



CH2MHILL

CH2M HILL
2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833
Tel 916-920-0300
Fax 916-920-8463

September 12, 2008
File No.: 04.02.06.02
Project No. 357891

DOCKET	
07-AFC-5	
DATE	SEP 12 2008
RECD.	SEP 12 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 1C
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 1C, 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 1C

(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**

September 12, 2008

With Assistance from

CH2MHILL

2485 Natomas Park Drive
Suite 600
Sacramento, CA 95833

Introduction

Attached are supplemental responses (Set 1C) 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: In Supplemental Data Response, Set 1A (filed on August 12, 2008), the Applicant provided a summary of the FAA determination of no hazard to navigation for the seven power towers and Ivanpah SEGS. However, the CEC has requested copies of the FAA letters. Therefore, two letters titled "Determination of No Hazard to Navigation" are provided as Attachment TT1-1.

These letters are for the aeronautical studies performed by the Federal Aviation Administration (FAA) for the seven Ivanpah SEGS solar power towers. Please note that there are two separate determination letters issued by the FAA. The first letter (Aeronautical Study No. 2008-AWP-321O-0E) dated July 23, 2008, addresses the five solar power towers to be located at Ivanpah 3 and the single solar power tower to be located at Ivanpah 2. The five towers were determined to be no hazard to navigation. However, the northwest tower within Ivanpah 3 was presumed to be a hazard.

As explained in Supplemental Data Response Set 1A, the fifth tower associated with Ivanpah 3 (Power Tower 7), the northwest most tower, received a "Notice of Presumed Hazard" (letter is also dated July 23, 2008) because the tower as proposed penetrated the 40 to 1 departure surface obstruction standard for the runways at the proposed Southern Nevada Airport (Ivanpah Airport) planned between Primm and Jean, Nevada, by approximately 22 feet. The presumption of hazard because of the penetration of the 40 to 1 departure surface is based upon a standardized, non-project specific formula; however, this finding does not take into account project-specific nearby terrain (e.g., Lucy Grey and Clark mountain ranges) or airport-specific planned departure procedures. Therefore, in order to receive a project-specific determination, the Applicant has requested that the FAA initiate an Extended Study for Notice of Presumed Hazard (NPH) 2008-AWP-3215-OE (the "Extended Study"). Applicant requested that the Extended Study include, among other things, considerations of existing terrain impact on proposed departures and planned departure procedures for the proposed Southern Nevada Airport. Applicant's analysis indicates that penetration of the 40:1 departure surface obstruction standard would not constitute an "adverse impact" on future operation of the proposed Southern Nevada Airport. The FAA posted Public Notice of the Extended Study on July 29, 2008 and comments are due by September 4, 2008. We expect the FAA reply in mid- to late-September.

In the alternative, if the results of the Extended Study contradict the Applicant's findings, Applicant is prepared to lower the tower height of Power Tower 7 by 22 feet to avoid encroachment into the 40 to 1 departure surface. The Applicant would not move the tower. That lowering of Power Tower 7 in the same location

would be expected to have a very slight beneficial effect on the visual impact of Ivanpah SEGS (i.e., the lessening of an already less than significant potential impact).

The second letter (Aeronautical Study No. 2008-AWP-3209-OE) dated September 4, 2008, addresses the single solar power tower to be located on Ivanpah 1. The September 4th letter determines that the tower is not a hazard to air navigation. The letter also notes that "While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route." Applicant understands that there was some miscommunication between the Department of Defense and the FAA on the Ivanpah 1 tower and that the Ivanpah 1 tower does not conflict with the identified training route as the flight pattern is above 1,500 feet. Applicant is seeking a written communication from the military to clarify communications. A copy will be filed upon receipt.

ATTACHMENT TT1-1



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

Aeronautical Study No.
2008-AWP-3210-OE

Issued Date: 07/23/2008

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 NV, CA
Latitude:	35-33-23.18N NAD 83
Longitude:	115-28-12.49W
Heights:	469 feet above ground level (AGL) 3510 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 (3510 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 01/23/2010 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.

