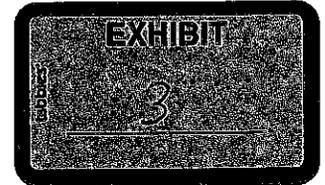


STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION



AMEREN TRANSMISSION COMPANY  
OF ILLINOIS

Docket No. 12-0598

Petition for Certificate of Public Convenience  
and Necessity, pursuant to Section 8-406 of  
the Illinois Public Utilities Act

**AFFIDAVIT OF DAVE HRUPSA**

**(Submitted on Behalf of the Coalition of Property Owners  
and Interested Parties in Piatt, Douglas, and Moultrie Counties)**

Now comes DAVE HRUPSA, and after first being duly sworn upon his oath deposes and says:

**Q.** Please state your name and business address.

**A.** My name is Dave Hrupsa, and I am the owner of the Tuscola Airport (FAA Identifier K96), which is located two miles southwest of Tuscola, Illinois (39 degrees 46 minutes 51 seconds North, 88 degrees 18 minutes 22 seconds West).

**Q.** Is this a public airport?

**A.** The Tuscola Airport is privately owned, but is open to the public. The airport has parking hangars and tie downs and fuel available. The airport has a 2,660 foot asphalt runway with low-intensity runway lighting. The airport averages 24 aircraft operations per day.

**Q.** Who are the principal users of the airport?

**A.** The airport is used by private aircraft owners, crop dusters who serve the surrounding farms, and for training purposes by students in the aviation program at the University of Illinois. The airport is also on the FAA sectional charts, which means that anyone flying across the country that

has a problem or needs fuel can stop here.

Q. Would the MCPO proposed alternate route from Mt. Zion to Kansas have any negative impact on the Tuscola Airport?

A. Yes, there would be a significant negative impact. The MCPO proposed alternate route would be located just a quarter mile south of the airport, running parallel to the runway. The proposed transmission line is directly in the path of the airport's standard left-hand approach pattern, as shown on Exhibit A attached hereto. Pilots are required to use the standard left-hand pattern at the Tuscola Airport because of the placement of three radio/cell towers located northwest and northeast of the Tuscola Airport, as shown on Exhibit B attached hereto. Therefore, the construction of the transmission line along the MCPO proposed alternate route would make a safe approach to the Tuscola Airport, particularly at night, almost impossible. It is my understanding that the FAA would not approve the placement of power lines in this location so close to the airport.

Q. Are there any other negative impacts the MCPO proposed alternate route would have as it relates to the Tuscola Airport?

A. Yes, the airport is used by crop dusters serving the surrounding farmlands, and the transmission lines make it more difficult to perform aerial spraying.

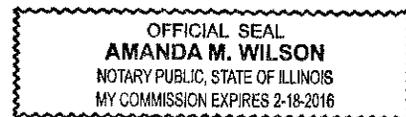
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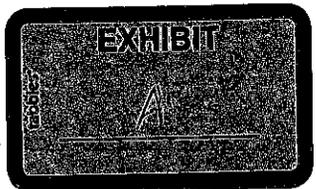
*Dave Hrupsa*  
\_\_\_\_\_  
DAVE HRUPSA

SUBSCRIBED AND SWORN to before me this 27 day of March, 2013.

*Amanda M. Wilson*  
\_\_\_\_\_  
Notary Public

216847



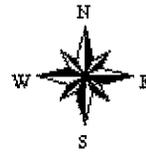


Aerial Map



map center: 39° 46' 47.59, 88° 18' 39.35  
scale: 15725

4-15N-8E  
Douglas County  
Illinois



3/3/2013

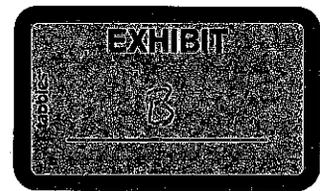
Maps provided by:



