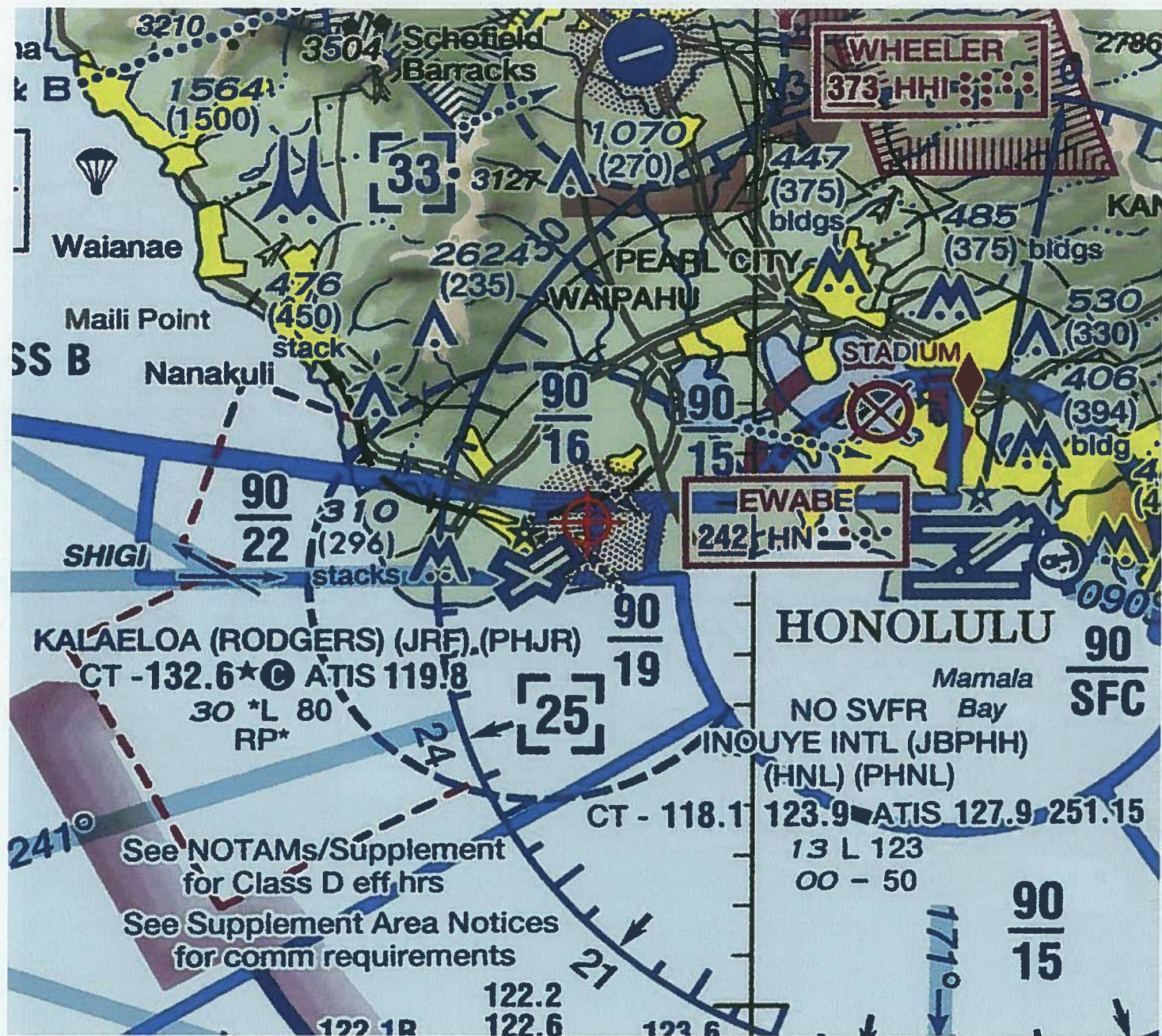
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7638-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 34
Location:	Ewa/Honolulu, HI
Latitude:	21-19-40.42N NAD 83
Longitude:	158-03-18.01W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7638-OE.