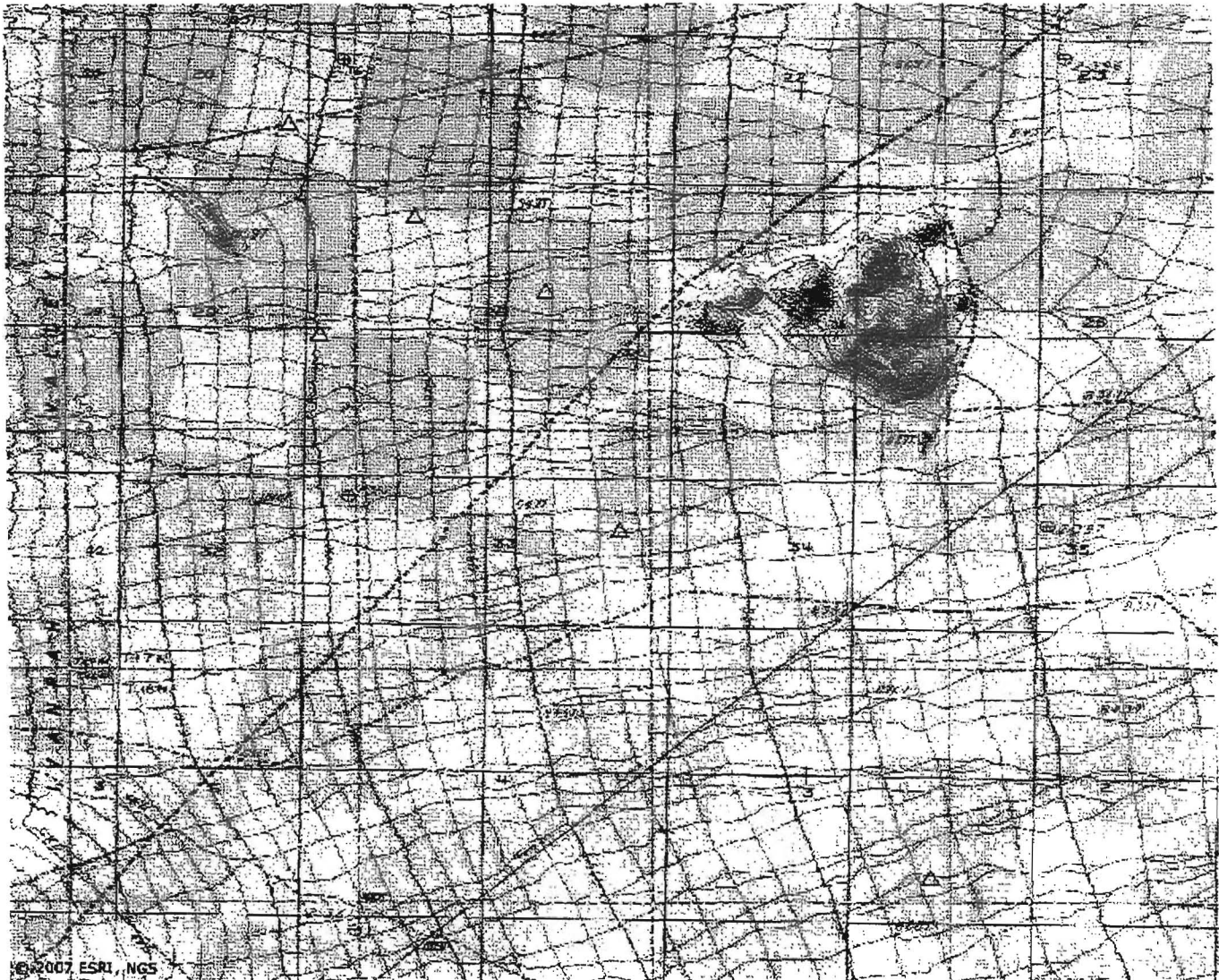
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-3210-OE.

Signature Control No: 575769-102348780
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2008-AWP-3210-OE





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

Aeronautical Study No.
2008-AWP-3211-OE

Issued Date: 07/23/2008

Steve de Young
Solar Partners VIII, LLC
c/o BrightSource Energy, Inc.
1999 Harrison Street, 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:	PT 3 0574.001
Location:	Primm NV, CA
Latitude:	35-34-32.25N NAD 83
Longitude:	115-28-56.53W
Heights:	469 feet above ground level (AGL) 3657 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 (3657 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 01/23/2010 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.

