



December 8, 2008
File No.: 04.02.06.02
Project No. 357891

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DOCKET
07-AFC-5

DATE	DEC 08 2008
RECD.	DEC 08 2008

Mr. Che McFarlin, Project Manager
California Energy Commission
Systems Assessment and Facilities Siting Division
1516 9th Street, MS 15
Sacramento, CA 95814-5504

RE: Supplemental Data Response, Set 1F
Ivanpah Solar Electric Generating System (07-AFC-5)

Dear Mr. McFarlin:

On behalf of Solar Partners I, LLC, Solar Partners II, LLC, Solar Partners IV, LLC, and Solar Partners VIII, LLC, please find attached one original and 12 hard copies of the Supplemental Data Response, Set 1F, which provides supplemental responses to Staff's questions raised at the June 23, 2008 Workshop in Primm, Nevada.

Please call me if you have any questions.

Sincerely,

CH2M HILL

John L. Carrier, J.D.
Program Manager

Enclosure
c: POS List
Project File

Ivanpah Solar Electric Generating System (ISEGS)

(07-AFC-5)

Supplemental Data Response, Set 1F

(Response to: Traffic & Transportation)

Submitted to the
California Energy Commission

Submitted by
**Solar Partners I, LLC; Solar Partners II, LLC; Solar Partners IV, LLC;
and Solar Partners VIII, LLC**

December 8, 2008

With Assistance from

CH2MHILL
2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833

Introduction

Attached are supplemental responses (Set 1F) by Solar Partners I, LLC; Solar Partners II, LLC; Solar Partners IV, LLC; and Solar Partners VIII, LLC (Applicant) to the California Energy Commission (CEC) Staff's data requests for the Ivanpah Solar Electric Generating System (Ivanpah SEGS) Project (07-AFC-5). These data requests are the result of the workshop discussion held at Primm, Nevada on June 23, 2008. Within each discipline area, the responses are presented in alphabetical order and are numbered for tracking and reference convenience. New graphics or tables are numbered in reference to the Supplemental Data Request number. For example, if a table were used in response to Data Request AQ-1, it would be numbered Table AQ1-1. The first figure used in response to Data Request AQ-1 would be Figure AQ1-1, and so on. AFC figures or tables that have been revised have "R1" following the original number, indicating revision 1.

Additional tables, figures, or documents submitted in response to a supplemental data request (supporting data, stand-alone documents such as plans, folding graphics, etc.) are found at the end of a discipline-specific section and may not be sequentially page-numbered consistently with the remainder of the document, though they may have their own internal page numbering system.

The Applicant looks forward to working cooperatively with the CEC and Bureau of Land Management (BLM) staff as the Ivanpah SEGS Project proceeds through the siting process. We trust that these responses address the Staff's questions and remain available to have any additional dialogue the Staff may require.

Traffic & Transportation (TT-1)

Data Request

TT-1. What is the status of the FAA Form 7460-1?

Response: Detailed design inside the power block for Ivanpah 2 resulted in a small shift in the location of the power tower (PT-2). Therefore, the Applicant refiled FAA form 7460-1 for this tower. Attachment TT1-1B is the recently received FAA determination that the revised position is not a hazard to navigation.

ATTACHMENT TT1-1B



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

Aeronautical Study No.
2008-AWP-6483-OE
Prior Study No.
2008-AWP-3210-OE

Issued Date: 12/02/2008

Steve de Young
Solar Partners I, LLC
c/o BrightSource Energy, Inc.
1999 Harrison, Suite 2150
Oakland, CA 94612

**** 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: PT2 0574.001
Location: Primm, CA
Latitude: 35-33-23.84N NAD 83
Longitude: 115-28-12.49W
Heights: 469 feet above ground level (AGL)
3498 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, 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 FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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

Any height exceeding 469 feet above ground level (3498 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 06/02/2010 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 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.

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 our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6483-OE.

Signature Control No: 605026-103740359

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2008-AWP-6483-OE

This tower is tower 2 of 7 in the project.

