Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-AWP-7319-OE
Prior Study No.
2007-AWP-6411-OE

Issued Date: 04/20/2008

Jon Roberts
City of Victorville
14343 Civic Drive
Victorville, CA 92392

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Stack HRSG Stack #1
Location:	Victorville, CA
Latitude:	34-37-57.25N NAD 83
Longitude:	117-22-16.68W
Heights:	145 feet above ground level (AGL) 2945 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

__X__ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 145 feet above ground level (2945 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/20/2009 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on May 30, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact Karen McDonald, at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-7319-OE.

Signature Control No: 551600-102014512 (DNH)
Kevin P. Haggerty
Manager, Obstruction Evaluation Service

Attachment(s)
Additional Information
Case Description
Map(s)

7460-2 Attached

Additional information for ASN 2007-AWP-7319-OE

The City of Victorville is the operator of the Southern California Logistics Airport (VCV), the closest public-use landing area to this proposal. The City of Victorville is also the sponsor of this proposed POWER ISLAND power generating facility.

FAA evaluation of two components of the proposed power generating facility, Heat Recovery Steam Generator Stack #1 and Stack #2 found that their proposed heights would be identified as obstructions under the standards of Federal Aviation Regulation (FAR) Part 77, Subpart C, as applied to the (VCV) airport:

Section 77.23(a)(3), a height that increases a minimum instrument flight altitude within a terminal area (TERPS criteria); would increase the GPS Rwy 17 minimum descent altitude (MDA) from 3140'amsl to 3220'amsl; and, would increase the VOR/DME Rwy 17 (MDA) from 3200'amsl to 3260'amsl. No other instrument procedures would be affected.

Stack #1 is 145'agl/2,945'amsl and is located 6,124 feet from the (VCV) Runway 17 physical approach end.

Stack #2 is 145'agl/2,945'amsl and is located 6,223 feet from the (VCV) Runway 17 physical approach end.

The City of Victorville, Airport Director, Peter R. Soderquist, notified the FAA that in order to proceed with the POWER ISLAND power generating facility as designed, the City accepts the increase in Minimum Flight Altitudes on the published instrument procedures for the airport, in order to receive a Determination of No Hazard on the power plant Heat Recovery Steam Generator Stacks #1 and #2 for their originally filed heights.

The proposal was circularized for public aeronautical comment to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No comments or objections were received to the planned instrument procedural amendments.

The FAA evaluation found no other aeronautical impact would be caused by the proposal.

Although the planned increase in the Minimum Flight Altitudes for the (VCV) GPS Rwy 17 and VOR/DME Rwy 17 instrument approaches would not cause a significant change in the usability of the procedures, continued cumulative erosion of the (VCV) published (MDA), in order to facilitate non-aeronautical development and construction is not encouraged.

Until the GPS Rwy 17 and VOR/DME Rwy 17 (MDA) have been amended, Stack #1 shall not be constructed to a height above 2,929'amsl with a certified 2C-accuracy survey, and Stack #2 shall not be constructed to a height above 2,937'amsl with a certified 2C-accuracy survey.

The ultimate final maximum heights of Stack #1 and Stack #2 shall include all top-mounted appurtenances, including but not limited to; obstruction lighting and external rim equipment.

Stack #1 and Stack #2 shall be dual-lighted with white medium intensity strobe lighting for day and red obstruction lighting between sunset and sunrise, in accordance with the provisions of FAA Advisory Circular (AC) 70/7460-1, "Obstruction Marking and Lighting." This AC can be downloaded from the public web site www.oeaaa.faa.gov.

There is no adverse effect upon arrival or departure Visual Flight Rules (VFR) procedures or upon the application of standard criteria to (VCV) for the VFR Traffic Pattern airspace.

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2007-AWP-7317-OE
Prior Study No.
2007-AWP-6410-OE

Issued Date: 04/20/2008

Jon Roberts
City of Victorville
14343 Civic Drive
Victorville, CA 92392

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Stack HRSG Stack #2
Location:	Victorville, CA
Latitude:	34-37-57.25N NAD 83
Longitude:	117-22-15.13W
Heights:	145 feet above ground level (AGL) 2945 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, a med-dual system - Chapters 4,8(M-Dual),&12.

It is required that the enclosed FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 145 feet above ground level (2945 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/20/2009 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before May 20, 2008. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace and Rules Division - Room 423, Federal Aviation Administration, 800 Independence Ave., Washington, D.C. 20591.

This determination becomes final on May 30, 2008 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Office of Airspace and Rules via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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If we can be of further assistance, please contact Karen McDonald, at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2007-AWP-7317-OE.

Signature Control No: 551597-102014513 (DNH)
Kevin P. Haggerty
Manager, Obstruction Evaluation Service

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The proposal was circularized for public aeronautical comment to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No comments or objections were received to the planned instrument procedural amendments.

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