

DOCKETED

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Project Title:	Sonoran Energy Project (formerly Blythe Energy Project Phase II) - Compliance
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CALIFORNIA ENERGY COMMISSION
REPORT OF CONVERSATION Page 1 of 2



**Energy Facilities Siting and
 Environmental Protection
 Division**

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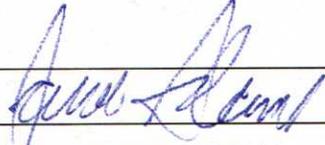
PROJECT TITLE: Sonoran Energy Project

<input type="checkbox"/> Telephone	916-654-5183	<input checked="" type="checkbox"/> Meeting Location: Caltrans, 1120 N Street, Sacramento, CA, 94274-0001	
NAME:	Gary Cathey	DATE:	3/16/16
TIME:	2:45 PM		
WITH:	California Department of Transportation – Division of Aeronautics, Chief		
SUBJECT:	Sonoran Energy Project – Potential Effects on Blythe Airport Operations		

COMMENTS: I met with Mr. Cathey and one of his staff to talk about Blythe Airport operations being affected by the Sonoran Energy Project. We discussed Condition of Certification **TRANS-9** in the December 2005 Energy Commission Decision for the Blythe Energy Project Phase II (BEP II). Two of the requirements of TRANS-9 require the project owner to ensure that the following are accomplished prior to the start of project construction: 1) the visual flight rules (VFR) traffic pattern to Runway (RY) 26 is changed from left-hand turns to right-hand turns; and 2) a runway, other than RY 26, is designated as the primary calm wind runway. Subsequent to the Decision, circumstances regarding Blythe Airport activities have changed.

We discussed two instrument approaches for RY 26 that bring aircraft along a westerly heading toward RY 26 that is north of the Blythe Energy Project (BEP) and the Sonoran site. Mr. Cathey (an active pilot) noted that the approaches were modified after the BEP was built to ensure pilots would not fly over the power plant and be impacted by thermal plumes. Mr. Cathey also noted RY 26 is the calm wind runway because of its length, runway-long taxiway, and the two instrument approaches. In addition, the Instrument Landing System (ILS) approach to RY 26 has been disconnected. This is a notable change since the ILS approach brought aircraft directly over the BEP at approximately 350 feet above ground level and right into thermal plumes from the cooling towers.

We reviewed a portion of the Los Angeles Sectional Chart showing the area around the Blythe Airport and an aerial photograph showing the airport, the BEP, and the Sonoran site. Mr. Cathey explained there is sufficient distance between the RY 26 landing threshold (end/beginning of runway) and the BEP and Sonoran sites to allow pilots to execute the left-hand traffic pattern before reaching the power plant sites. The distance between the end of RY 26 and the power plant sites is approximately 5,500 feet. Mr. Cathey explained that pilots executing a left-hand traffic pattern (consisting of downwind, turn to base, and turn to final) would turn to base at about 1,700 feet east of the RY 26 landing threshold and approximately 2,500 feet west of the BEP and Sonoran sites. No changes to Blythe Airport operations are appropriate or necessary in his view.

CC:	Signed: 
	Name: James Adams 4/20/16