

Department of Energy

Official File

Bonneville Power Administration  
P.O. Box 3621  
Portland, Oregon 97208-3621

CORPORATE

January 24, 2005

In reply refer to: KDP-7

Jeffers, Danielson, Sonn & Aylward, P.S.  
Mr. David E. Sonn  
2600 Chester Kimm Road  
PO Box 1688  
Wenatchee, WA 98807-1688  
(509) 662-3685

RE: FOIA Request #05-002

Dear Mr. Sonn:

Enclosed are records Bonneville Power Administration (BPA) has located in response to your FOIA request dated November 22, 2004 related to the design and construction of the transmission lines crossing the Columbia River upstream from the Vernita Bridge near Midway Substation. Enclosed information includes:

1. Copy of the document referred to in a letter to BPA from the Civil Aeronautics Administration dated January 12, 1950 (letter was previously provided). (Exhibit 1)
2. Copy of Seattle Sectional Aeronautical Chart – Location of the crossing showing the restriction area and the warning obstructions in the area. (Exhibit 2)
3. Copy of FAA AC70/7460 1K Standard Obstruction of Marking and Lighting, section 86, the use of red and white medium intensity light. (Exhibit 3)

You agreed to pay the costs of fulfilling your request. Search and review time to fulfill your request totaled \$625.22. You will be sent an invoice under separate cover by our accounting department for the costs associated with the processing of your request.

Sincerely,



Annie Eissler  
Freedom of Information Officer

United States Government



Department of  
Bonneville Power Administration

# memorandum

DATE: 1/20/05

REPLY TO  
ATTN OF: Alan Courts, TN

SUBJECT: FOIA Request 05-002

to: Annie Eissler, KDP-7

In response to FOIA request 05-002 dated November 12, 2004 (from Mr. David E. Sonn), our search has discovered the following items. These are related to the design and construction of the transmission lines crossing the Columbia River upstream from the Vernita Bridge near Midway Substation. Documents provided to Mr. Sonn from earlier requests are not included.

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Please let me know if you have any questions related to these documents.

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← H1105

# SEATTLE

NORTH →

EXHIBIT 2

P. 1

## SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'  
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)  
Topographic data corrected to March 1995

**49<sup>TH</sup> EDITION** June 22, 1995

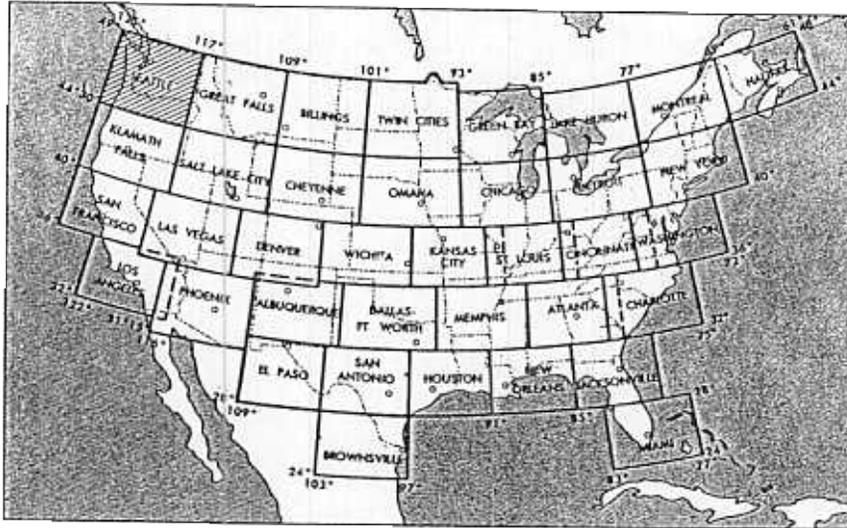
Includes airspace amendments effective **May 25, 1995**  
and all other aeronautical data received by **April 27, 1995**

Consult appropriate NOTAMs and Flight Information  
Publications for supplemental data and current information.

This chart will become **OBSOLETE FOR USE IN NAVIGATION** upon publication of  
the next edition scheduled for **JANUARY 4, 1996**

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE  
SPECIFICATIONS AND AGREEMENTS APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83),  
which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is **14 410 feet**  
located at **46° 51' N - 121° 46' W**

Critical elevation ----- • **4254**

Approximate elevation ----- x **3200**

Doubtful locations are indicated by omission  
of the point locator (dot or "x")

### NOTICE

Canadian topographic data corrected  
to the latest Canadian VFR chart.

### MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only  
the route centerline, direction of flight along the route and the route designator  
are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are  
reissued every 6 months, you are cautioned and advised to contact the nearest  
FSS for route dimensions and current status for those routes affecting your flight.

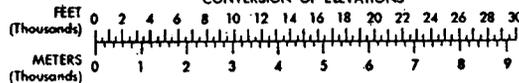
Routes with a change in the alignment of the charted route centerline will be  
indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

Military Pilots refer to Area Planning AP/18 Military Training Route North and  
South America for current routes.

14 410



### CONVERSION OF ELEVATIONS



Published at Washington, D.C.  
U.S. Department of Commerce  
National Oceanic and Atmospheric Administration  
National Ocean Service

# SEATTLE LEGEND

NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

## AIRPORTS

- Other than hard-surfaced runways Seaplane Base
  - Hard-surfaced runways 1500 ft. to 8069 ft. in length
  - Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
  - Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

## ADDITIONAL AIRPORT INFORMATION

- Private ("Priv") - Non-public use having emergency or landmark value.
- Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.
- Helipad - Selected Public
- Unverified
- Abandoned - paved, having landmark value, 3000 ft. or greater
- Ultralight Flight Park - Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.  
 ☆ Rotating airport beacon in operation Sunset to Sunrise.

### AIRPORT DATA

F.A.R. 91

Box indicates F.A.R. 93

FSS NO SVFR

Location Identifier

Airport Surveillance Radar

CT - 118.3\* ATIS 123.8

285 L 72 122.95 UNICOM

VFR Advy 125.0

Airport of entry

- FSS - Flight Service Station
  - RFSS - Remote Flight Service Station (Canada)
  - NO SVFR - Fixed-wing special VFR flight is prohibited.
  - CT - 118.3 - Control Tower (CT) - primary frequency
  - NFCT - Non-Federal Control Tower
  - \* - Star indicates operation part-time (see tower frequencies tabulation for hours of operation).
  - Ⓢ - Indicates Common Traffic Advisory Frequencies (CTAF)
  - ATIS 123.8 - Automatic Terminal Information Service
  - ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems. NDB's broadcasting ASOS/AWOS data may not be located at the airport.
  - UNICOM - Aeronautical advisory station
  - VFR Advy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency
  - 285 - Elevation in feet
  - L - Lighting in operation Sunset to Sunrise
  - \*L - Lighting limitations exist, refer to Airport/Facility Directory.
  - 72 - Length of longest runway in hundreds of feet; usable length may be less.
- When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

## RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon
- Marine Radiobeacon
- Other facilities, i.e., Commercial Broadcast Stations, PSS Outlets, RCO, etc.

122.1R 122.6 123.6

OAKDALE

362 \*116.8 OAK

Underline indicates no voice on this freq

\* - Operates less than continuous or On-Request.

T - TWEB

R - Receive only

122.1R

MIAMI

Controlling FSS

CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0, and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSSs and are not shown above boxes. All other freqs. are shown.

For Local Airport Advisory use FSS freq 123.6.

In Canada, all available RFSS frequencies are shown.

Frequencies above thin line box are removed to NAVAID site. Other freqs. at controlling FSS may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

## AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

- Class B Airspace
  - Class C Airspace (Mode C See F.A.R. 91.215/AM.)
  - Class D Airspace
  - Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
  - Class E Airspace
  - Class E Airspace with floor 700 ft. above surface
  - Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.
  - 2400 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface
  - 4500 MSL
- Class E Airspace low altitude Federal Airways are indicated by center line.
- Intersection - Arrows are directed towards facilities which establish intersection.

- MODE C (See F.A.R. 91.215/AM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Routes

### OBSTRUCTIONS

1000 ft and higher AGL

below 1000 ft AGL

Group Obstruction

Obstruction with high-intensity lights May operate part-time

2049 - Elevation of the top above mean sea level

1149 - Height above ground

UC - Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

## TOPOGRAPHIC INFORMATION

- Roads
- Road Markers
- Railroad
- Bridges And Viaducts
- Power Transmission Line
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Outdoor Theatre
- Lookout Tower P-17 (Site Number) 618 (Elevation Base of Tower)
- CG Coast Guard Station
- Race Track
- Tank - water, oil or gas
- Oil Well
- Mines And Quarries
- Mountain Pass
- 11823 (Elevation of Pass)

## MISCELLANEOUS

- 70° - Isogonic Line (1990 VALUE)
- Ultralight Activity
- Hang Glider Activity
- Glider Operations
- NAME (Magenta, Blue, or Black)
- Visual Check Point
- Parachute Jumping Area (See Airport/Facility Directory.)
- Flashing Light
- Marine Light

Total mileage between NAVAID's on direct Airways.

