DOCKET
09-AFC-3
DATE SEP 28 2009
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>>> Keith Freitas <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:

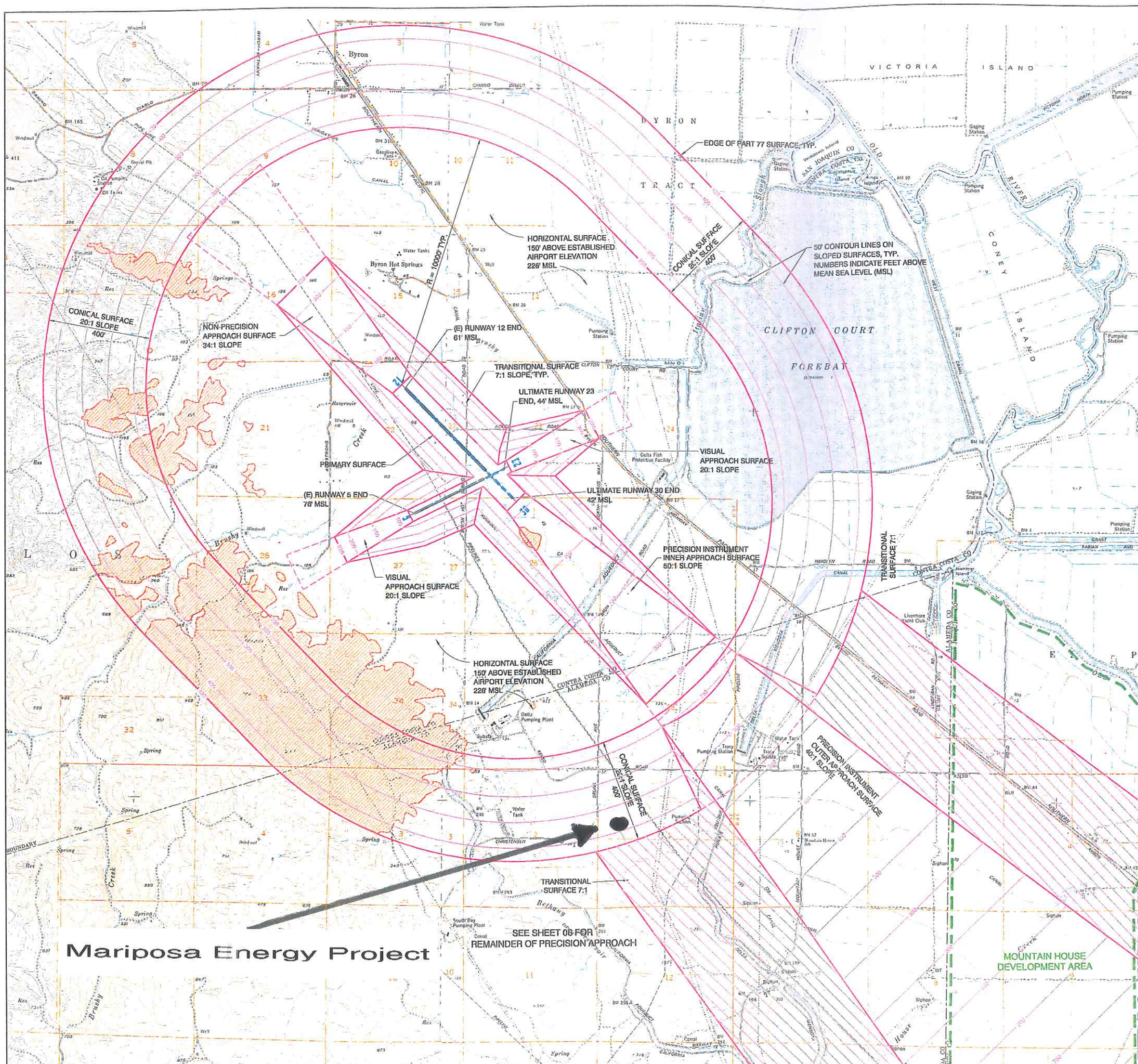
1) The proposed power plant is approximately 2.65 miles south east of the Byron Airport, just a few hundred feet from the main precision instrument runway corridor (Runway 30). (Would the proposed location be hazardous to aircraft on an instrument landing, including if they slightly deviated from the 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?)

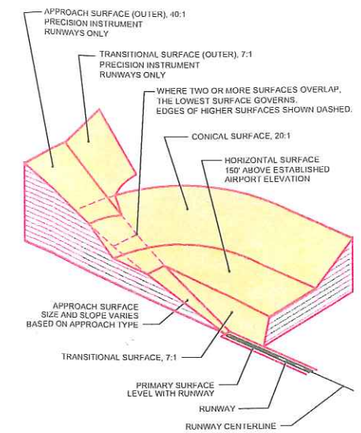
Please feel free to give me a call if you have any questions or need clarification.

Keith Freitas, Director of Airports
Contra Costa County
Buchanan Field and Byron Airports
550 Sally Ride Drive
Concord, CA 94520
Office (925) 646-5722
Fax (925) 646-5731



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

"BYRON HOT SPRINGS" DATED 1968 NAD27 NGVD29 (BYRON AIRPORT)	"CLIFTON COURT FOREBAY" DATED 1978 NAD27 NGVD29	"UNION ISLAND" DATED 1978 NAD27 NGVD29	N 37°52'30"
"ALTAMONT" DATED 1979 NAD27 NGVD29	"MIDWAY" DATED 1980 NAD27 NGVD29	"TRACY" DATED 1981 NAD27 NGVD29	N 37°45'00"
			N 37°37'30"
W 121°15'00"	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.

MAGNETIC NORTH
TRUE NORTH
15°32'E
JANUARY 1980 DATUM
ANNUAL RATE OF CHANGE
1' 39"W

0 1000' 2000' 4000'

LEGEND

Terrain penetrates indicated surface

Prepared By

LEIGH FISHER ASSOCIATES
A Division of Jacobs Consultancy Inc.
555 Airport Boulevard, Suite 300
Burlingame, CA 94010
650.579.7272

TYLIN INTERNATIONAL | CCS
1465 BROADWAY SUITE 450, OAKLAND, CA 94612
PHONE (510) 247-1800 FAX (510) 247-1801

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	FAA REVIEW
03/18/2005	FAA APPROVAL

Drawing Title

AIRPORT AIRSPACE DRAWING, 1 of 2
CENTRAL AREA

SHEET

5 OF 11