

DOCKETED

Docket Number:	19-SPPE-02
Project Title:	Walsh Data Center
TN #:	230445
Document Title:	Communication about FAA Notification
Description:	CEC Staff Report of Conversation with Cary Greene, Airport Planner, City of San Jose Airport Department. Communication about FAA Notification.
Filer:	Steve Kerr
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**Siting, Transmission
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 Protection Division**

FILE: n/a

PROJECT TITLE: Walsh Data Center **Docket:** 19-SPPE-02

TECHNICAL AREA(s): Land Use/Transportation			
<input type="checkbox"/> Telephone	<input checked="" type="checkbox"/> Email	<input type="checkbox"/> Meeting Location: N/A	
NAME(s):	Andrea Koch, Planner II, CEC	DATE:	10/25/19 TIME: 2:54 pm, 3:35 pm
WITH:	Cary Greene, Airport Planner, City of San Jose Airport Department		
SUBJECT:	Communication about FAA Notification		

COMMENTS:

Andrea Koch, Planner II for the CEC, asked Cary Greene, Airport Planner for the City of San Jose, follow-up questions regarding his Walsh Data Center comments (docketed under TN 230433). In response, Mr. Greene stated that the Federal Aviation Administration (FAA) is likely to find the project’s structure height of 122.5 feet a hazard to aircraft and require a lower structure height. Mr. Greene also provided instructions on filing FAA Form 7460-1 for FAA notification and comment.

The following are Andrea Koch’s questions followed by Cary Greene’s responses:

- 1) You stated that proposed structures on the site more than one story in height require FAA airspace review. Similar to what you stated, we calculated a height threshold of approximately 14 feet. What would you consider to be the height of a one-story building that would require FAA notification? And is there a general policy where if a site is very close to the airport, at least one story in height is generally allowed before FAA notification is needed, just because any feasible development of the property requires at least one story?

Response: It’s the 100:1 slope from any point of the SJC runways that triggers the need for filing with the FAA, so as long as your team has calculated the elevations of that slope over the project site, just use that precise information. Generally-speaking, my office assumes that a typical one-story structure off the airport would fall below the 100:1 slope.

- 2) How likely do you think it is that the FAA would issue a Determination of No Hazard for the 122.5-foot structure? It looks like the project site has FAR Part 77 surfaces of 162 feet and 212 feet above it (although I know from you that the FAA sometimes is more restrictive than this).

Response: According to the data available to my office, the FAA is likely to find a proposed 122.5-ft. high structure at that site to be a “presumed hazard” that needs to be redesigned at a lower height (that the FAA would specify). Again, there are additional airspace surfaces that the FAA uses that, for this site, are lower than the standard Part 77



obstruction surfaces, but it's FAA's purview to determine which airspace surfaces warrant protection. Speaking only for the Airport, we'd be OK with whatever the FAA determines to be "not a hazard".

- 3) In addition to the data center building, the project includes a substation, trees, and a construction crane that would require FAA notification. Would these items be included all on one form? Or would there be a separate form needed for each? Or does the applicant just complete a form for the highest structure on site (the data center building)?

Response: We recommend that the applicant file 4-5 notices (FAA Form 7460-1) for the data center building, one for each top corner point and one for any highest structure point not coincident with a building corner. Separate filings for ancillary structures like a substation, utility poles, or trees would only be needed if they would exceed the 100:1 slope and are taller (or potentially taller) than the data center building. The data on the FAA forms should be prepared by a licensed civil engineer or surveyor using NAD83 latitude/longitude coordinates out to hundredths of seconds and NAVD88 elevations rounded up to next whole foot. Temporary construction equipment (i.e., cranes) would need to be filed separately from the permanent structures, but the FAA is usually more lenient in allowing cranes as temporary airspace obstructions than permanent structures. Crane filings are most often done closer to the start of construction so that the type of crane and timeframe for use can be provided.

cc:	Signed: s _____
	Name: Andrea Koch, Planner II