169

Prohibited, Restricted, Warning and Alert Areas

Canadian Advisory and Restricted Areas

MCA - Military Operations Area

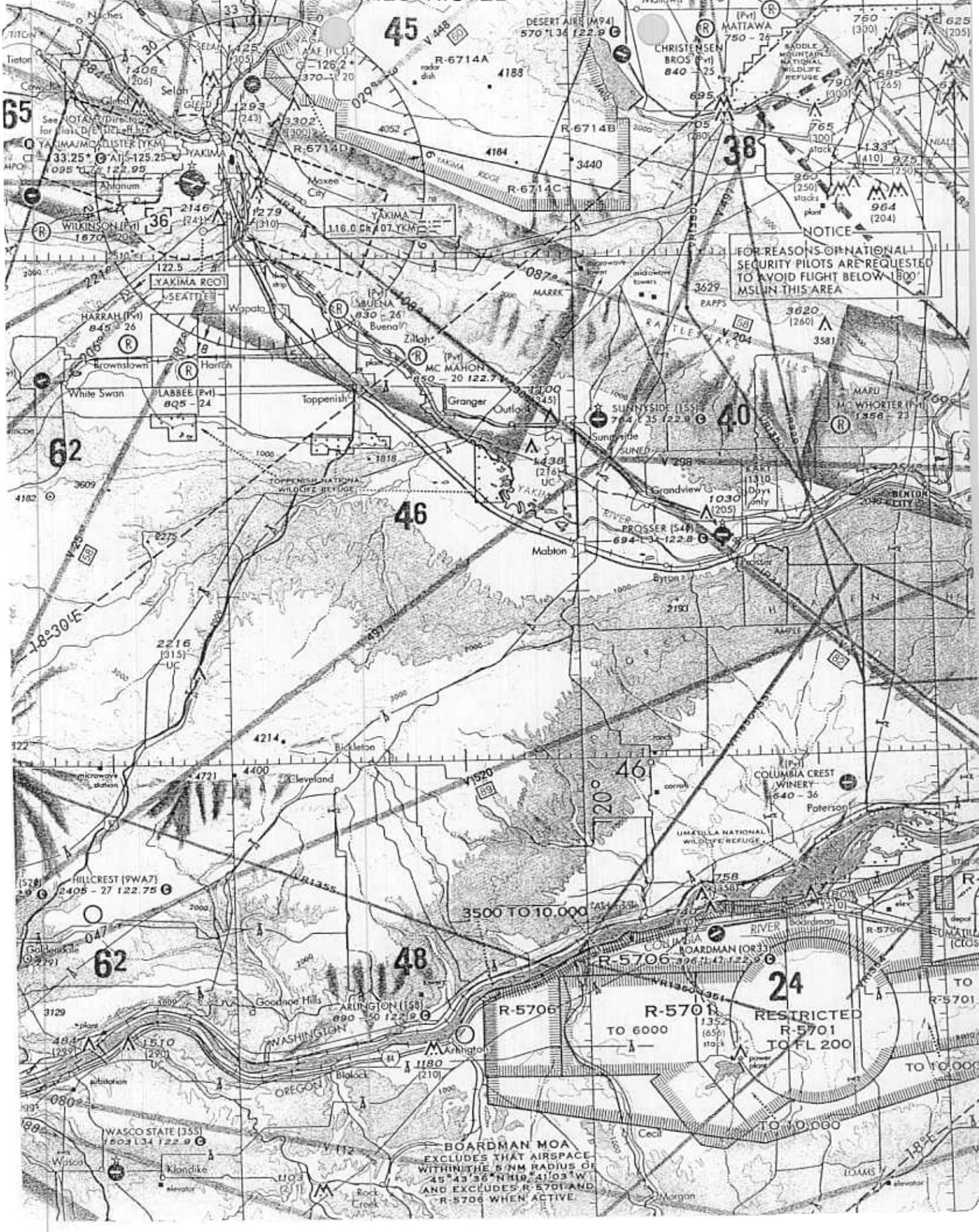
Special Airport/Traffic Areas (See F.A.R. Part 93 for details.)