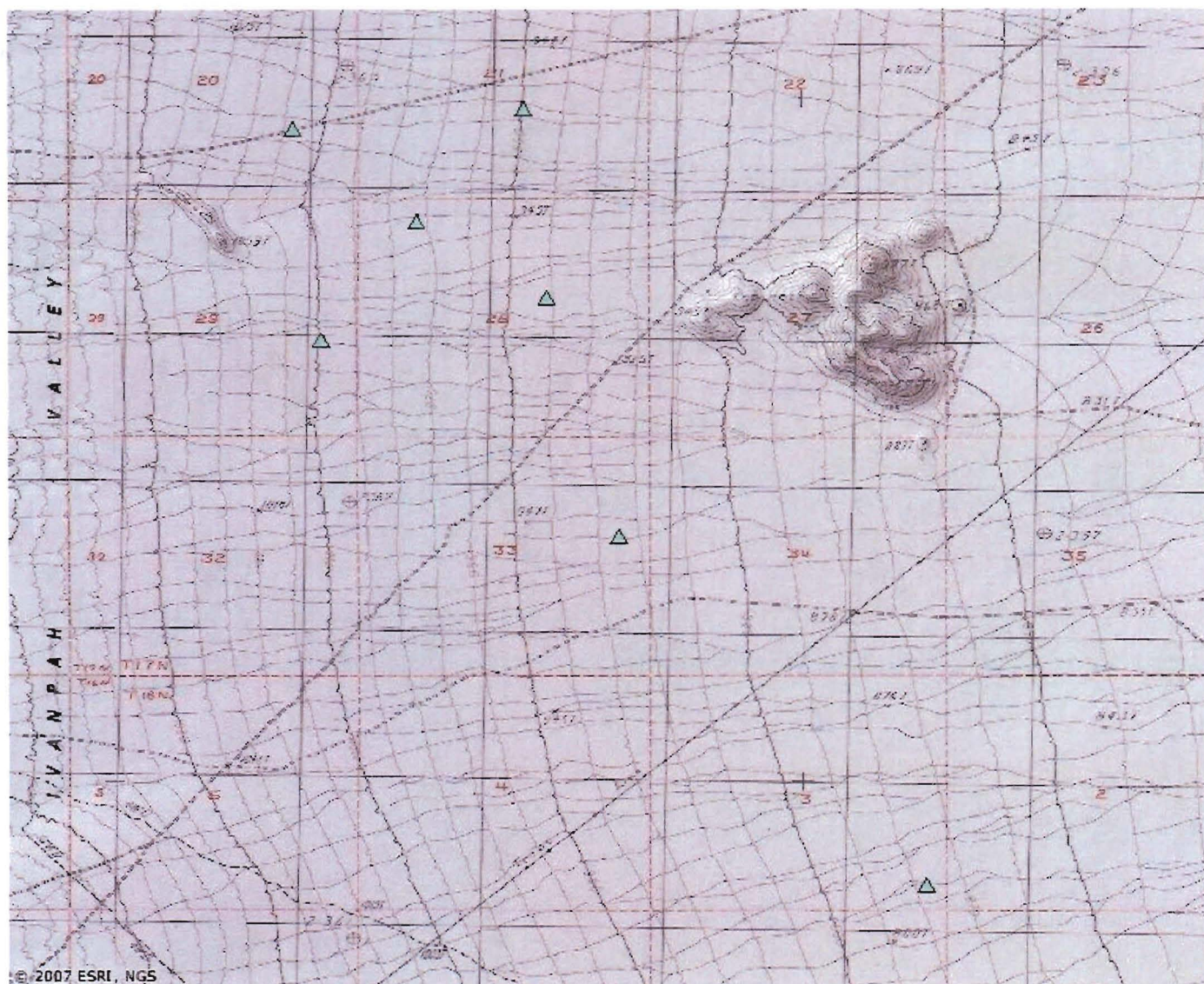
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-3211-OE.

Signature Control No: 575770-102348784
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2008-AWP-3211-OE





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

Aeronautical Study No.
2008-AWP-3212-OE

Issued Date: 07/23/2008

Steve de Young
Solar Partners VIII, LLC
c/o BrightSource Energy, Inc.
1999 Harrison Street, 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:	PT 4
Location:	Primm NV, CA
Latitude:	35-34-06.47N NAD 83
Longitude:	115-29-17.43W
Heights:	469 feet above ground level (AGL) 3747 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)

As a result of this structure being critical to flight safety, it is required that the FAA be kept appraised as to the status of the project. Failure to respond to periodic FAA inquiries could invalidate this determination.

This aeronautical study included evaluation of a structure that exists at this time. Action will be taken to ensure aeronautical charts are updated to reflect the most current coordinates, elevation and height as indicated in the case description.

Any height exceeding 469 feet above ground level (3747 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 01/23/2010 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-3212-OE.