Signature Control No: 338358795-342360073

(DNE)

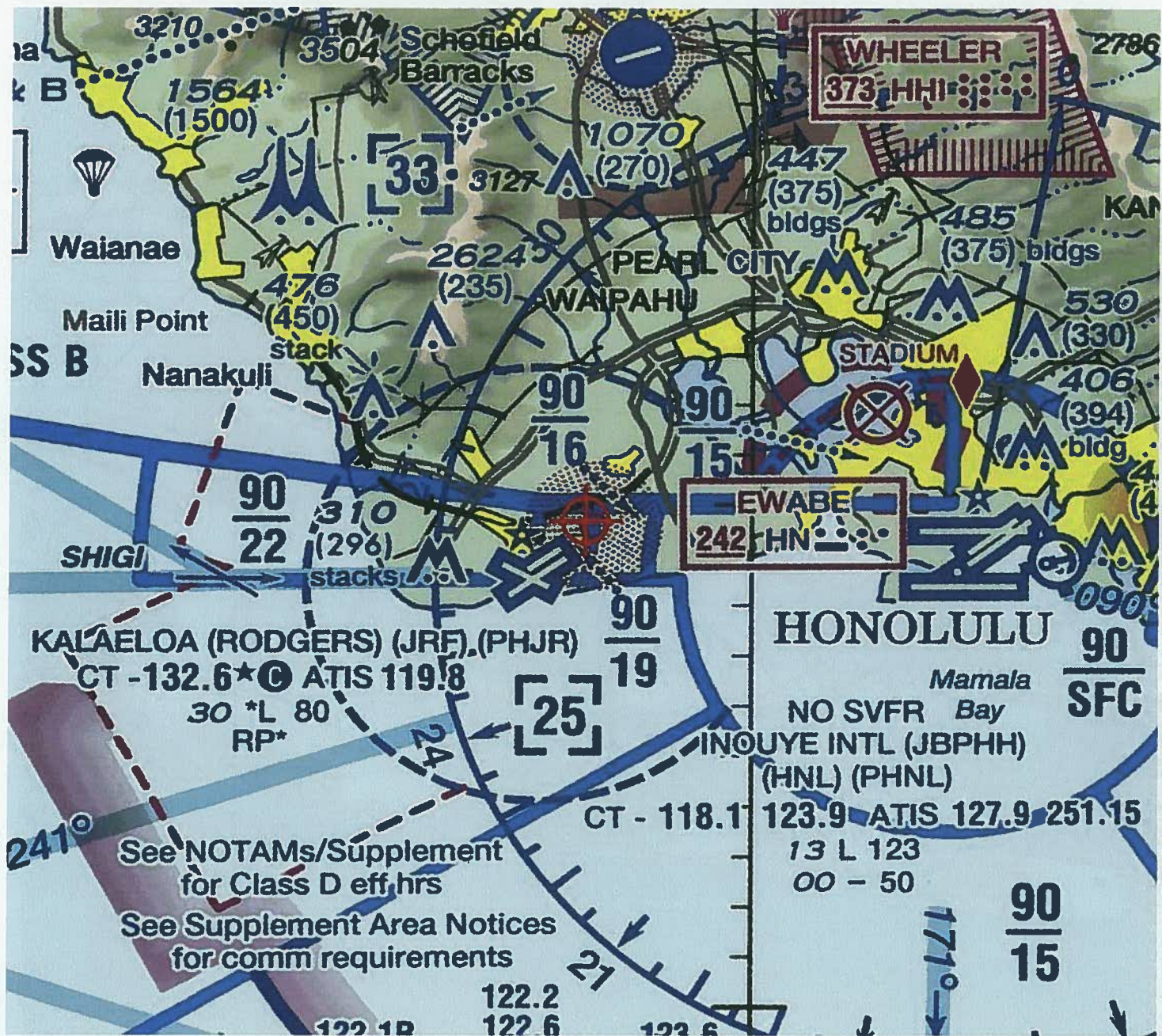
Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC







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

Aeronautical Study No.
2017-AWP-7639-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 35
Location:	Ewa/Honolulu, HI
Latitude:	21-19-42.38N NAD 83
Longitude:	158-03-17.71W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 unless:

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7639-OE.

