

# DOCKET

09-AFC-3

DATE SEP 28 2009

RECD SEP 28 2009

>>> Keith Freitas <[kfrei@airport.cccounty.us](mailto:kfrei@airport.cccounty.us)> 9/28/2009 9:45 AM >>>

Mr. Adams,

As we discussed, Contra Costa County Airports Division has some concerns regarding the proposed Mariposa Energy Power Plant being proposed near the Byron Airport. In our research there are several unanswered questions regarding possible hazards to aviation from exhaust plumes. Thank you for the opportunity to provide input into to the CEC as you lead the traffic and transportation analysis.

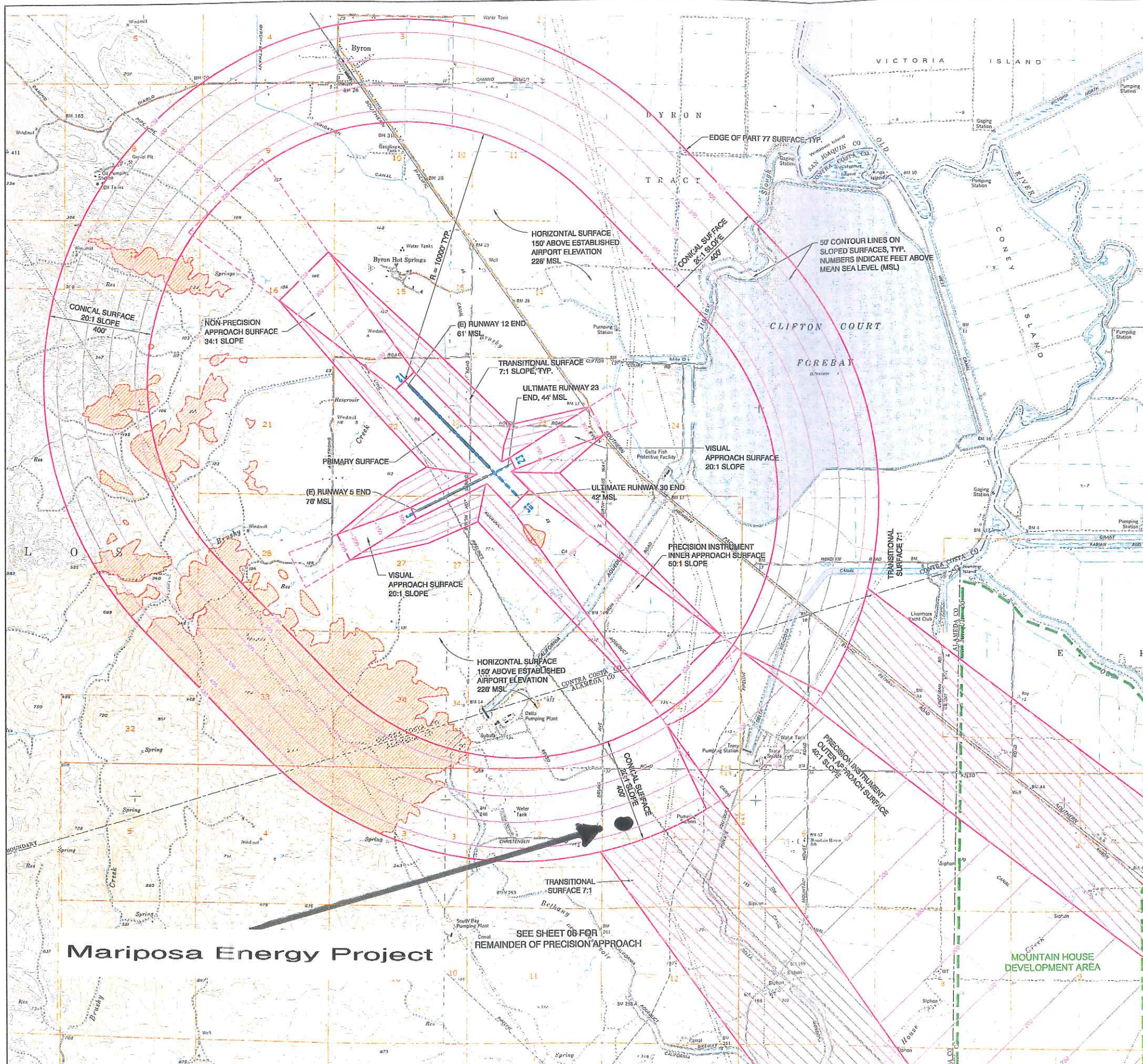
Byron Airport has more than 100 based aircraft ranging from gliders to corporate jet aircraft. The Airport operations total approximately 50,000 annually, which is approximately 140 per day. These operations include significant glider, flight training, and skydiving activities.