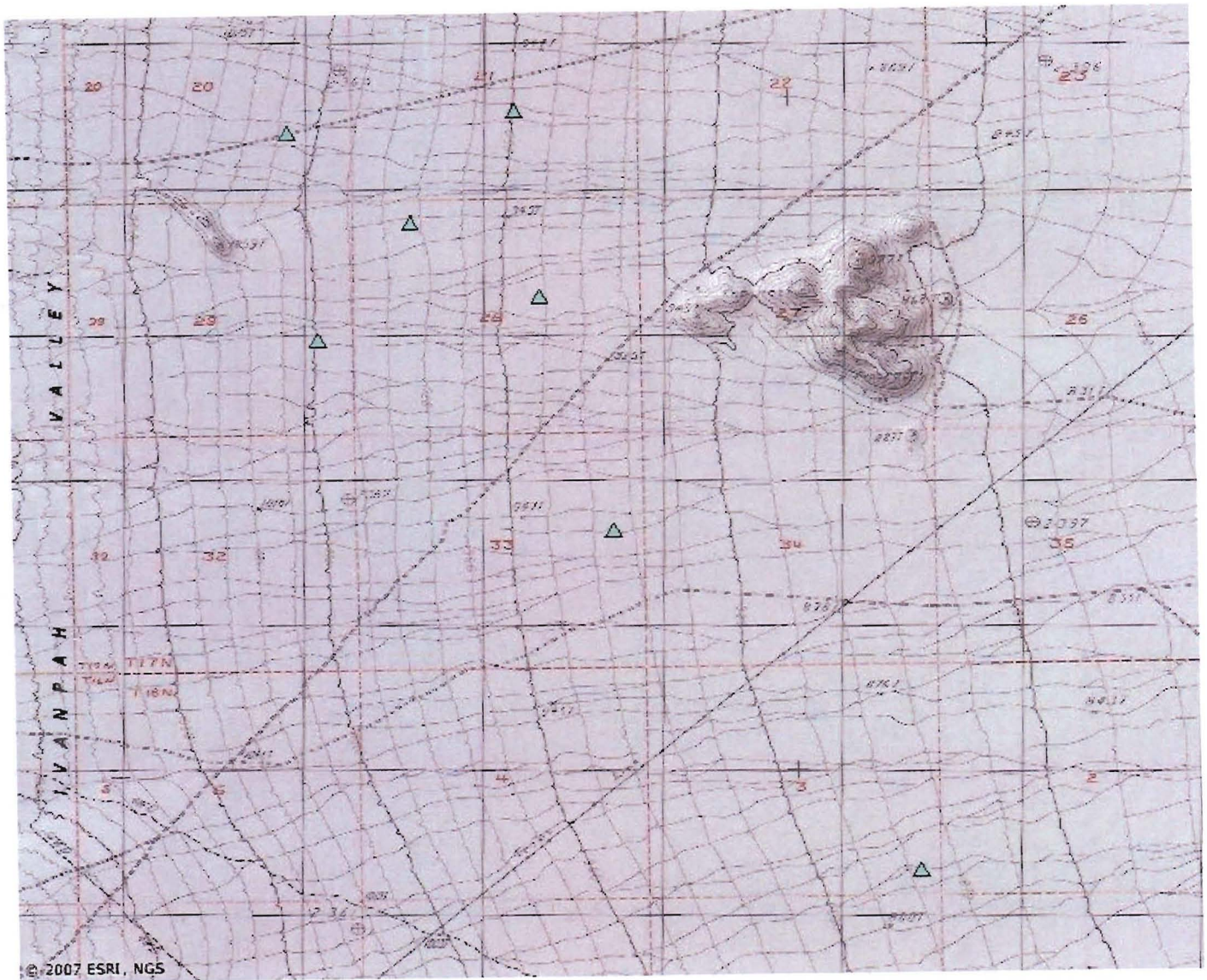
Signature Control No: 575771-102348788
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

cc: NACO w/map

Verified Map for ASN 2008-AWP-3212-OE





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

Aeronautical Study No.
2008-AWP-3213-OE

Issued Date: 07/23/2008

Steve de Young
Solar Partners VIII, LLC
c/o BrightSource Energy, Inc.
1999 Harrison Street, 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:	PT 5
Location:	Primm NV, CA
Latitude:	35-34-15.74N NAD 83
Longitude:	115-28-28.17W
Heights:	469 feet above ground level (AGL) 3555 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 (3555 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 01/23/2010 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.