Signature Control No: 338358796-342360077

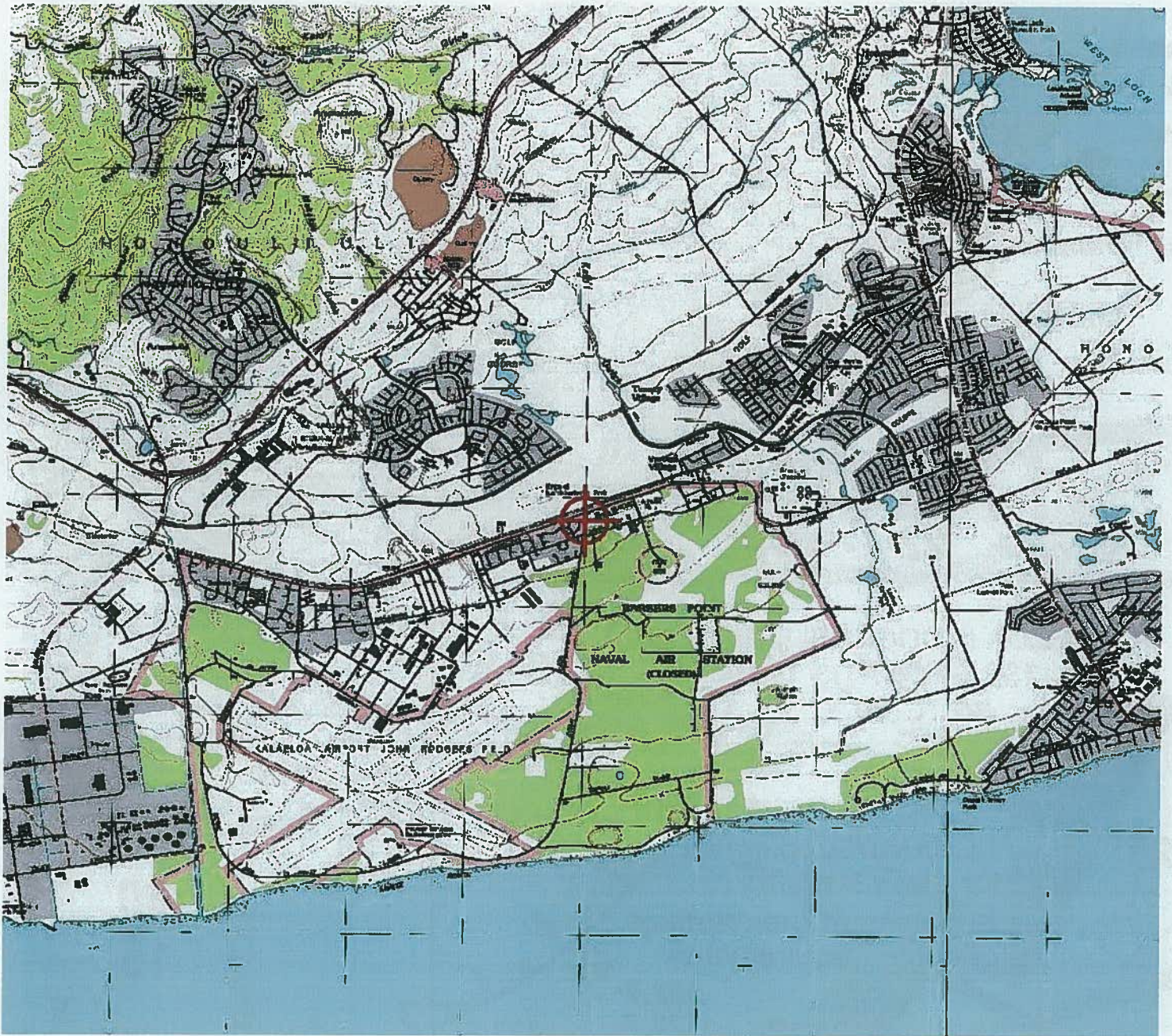
(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC



Sectional Map for ASN 2017-AWP-7639-OE





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

Aeronautical Study No.
2017-AWP-7640-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 36
Location:	Ewa/Honolulu, HI
Latitude:	21-19-43.81N NAD 83
Longitude:	158-03-17.43W
Heights:	54 feet site elevation (SE) 37 feet above ground level (AGL) 91 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7640-OE.

