DOCKET
09-AFC-3
DATE DEC 09 2010
RECD. DEC 09 2010

CALPILOTS
C/O Andy Wilson
31438 Greenbrier Lane
Hayward, CA 94544
(510) 303-9027

December 9, 2010

Mr. Craig Hoffman
Project Manager
California Energy Commission
1516 Ninth Street, MS 15
Sacramento, CA 95814-5512

Subject: Mariposa Energy Project (09-AFC-03)

Re: Comments to Staff Assessment November 2010, CEC 700-2010-017

Dear Mr. Hoffman,

Following are California Pilots Association (CALPILOTS) comments as referenced above:

General Statement:
CALPILOTs objects to Mariposa Energy (09-AFC3) and East Altamont (08-AFC-07 and 08-AFC-07C) power plants with their visible and invisible thermal plumes and plume emissions being sited in their respective locations within in the Byron Airport (C83) airport influence area and within compatibility Zone D, (CCCALUC 2000, Byron Airport Compatibility Map) . Requirements of **Trans 7** and **Trans 8** confirm a Hazard and to pilots, passengers and aircraft to avoid over flight. NOTAMS and lighting notices to prevent over flight which reduces useable airspace which is required for the diverse aircraft using the airport and are not acceptable mitigations.

No reference or studies were made for future demands (20 years) and use of the Byron airport (C83) as compared to the future life expectancy use of the Mariposa energy power plant in excess of 40 years. This would include but not limited to airspace requirements, control tower requirements and additional Instrument Approaches or Terminal Instrument Procedures (TERPS).

CALPILOTS requests that Mariposa Energy be denied a license for construction.

Air Quality 4.1-1
CALPILOTS objects to both the Mariposa Energy and East Altamont power plants which will cause pilots and passengers and aircraft to be subjected to continuous exposure to thermal plume both visible and invisible, exhaust gasses and particulate matter. The Bay Area Air Quality Management (BAAQMD) continues to ignore pilots and passengers as sensitive

receptors in their PDOC and FDOC documents flying into plumes that do not have time to disperse in the atmosphere.

Hazardous Materials (4.4-23)
Staff continues to ignore pilots, passengers and aircraft flying in and near both Mariposa Energy and East Altamont power plants. CALPILOTS requests Byron Airport be informed

of any Hazardous Materials release occurs considering pilots and passengers and aircraft will potentially be flying between two power plants which increases the risk of a hazardous release.

Land Use (4.12-1)
Request:
Staff to show consistency:
Distance of Mariposa Energy from Byron Airport
Distance of Mariposa Energy from Byron Airport Runway 30
Distance of East Altamont from Byron Airport
Distance of East Altamont form Byron Airport Runway 30

Re: Figure 2:
Add East Altamont and comments to location in Airport Zone D.

Re: Page 4.10-2
This would apply to both Mariposa Energy and East Altamont.
Contra Costa County Airport Land Use Compatibility Plan (CCC-ALUCP), Policies: 4.3.4, FAA Notification; 4.3.6 Other, Flight Hazards; 6.7.4 and 6.5.4 Height Limitations; 6.9.3 Hazards to Flight Provides requirements for: protection of airspace; FAA notification for objects that may exceed a Federal Aviation Regulation (FAR) Part 77 conical surface (and intrude into airspace); definition of the airport influence area to encompass the FAR Part 77 conical surface; Airport Land Use Commission (ALUC) review for any proposed object taller than 100 feet in Compatibility Zone "D□; **and prohibition of land uses which would cause flight hazards**

Re: Page 4.12-18
East County Area Plan (ECAP)
Program 63: The County shall delineate the boundaries of the Byron Airport's referral areas on Alameda County land use and zoning maps to identify areas that are subject to airport compatibility review.

Program 64: The County shall refer all discretionary permit applications (e.g., Conditional Use Permits, Site Development Review, etc.), in addition to general plan amendments and zoning changes, that are proposed within the Byron Airport referral area to the Contra Costa County Airport Land Use Commission for review and comment. (This action shall not constitute a referral as described under state ALUC law, Public Utilities Code section 21676.) In addition, all discretionary permit applications in the referral area shall be required to include an aeronautical study and noise study (if the study(ies) are appropriate for the type and scale of project being proposed) prepared by a qualified aviation consultant to determine if the proposed project would create a hazard to avigation or an adverse impact on airport operations. The County may consider height restrictions on structures, marking or lighting of structures, noise impact

analyses, noise insulation in structures, avigation and/or noise easements, and other appropriate measures to minimize or eliminate potential adverse impacts of development on avigation or airport operations. The recommendations of both the Contra Costa County ALUC and the Federal Aviation Administration (FAA) will also be considered in formulating project conditions of approval in addition to the recommendations in the aviation consultant's report. If a proposed project, including any mitigation measures, is determined by the County, in

consultation with Contra Costa County ALUC, the FAA, and other affected parties, to create a hazard to avigation or an adverse impact on airport operations, the County shall not approve the project.