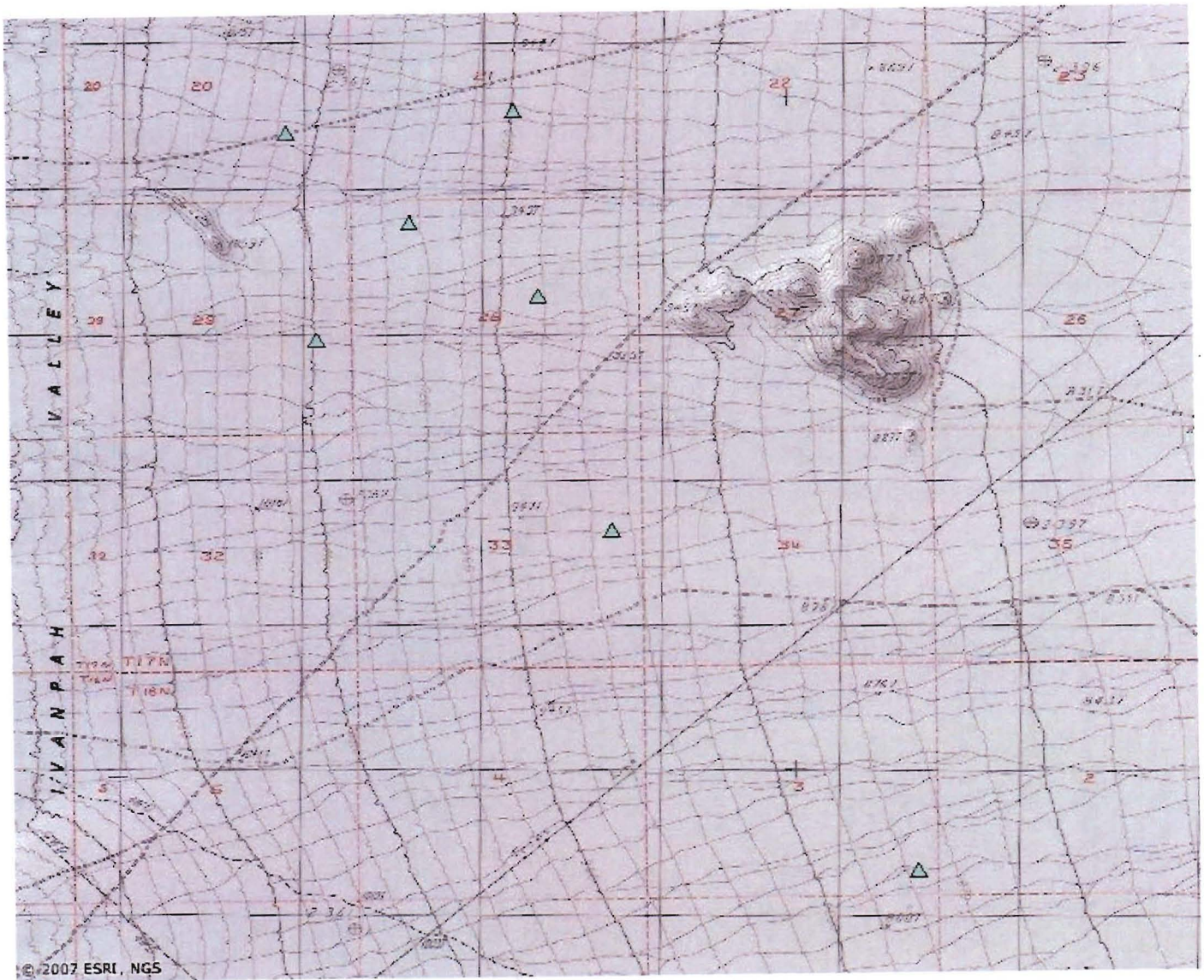
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-3213-OE.

Signature Control No: 575772-102348794
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2008-AWP-3213-OE





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

Aeronautical Study No.
2008-AWP-3214-OE

Issued Date: 07/23/2008

Steve de Young
Solar Partners VIII, LLC
c/o BrightSource Energy, Inc.
1999 Harrison Street, 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:	PT 6
Location:	Primm NV, CA
Latitude:	35-34-57.05N NAD 83
Longitude:	115-28-33.12W
Heights:	469 feet above ground level (AGL) 3575 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 (3575 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 01/23/2010 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.