Signature Control No: 338358797-342360085

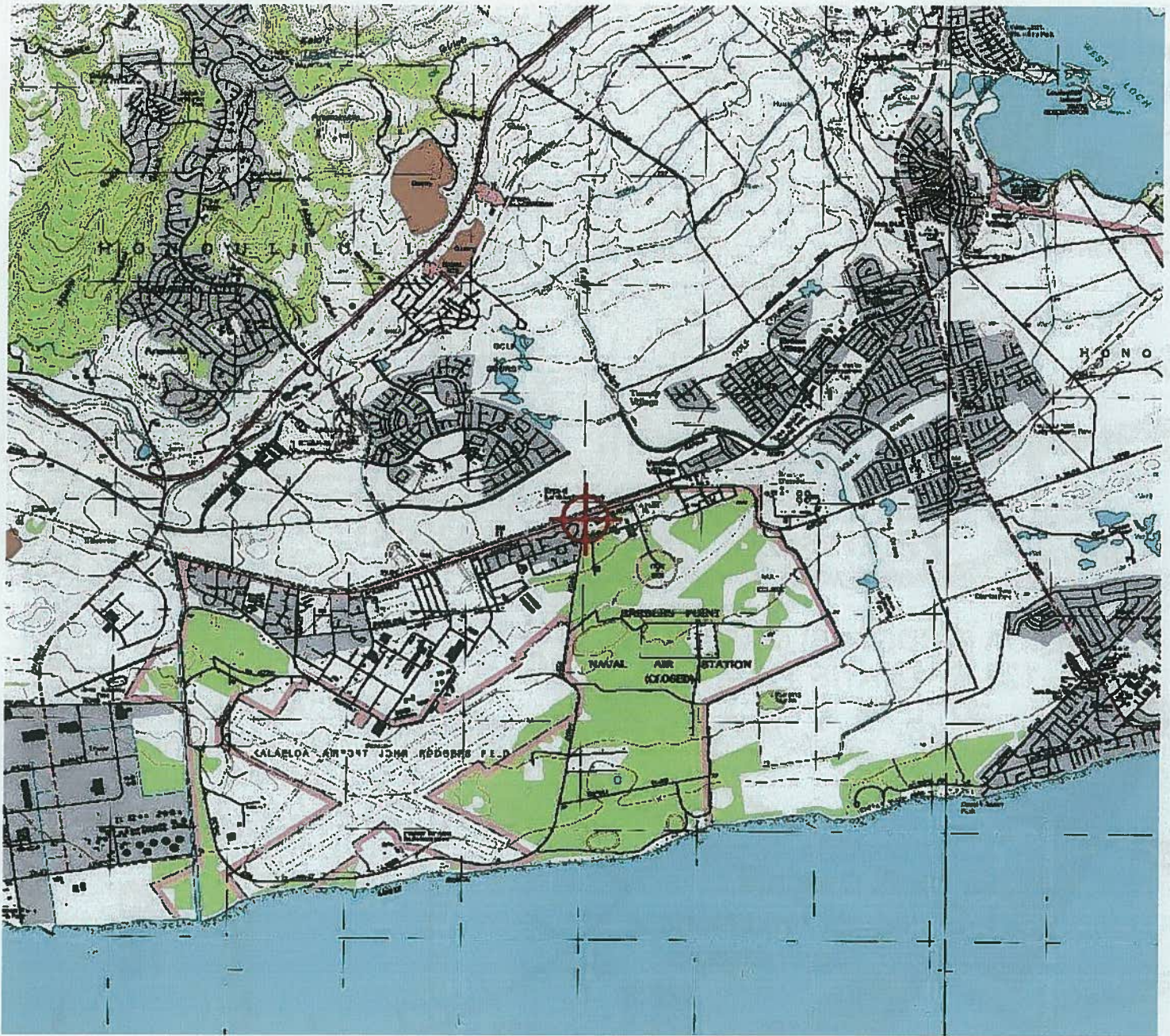
(DNE)

