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<th>Docket Number:</th>
<th>09-AFC-07C</th>
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<tr>
<td>Project Title:</td>
<td>Palen Solar Power Project - Compliance</td>
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<tr>
<td>TN #:</td>
<td>202584</td>
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<tr>
<td>Document Title:</td>
<td>Email with attached Palen Aeronutical Study, dated June 9, 2014</td>
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<tr>
<td>Description:</td>
<td>N/A</td>
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<tr>
<td>Filer:</td>
<td>Alicia Campos</td>
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<tr>
<td>Organization:</td>
<td>Federal Aviation Administration/Dan Rollins</td>
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<td>Submitter Role:</td>
<td>Public Agency</td>
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<td>Submission Date:</td>
<td>6/24/2014 10:12:06 AM</td>
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<td>Docketed Date:</td>
<td>6/24/2014</td>
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Adams, Jim@Energy

From: Daniel.Rollins@faa.gov
Sent: Monday, June 09, 2014 9:51 AM
To: Adams, Jim@Energy
Cc: Johanna.Forkner@faa.gov; Flores, David@Energy; Koch, Andrea@Energy
Subject: RE: Palen Aeronautical Study

Jim, here are some explanations for the questions we discussed over the phone.


Aircraft ID:
- MD82/MD83 – McDonald Douglas MD80 family, narrow body airliner
- MD11 – McDonald Douglas wide body (replaced the DC-10)
- B7xx – Boeing 7x7 family of aircraft, with multiple versions in each model
- C172 – Cessna Skyhawk, small high wing single engine, four passenger
- PA44 – Piper Seminole, small twin engine, four passenger
- A319/320/321 – Airbus narrow body airliner
- CRJ2/9 – Bombardier (Canadian) regional jet airliner, seats from 40-90

Dan Rollins
Air Traffic Control Specialist
FAA Western Service Center
Operations Support Group (AJV-W2)
Tactical Operations Team
Analysis Lead
Renton WA 98057

Western Service Center ACT2 Administrator
and Contingency Plan Focal
ACT2 Web Site

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From: Adams, Jim@Energy [mailto:Jim.Adams@energy.ca.gov]
Sent: Friday, June 06, 2014 8:25 AM
To: Rollins, Daniel (FAA)
Cc: Forkner, Johanna (FAA); Flores, David@Energy; Koch, Andrea@Energy
Subject: RE: Palen Aeronautical Study

Dan,

Thanks so much! I’ll get back to you if I have questions.

Jim
From: Daniel.Rollins@faa.gov [mailto:Daniel.Rollins@faa.gov]
Sent: Friday, June 06, 2014 8:10 AM
To: Adams, Jim@Energy
Cc: Johanna.Forkner@faa.gov
Subject: Palen Aeronautical Study

Jim,

Attached is the FAA aeronautical analysis study for the area of the Palen solar project. As we discussed, the analysis covers a 15nm radius of the area, from the surface to the top of controlled airspace (60,000' MSL). We examined the entire month of May, 2014.

You will find significant traffic within the study area, mostly between FL200 and FL400. This is almost exclusively air carrier traffic. There are graphs with the most common arrival and departure airports, the most common aircraft types, and counts by time of day. Remember that all counts are for the entire month, and there are no estimated averages for the time of day. Of course, you can take the totals and divide by 31 to have a rough daily average.

Please note that there are no VFR aircraft included in this analysis. This is a limitation of our data source, and we have no method of retrieving such data for this particular area. There will be most certainly a number of low level VFR aircraft in the general area, but we have no method of retrieving such data.

Also, this information is being provided to you as another government entity, and the PowerPoint was not vetted for public release. We have no issue with your using the data provided, but request you contact us prior to using any of the images it contains. These were provided to you as an aid to understand the total traffic picture for the area.

If you have any questions about the data or its presentation, please feel free to call me between 6AM and 2:30PM Pacific. If the attachment is too large for your email filters (it is ~7MB), let me know and I will convert it to PDF. This will reduce the size by over a half.

Thanks!

Dan Rollins
Air Traffic Control Specialist
FAA Western Service Center
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Tactical Operations Team
Analysis Lead
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Palen Solar Project

Aeronautical Study

Presented to: California Energy Commission
By: Western Service Center Operations Support Group
Date: June 2014
Palen Aeronautical Study

- California Energy Commission requested aeronautical information in the area of the proposed Palen Solar Project

- Requested flight information within a 15nm radius of the project location, at all altitudes
Analysis Parameters

- Using the Performance Data Analysis and Reporting System (PDARS)
- Traffic information from the Los Angeles Air Route Traffic Control Center (ZLA ARTCC)
- May 2014 (complete month)
- Examined center-point 33° 41’ 42” N, 115°15’ 49” W
Analysis Limitations

- No VFR flights are shown

- Radar limitations in the area may result in some low altitude flights being missed
  - This should be a very limited amount

- 24 flights through the region did not contain flight information, such as type, arrival or departure airport. These were general aviation, military or unidentified targets being tracked by Air Traffic Control for various reasons
List of Departure Airports

Airports with 50 or more departures through the examined area
List of Arrival Airports

Airports with 90 or more arrivals through the examined area
Aircraft Types

Aircraft with 100 or more types through the examined area
Time of Day

Times are in UTC: 0000 UTC = 1700 Pacific Daylight Time

Palen Solar Project – Aeronautical Study
June 2014

Federal Aviation Administration
SFC-10,000’ – 1144 Tracks
FL400-500 – 330 Tracks

No flights above FL500
Observations

• Highest concentration of flights between FL300-400, with second highest FL200-300

• Heaviest departure airport demand is So California (LAX, SNA, ONT, PSP, SAN)

• Heaviest arrival airport demand is PHX, followed by SNA and SAN

• Majority of flights are commercial jets with 70 passenger seats or more