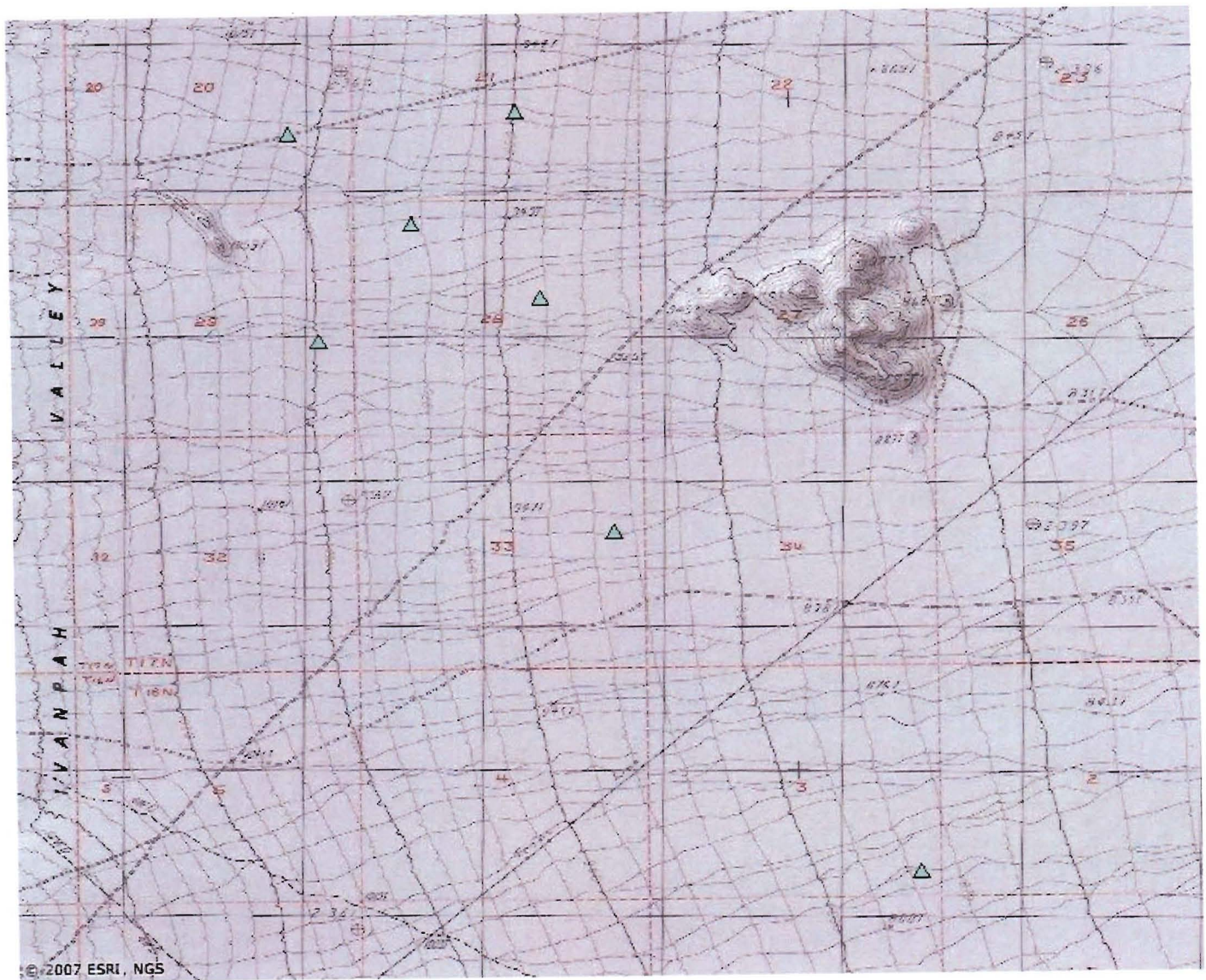
A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

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-3214-OE.

Signature Control No: 575773-102348798
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

Verified Map for ASN 2008-AWP-3214-OE



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

Aeronautical Study No.
2008-AWP-3215-OE

Issued Date: 07/23/2008

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

**** NOTICE OF PRESUMED HAZARD ****

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:	PT 7
Location:	Primm NV, CA
Latitude:	35-34-52.73N NAD 83
Longitude:	115-29-23.50W
Heights:	469 feet above ground level (AGL) 3773 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 447 feet above ground level (3751 feet above mean sea level), it would not exceed obstruction standards and a favorable determination could subsequently be issued.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

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-3215-OE.