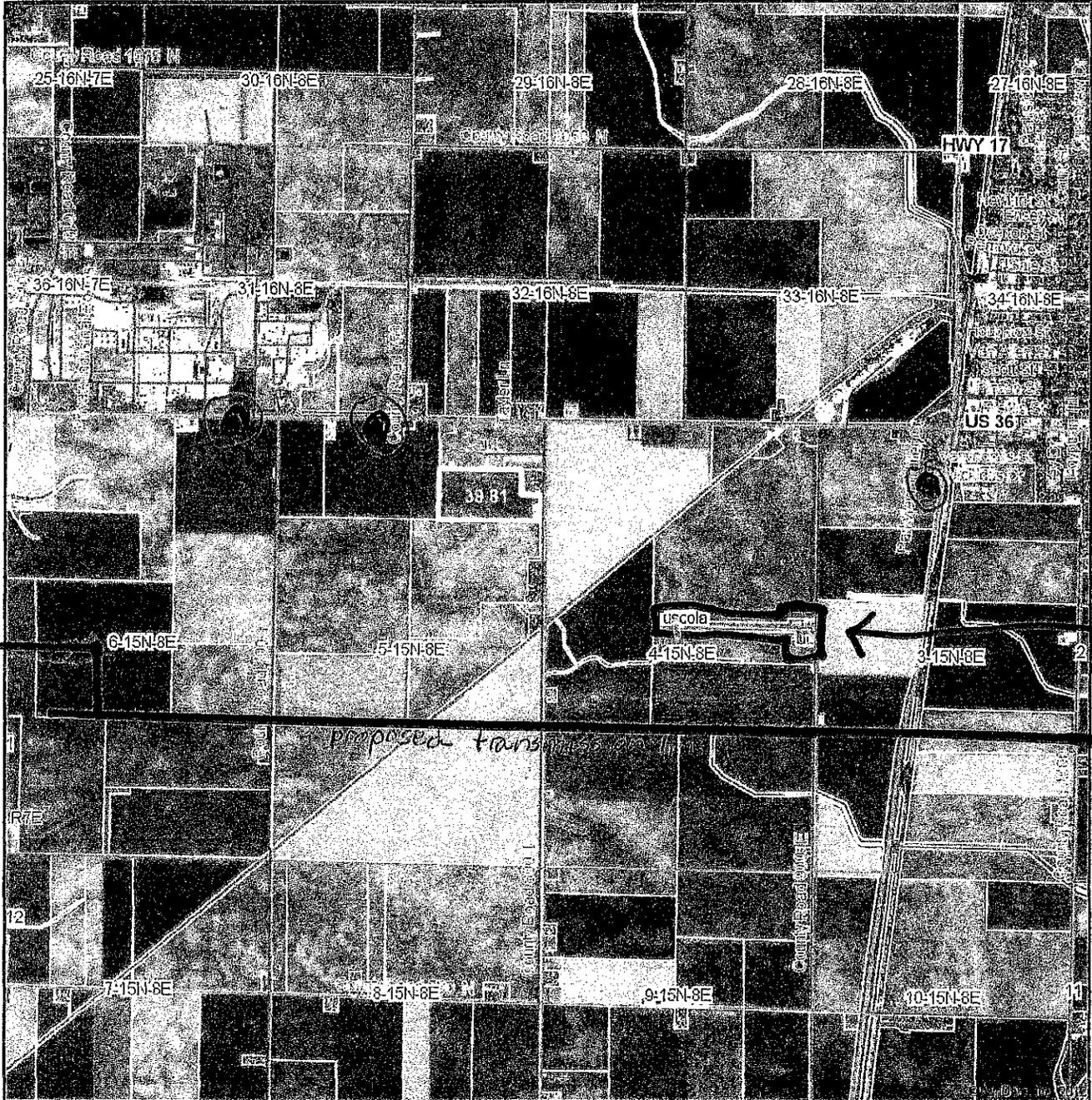
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Field borders provided by Farm Service Agency as of 5/21/2008. Aerial photography provided by Aerial Photography Field Office.

**\*STANDARD LEFT HAND TRAFFIC PATTERN →**

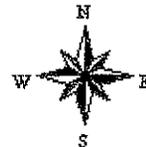


Aerial Map



map center: 39° 47' 5.1, 88° 19' 12.51  
scale: 36739

4-15N-8E  
Douglas County  
Illinois



3/3/2013

Maps provided by:



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