

- ~~(i) [the stability and reliability of the electric system;~~
- ~~(ii)] economies;~~
- ~~[(iii)] (II) esthetics;~~
- ~~[(iv)] (III) historic sites;~~
- ~~[(v)] (IV) aviation safety as determined by the Maryland Aviation Administration and the administrator of the Federal Aviation Administration;~~
- ~~[(vi)] (V) when applicable, air and water pollution; and~~
- ~~[(vii)] (VI) the availability of means for the required timely disposal of wastes produced by any generating station.~~

~~(f) FOR THE CONSTRUCTION OF AN OVERHEAD TRANSMISSION LINE, IN ADDITION TO THE CONSIDERATIONS LISTED IN SUBSECTION (E) OF THIS SECTION, THE COMMISSION SHALL TAKE FINAL ACTION ON AN APPLICATION FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY ONLY AFTER DUE CONSIDERATION OF THE FOLLOWING ADDITIONAL FACTORS:~~

~~(1) THE NEED TO MEET EXISTING AND FUTURE DEMAND FOR ELECTRIC SERVICE; AND~~

~~(2) THE EFFECT OF THE OVERHEAD TRANSMISSION LINE ON THE STABILITY AND RELIABILITY OF THE ELECTRIC SYSTEM.~~

~~(c) (1) The Commission may not authorize, and an electric company may not undertake, the construction of an overhead transmission line that is aligned with and within 1 mile of either end of a public airport runway, unless:~~

~~(i) the Federal Aviation Administration determines that the construction of an overhead transmission line will not constitute a hazard to air navigation; and~~

~~(ii) the Maryland Aviation Administration concurs in that determination.~~

~~(2) A privately owned airport runway shall qualify as a public airport runway under this subsection only if the runway has been on file with the Federal Aviation Administration for at least 2 years as being open to the public without restriction.~~

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~~(a) Subject to review and approval by the Commission, each gas company and electric company shall develop and implement programs and services to encourage and promote the efficient use and conservation of energy by consumers, gas companies, and electric companies.~~

~~(b) The Commission shall:~~