**Robert van Haastert
Specialist**

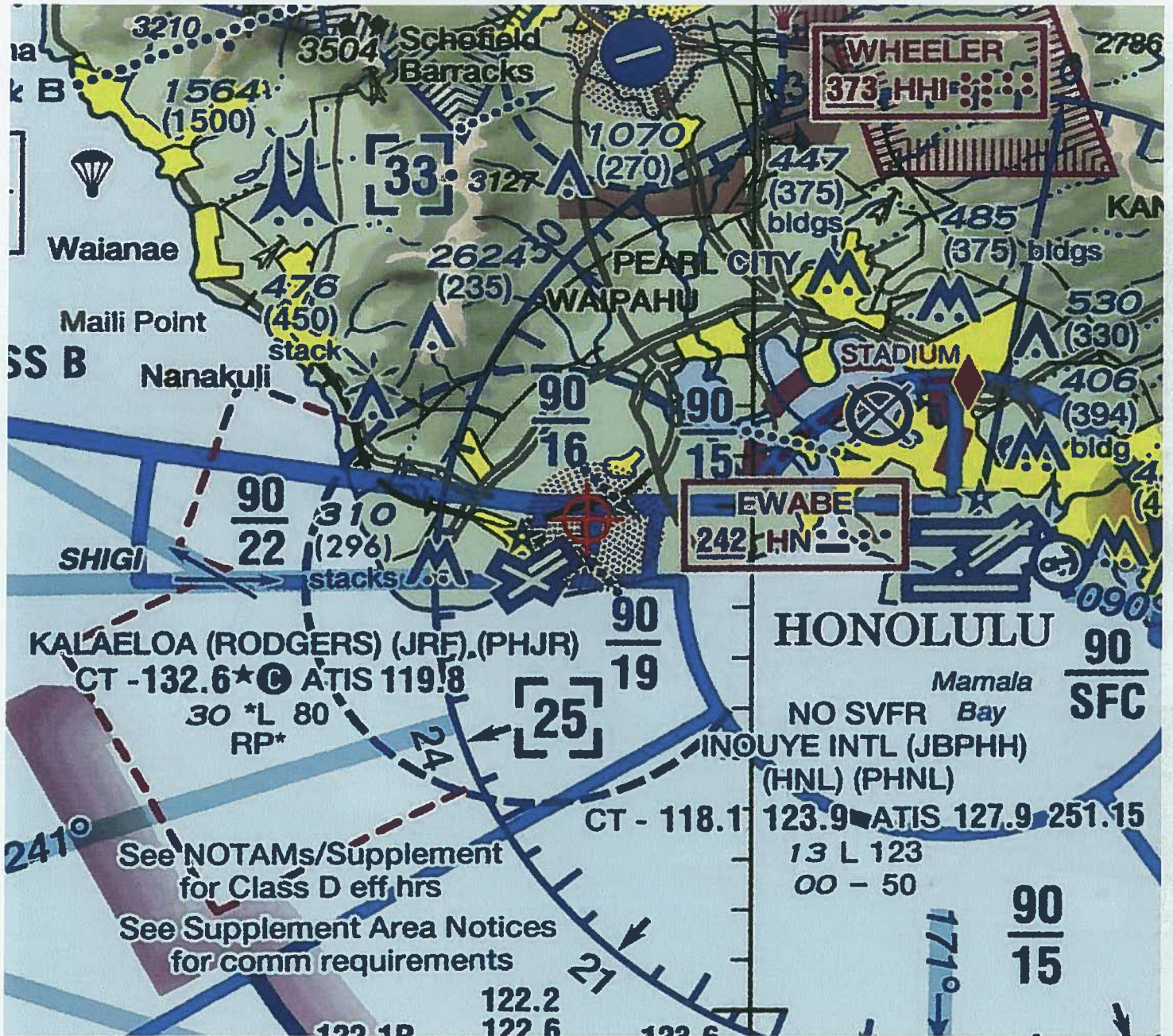
Attachment(s)

Map(s)

cc: FCC



Sectional Map for ASN 2017-AWP-7640-OE





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

Aeronautical Study No.
2017-AWP-7641-OE

Issued Date: 08/29/2017

Mr. Michael Stout, Project Manager
Aloha Solar Energy Fund 2, LLC
2969 Mapunapuna Place, Suite 220
Honolulu, HI 96819

**** 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:	Power Line 37
Location:	Ewa/Honolulu, HI
Latitude:	21-19-45.61N NAD 83
Longitude:	158-03-18.08W
Heights:	54 feet site elevation (SE) 36 feet above ground level (AGL) 90 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 03/01/2019 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.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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 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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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. This determination includes all previously filed frequencies and power for this structure.

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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-7641-OE.

Signature Control No: 338358798-342360139

(DNE)

Robert van Haastert
Specialist

Attachment(s)

Map(s)

cc: FCC