Rocks

Dams

Perennial Lake

Non-Perennial Lake



NOTICE  
FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT BELOW 1800' MSL IN THIS AREA

BOARDMAN MOA  
EXCLUDES THAT AIRSPACE WITHIN THE 5 NM RADIUS OF 45°43'36"N 119°41'03"W AND EXCLUDES R-5701 AND R-5706 WHEN ACTIVE.

RESTRICTED  
R-5701  
TO FL 200

R-5706  
TO 6000

3500 TO 10,000

65

45

38

36

YAKIMA RCO

62

46

40

62

48

24

WASCO STATE [355]  
1603 134 122.9

See NOTAMS Directory for Class D Elevation

YAKIMA/MOHLER [YKM]  
33.25° 095° 125.25  
095° 125.25

WILKINSON [Pvt]  
1670

HARRAH [Pvt]  
845-26

White Swan

LABBEE [Pvt]  
805-24

2216 [315] UC

HILLCREST [9WA7]  
2405-27 122.75

3129

484 [239]

1510 [290] UC

0802

047

0802

1193

1103 [211]

1103 [211]

1103 [211]

125 [105]

293 [243]

3302 [1900]

2146 [241]

1279 [310]

1000

4214

4721

4400

3129

484 [239]

1510 [290] UC

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1103 [211]

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## CHAPTER 8. DUAL LIGHTING WITH RED/MEDIUM INTENSITY FLASHING WHITE SYSTEMS

### 80. PURPOSE

This dual lighting system includes red lights (L-864) for nighttime and medium intensity flashing white lights (L-865) for daytime and twilight use. This lighting system may be used in lieu of operating a medium intensity flashing white lighting system at night. There may be some populated areas where the use of medium intensity at night may cause significant environmental concerns. The use of the dual lighting system should reduce/mitigate those concerns. Recommendations on lighting structures can vary depending on terrain features, weather patterns, geographic location, and in the case of wind turbines, number of structures and overall layout of design.

### 81. INSTALLATION

The light units should be installed as specified in the appropriate portions of Chapters 4, 5, and 6. The number of light levels needed may be obtained from Appendix 1.

### 82. OPERATION

Lighting systems should be operated as specified in Chapter 3. Both systems should not be operated at the same time; however, there should be no more than a 2-second delay when changing from one system to the other. Outage of one of two lamps in the uppermost red beacon (L-864 incandescent unit) or outage of any uppermost red light shall cause the white obstruction light system to operate in its specified "night" step intensity.

### 83. CONTROL DEVICE

The light system is controlled by a device that changes the system when the ambient light changes. The system should automatically change steps when

the northern sky illumination in the Northern Hemisphere on a vertical surface is as follows:

a. *Twilight-to-Night*. This should not occur before the illumination drops below 5 foot-candles (53.8 lux) but should occur before it drops below 2 foot-candles (21.5 lux).

b. *Night-to-Day*. The intensity changes listed in subparagraph 83 a above should be reversed when changing from the night to day mode.

### 84. ANTENNA OR SIMILAR APPURTENANCE LIGHT

When a structure utilizing this dual lighting system is topped with an antenna or similar appurtenance exceeding 40 feet (12m) in height, a medium intensity flashing white (L-865) and a red flashing beacon (L-864) should be placed within 40 feet (12m) from the tip of the appurtenance. The white light should operate during daytime and twilight and the red light during nighttime. These lights should flash simultaneously with the rest of the lighting system.

### 85. WIND TURBINE STRUCTURES

Wind turbine structures should be lighted by mounting two flashing dual beacons (L-864/L-865) on top of the generator housing. Both beacons should flash simultaneously. Lighting fixtures are to be mounted at a horizontal separation to ensure an unobstructed view of at least one fixture by a pilot approaching from any direction. Intermediate light levels and other marking may be omitted on these structures.

### 86. OMISSION OF MARKING

When medium intensity white lights are operated on structures 500 feet (153m) AGL or less during daytime and twilight, other methods of marking may be omitted.

# EXHIBIT 3