



Control Number: 55067



Item Number: 281

Comments in Docket No. 55067

RECEIVED

If you want to be a PROTESTOR only, please complete this form. Although public comments are not treated as evidence, they help inform the PUC and its staff of the public concerns and identify issues to be explored. The PUC welcomes such participation in its proceedings.

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Austin, TX 78701

First Name: Al Last Name: DeMarzo
Phone Number: 972-355-0086 Fax Number: 972-355-0155
Address, City, State: P.O. Box 270346, Flower Mound, TX 75027

I am NOT requesting to intervene in this proceeding. As a PROTESTOR, I understand the following:

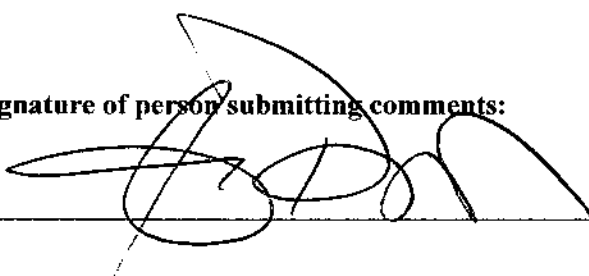
- I am NOT a party to this case;
- My comments are not considered evidence in this case; and
- I have no further obligation to participate in the proceeding.

Please check one of the following:

- ☐ I own property with a habitable structure located near one or more of the utility's proposed routes for a transmission line.
- ☐ One or more of the utility's proposed routes would cross my property.
- ☒ Other. Please describe and provide comments. You may attach a separate page, if necessary. _____

See comments and concerns on reverse side

Signature of person submitting comments:



Date:

01/17/23
281

Regarding Docket # 55067

I am based at the private airport that this proposal negatively affects. The towers/power lines pose a flight safety risk when considering the following facts.

The structure will be ½ mile from the approach end of runway 17. At the normal approach speed of the average airplane that operate at 52F (Northwest Regional Airport) there is less than 23 seconds from the lines to the runway.

The lines would be a mere 380 feet below an approaching aircraft in ideal situations.

During low visibility and/or night operations, the structure/wires may interfere with a pilot's ability to safely execute a landing.

During an emergency an aircraft may not be able to clear those mostly invisible lines while flying into the airport.

The airport is not equipped with navigational lighting that would safely guide a pilot down.

I support the modified placement and height structures that Oncor has previously suggested.