We have identified three main items of concern:

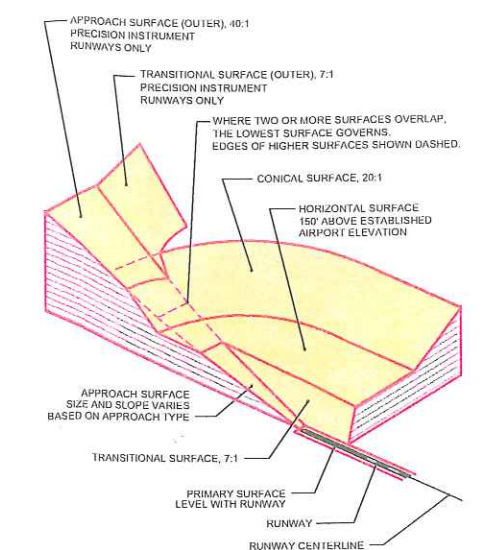
- 1) The proposed power plant is approximately 2.65 miles south east of the Byron Airport, just a few hundred feet from the main precision instrument runway corridor (Runway 30). (Would the proposed location be hazardous to aircraft on an instrument landing, including if they slightly deviated from the prescribed corridor?)
- 2) The power plant site is also near the downwind leg of both Runway's 5 and 23. It appears the site would also be adjacent to the standard "45" entry into the Runway's 5 and 23 traffic pattern. (Would flying at 1000' near or over the proposed location pose a hazard to aircraft in flight?)
- 3) Lastly, the power plant site would be under the "right 45" for aircraft departing Runway 12. This is specifically significant because it is the preferred departure runway for the skydiving company jump planes based on the airfield. (Would flying near or over the proposed location pose a hazard to aircraft in flight?)

Please feel free to give me a call if you have any questions or need clarification.

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Isometric diagram of Part 77, Paragraph 77.25  
Civil Airport Imaginary Surfaces



**SOURCES OF INFORMATION**

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA)  
AIRPORT OBSTRUCTION CHART (AOC), SURVEYED MARCH 1996, PUBLISHED MAY 1997  
HORIZONTAL DATUM - NAD83. VERTICAL DATUM - NGVD29.  
USED FOR: RUNWAY END COORDINATES, ELEVATIONS, AND OBSTRUCTIONS

CALIFORNIA SPATIAL INFORMATION LIBRARY (CASL)  
SCANS OF USGS 7.5' CONTOUR MAPS  
USED FOR: BACKGROUND IMAGE, ELEVATION CONTOURS  
BELOW DIAGRAM SHOWS ARRANGEMENT, DATUMS, AND PUBLICATION DATES.

			N 37°52'30"
"BYRON HOT SPRINGS"	"CLIFTON COURT FOREBAY"	"UNION ISLAND"	
DATED 1968 NAD27 NGVD29	DATED 1978 NAD27 NGVD29	DATED 1978 NAD27 NGVD29	
			N 37°45'00"
"ALTAMONT"	"MIDWAY"	"TRACY"	
DATED 1979 NAD27 NGVD29	DATED 1980 NAD27 NGVD29	DATED 1981 NAD27 NGVD29	
			N 37°37'30"
W 121°45'00"	W 121°37'30"	W 121°30'00"	W 121°22'30"

**AIRSPACE DRAWING INFORMATION**

1. NEW AUTOCAD FILE CREATED, BASED IN CALIFORNIA STATE PLANE COORDINATE SYSTEM (SPCS), ZONE 3, U.S. SURVEY FEET.
2. SCANNED USGS MAPS WERE ATTACHED IN BACKGROUND. NOTE: MAP EDGES ARE NAD27, ALIGNED IN THIS FILE TO NAD83
3. VERTICAL DATA: RUNWAY ENDPOINT ELEVATIONS AND PART 77 SURFACES SHOWN ARE BASED IN NGVD29. TO CONVERT TO NAVD88 EQUIVALENT, ADD 2.4 FEET.



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Prepared For  
**CONTRA COSTA COUNTY AIRPORTS**  
CONTRA COSTA COUNTY

Airport Layout Plan Set  
**BYRON AIRPORT**  
500 EAGLE COURT  
BYRON, CALIFORNIA

Issue Log

DATE	REVISION DESCRIPTION
12/16/2004	IFM REVIEW
03/18/2005	IFM APPROVAL

Drawing Title  
**AIRPORT AIRSPACE DRAWING, 1 of 2 CENTRAL AREA**

SHEET  
5 OF 11

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