Signature Control No: 575774-102348802

(NPH)

Karen McDonald

Specialist

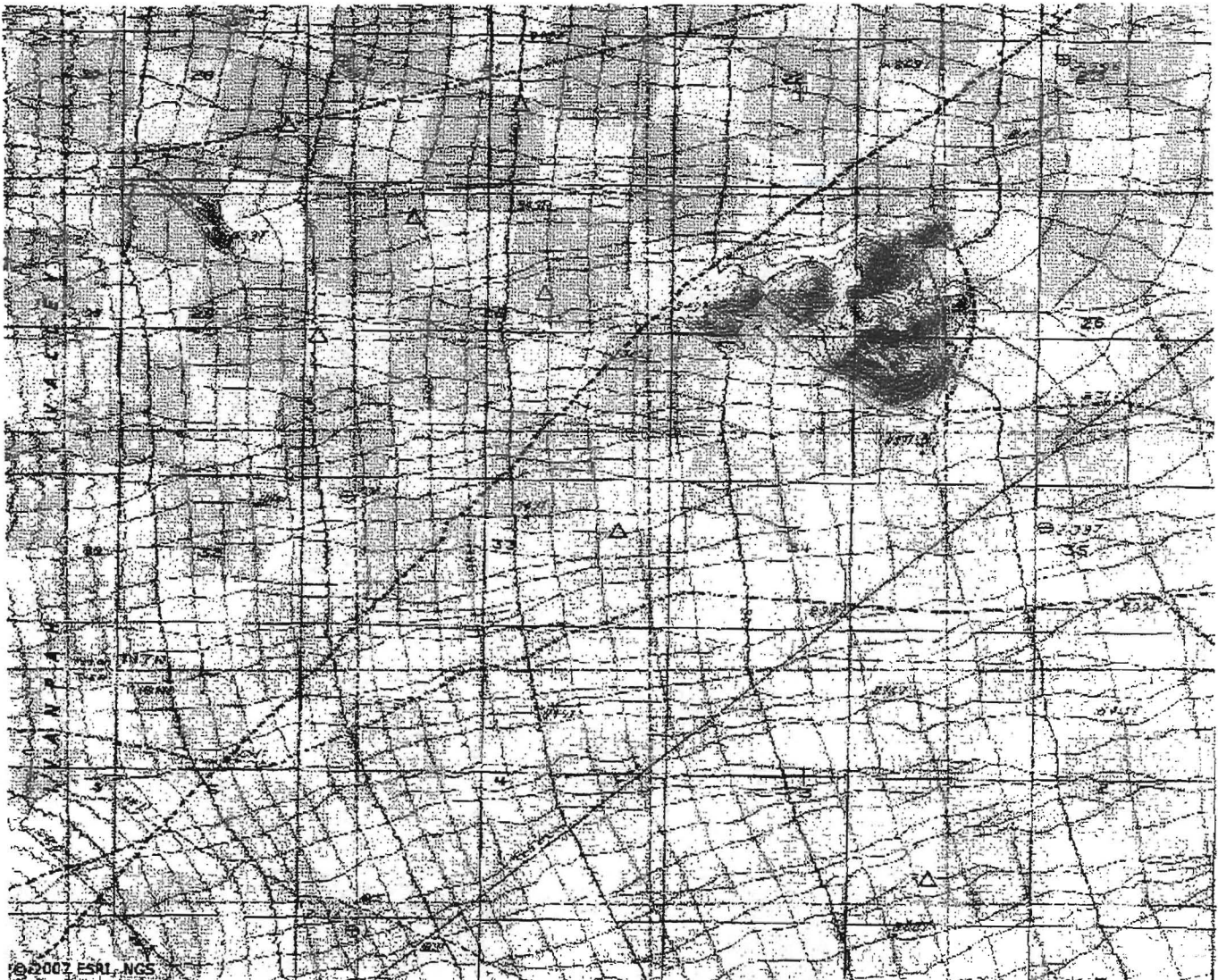
Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2008-AWP-3215-OE

Proposed structure height at this site penetrates the 40:1 departure surface at the proposed Southern Nevada Airport (Ivanpah) as follows: RW18L by 21.55', RW18L by 17.91'. Maximum No Effect Height (NEH): 3751'amsl.





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

Aeronautical Study No.
2008-AWP-3209-OE

Issued Date: 09/04/2008

Steve de Young
Solar Partners II, LLC
c/o BrightSource Energy, Inc.
1999 Harrison Street, 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:	PT1 0574.001
Location:	Primm NV, CA
Latitude:	35-32-06.38N NAD 83
Longitude:	115-27-05.73W
Heights:	469 feet above ground level (AGL) 3359 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)

See attachment for additional condition(s) or information.

While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route.

Any height exceeding 469 feet above ground level (3359 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 03/04/2010 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-3209-OE.

