

## DOCKETED

<b>Docket Number:</b>	07-AFC-06C
<b>Project Title:</b>	Carlsbad Energy Center - Compliance
<b>TN #:</b>	203501
<b>Document Title:</b>	Conversation with McClellan-Palomar Airport Manager about Thermal Plumes and Airport Operations
<b>Description:</b>	This is a conversation between Andrea Koch, CEC Traffic staff, and Olivier Brackett, Manager of the McClellan-Palomar Airport, about airport operations and the Amended CECP's thermal plumes.
<b>Filer:</b>	Andrea Koch
<b>Organization:</b>	California Energy Commission
<b>Submitter Role:</b>	Commission Staff
<b>Submission Date:</b>	1/6/2015 2:58:45 PM
<b>Docketed Date:</b>	1/6/2015

# CALIFORNIA ENERGY COMMISSION

## REPORT OF CONVERSATION



### *Siting, Transmission, and Environmental Protection Division*

**FILE:** 07-AFC-06C

**PROJECT TITLE:** Amended Carlsbad Energy Center  
Project (CECP)

<input checked="" type="checkbox"/> <b>Telephone</b>		<input type="checkbox"/> <b>Meeting Location:</b> NA
<b>NAME:</b> Andrea Koch (916-654-3850)	<b>DATE:</b> 12/18/14	<b>TIME:</b> 1:45 pm
<b>WITH:</b> Olivier Brackett, Manager of the McClellan-Palomar Airport (760-966-3272)		
<b>SUBJECT:</b> Plumes at Amended Carlsbad Energy Center Project		

### PHONE CONVERSATION:

I discussed the Amended Carlsbad Energy Center Project (Amended CECP) with Mr. Brackett and asked him if he had concerns about the increased height of the thermal plumes. Mr. Brackett said that as the Airport Manager, he has no authority over thermal plumes, and that plumes would be under the FAA's purview. He stated that the FAA should be notified and was satisfied to hear that the FAA is aware of the project and its potential for plumes.

I asked Mr. Brackett if he knew of any aircraft or routes that would be most vulnerable to plume impacts. He said that because the wind often blows from west to east in the area, he would be concerned if the wind blew the plume just east over the freeway where small aircraft often fly up and down over I-5. I told him that the wind would break up the high velocity of the plume, which mitigated his concerns.

I informed Mr. Brackett about the proposed Condition of Certification to mitigate plume hazards. (Proposed Condition of Certification TRANS-3 would require the project owner to work with the FAA to notify all pilots using the McClellan-Palomar Airport and airspace above the CECP of potential hazards from the plumes.) Mr. Brackett stated that he liked the proposed condition and its involvement of the FAA.

I asked Mr. Brackett whether a runway extension is planned for the McClellan-Palomar Airport. He said that a feasibility study for the runway has been completed, and that it concluded that the extension was both feasible and fundable by the FAA. He said that the runway extension would be to the east over a closed landfill, and that the optimum length of the runway extension was found to be 900 feet. Additional details of plans for a future runway extension will be developed through the upcoming update of the McClellan-Palomar Airport Master Plan.

I asked about the purpose of the runway extension. Mr. Brackett stated that the runway extension would benefit existing users of the airport. He said that the current shorter length of the runway does not allow some jets to take off with a full load of fuel, so they have to stop elsewhere for additional fuel. A lengthened runway would allow these jets to take off with a full load of fuel.

Mr. Brackett also told me that McClellan-Palomar Airport is a Category BII airport, and that the

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airport is available for use by any type of aircraft as long as it does not exceed size restrictions. (For example, the airport cannot accommodate larger aircraft such as 737s.)

I asked Mr. Brackett where aircraft fly relative to the project site, and he said that aircraft do use the Encina Power Station as a navigational marker, and the FAA uses it as a reporting point. He referred me to Jessica Turner for more information, as she is the noise specialist and has flight track data.

cc:	Signed:
	Name: Andrea Koch