Signature Control No: 575768-103275114

(DNE)

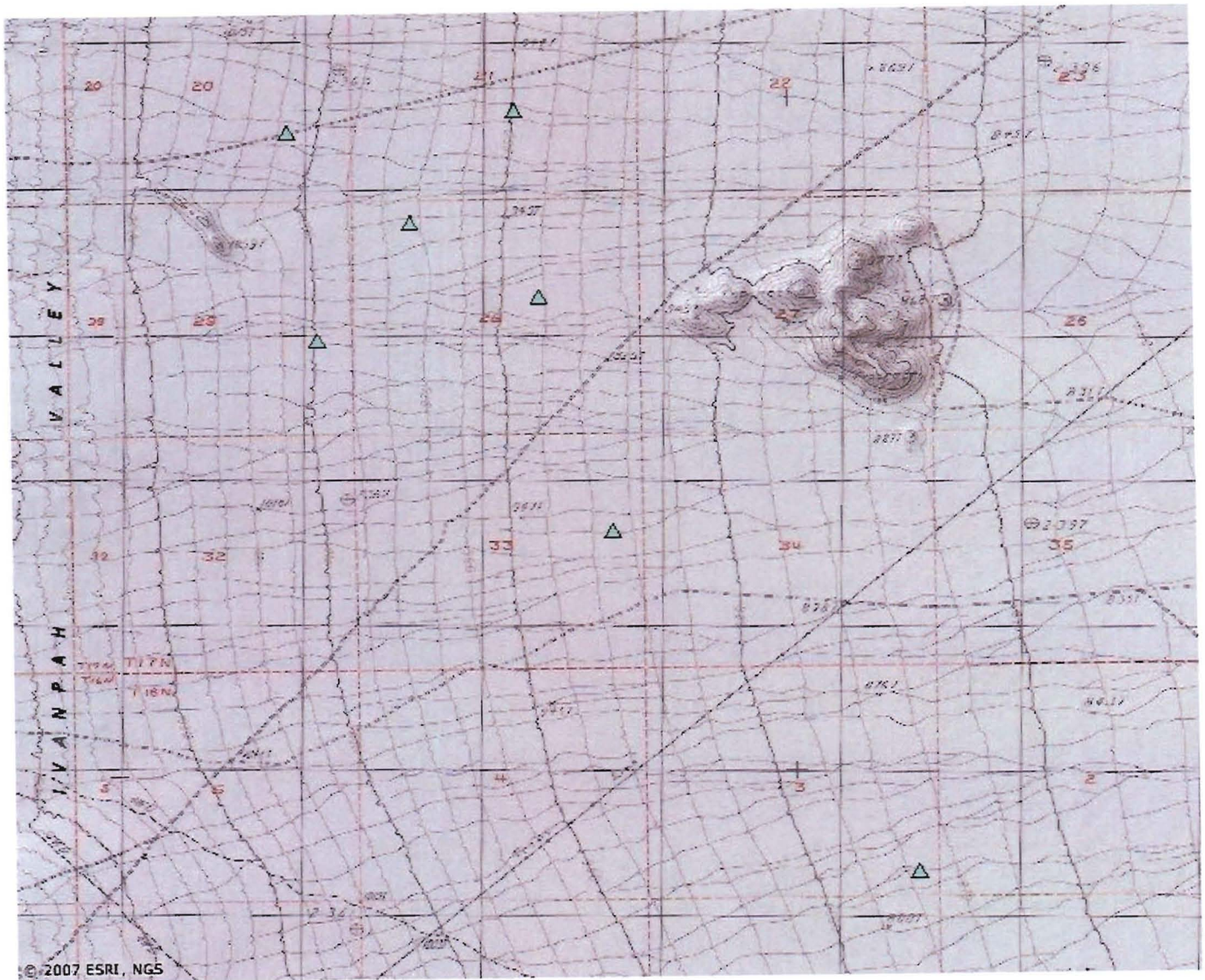
Karen McDonald
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2008-AWP-3209-OE

Site underlies IR-213; attempt was made to negotiate with sponsor to relocate the proposed structure. Negotiation was unsuccessful.

Verified Map for ASN 2008-AWP-3209-OE



1516 Ninth Street
Sacramento, CA 95825-5512
800-822-6228
www.energy.ca.gov

ELECTRONIC PROOF OF SERVICE LIST
7/14/08

Ivanpah Solar Electric Generating System
APPLICATION FOR CERTIFICATION,
DOCKET NO. 07-AFC-5

[illegible]

I declare that transmission via electronic mail was consistent with the requirements of California Code of Regulations, title 20, sections 1209, 1209.5, and 1210. All electronic copies were sent to all those identified on the Proof of Service list above. I declare under penalty of perjury that the foregoing is true and correct.

John T. Carrier

John L. Carrier, J.D.
Program Manager
CH2M HILL