Policy 150: The County shall recognize the Byron (East Contra Costa County) Airport as a regional resource, and shall work with Contra Costa County to ensure that land uses approved in Alameda County within the Byron Airport's referral area are compatible with the airport's operations.

Traffic and Transportation (4.10-1)
Request:
Staff to show consistency:
Distance of Mariposa Energy from Byron Airport
Distance of Mariposa Energy from Byron Airport Runway 30
Distance of Mariposa Energy from Centerline of RNAV Approach Obstacle Clearance Surfaces And RPZ's
Distance of Mariposa Energy from outer edge of RNAV Approach Obstacle Clearance Surfaces and RPZ's

Distance of East Altamont from Byron Airport
Distance of East Altamont form Byron Airport Runway 30
Distance of East Altamont from Centerline of RNAV Approach Obstacle Clearance Surfaces And RPZ's
Distance of East Altamont from outer edge of RNAV Approach Obstacle Clearance Surfaces and RPZ's

Re: Figure 3.
Add East Altamont
Add Runway 30 RNAV Approach Obstacle Clearances Surfaces and Protected RPZs. Note: only center line is shown.

Re: Figure 4A:
Add East Altamont CEC East Altamont
Re: Figure 4B:
Add East Altamont CEC East Altamont
Add and Calculate RNAV Approach to Runway 30 Clearances

Ref. 4.10.32 Aviation impacts

Attachment No 1
Byron Airport (C83) RNAV Horizontal Protection Zones.

CALPILTS Requests CEC Staff to review and calculate the horizontal obstacle / hazard clearance to the RNAV Approach to the Byron Airport (C83) RNAV Approach to Runway 30 (Attachment 1) and as per U. S. Department of Transportation, Federal Aviation Administration (FAA), National Policy, Order 8260.54A, And Effective Date: 12/07/07, Subj.: The United States

CALPILOTS
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Staff Assessment Response
Page 4

Standard for Area Navigation (RNAV).
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs420/policies_guidance/orders/media/Order_8260.54A.pdf

This should be applied but not limited to Mariposa Energy and East Altamont. East Altamont would not only have the invisible thermal plumes but the visible plumes as well. Both would interfere with the Obstacle Clearance Surfaces to Runway 30.

Add to References:
Add FAA Aeronautical Information manual (AIM), Feb 2011, 7-5-15, Flight Hazard Exist Around Thermal Plumes. http://www.faa.gov/air_traffic/publications/ATPubs/AIM/aim.pdf

Add RNAV Approach to the Byron Airport (C83) RNAV Approach to Runway 30 (Attachment 2) as per U. S. Department of Transportation, Federal Aviation Administration (FAA), National Policy, Order 8260.54A, and Effective Date: 12/07/07, Subj.: The United States Standard for Area Navigation (RNAV).
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs420/policies_guidance/orders/media/Order_8260.54A.pdf

Re: Page 4.10-50
Both **Trans 7** and **Trans 8** are inadequate to mitigate the plume hazard and does nothing more than reduce useable airspace within the Byron Airport influence area. Pilots will be focusing on avoiding the declared visible and invisible plume hazard and not on seeing and avoiding other aircraft. **Trans 7** and **Trans 8** do not adequately locate Mariposa Energy on the Aeronautical charts due to their scale.

Verification
CALPILOTS opinion is Verification is inadequate to confirm **Trans 7** and **Trans 8**.

Regards,

Andy Wilson
California Pilots Association

US DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RNAV (GPS) - STANDARD INSTRUMENT APPROACH PROCEDURE FAR PART 97.33

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

TERMINAL ROUTES

FROM	TO	COURSE AND DISTANCE	ALTITUDE
HAIRE	SHARR (FB)	109.08 / 11.78	3000
SHARR (IAF)	EKIYU (FB)	214.29 / 10.44	2400
EKIYU (IF)	BABPI (FB)	300.39 / 5.01	2400

MISSED APPROACH

LPV: DA
LNAV: RW30

CLIMB TO 3000 DIRECT ROGOY AND RIGHT TURN VIA 030.28 TRACK TO HOXAV AND RIGHT TURN VIA 120.32 TRACK TO HAIRE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

1. PT NA SIDE OF COURSE ____ OUTBOUND ____ FT WITHIN ____ MILES OF ____ (IAF)
2. PROFILE STARTS AT EKIYU
3. FAC: 300.34 FAF: BABPI DIST FAF TO MAP: 7.11 THLD: 7.11
4. MIN. ALT: EKIYU 2400, BABPI 2400, CUDUG/2.90 NM TO RW30 1000*
5. DIST TO THLD FROM OM: ____ MM: ____ IM: ____ 150 HAT: ____ 100 HAT: ____ GS ANT: ____
6. MIN GS INCPT: 2400 GS ALT AT: BABPI OM: ____ MM: ____ IM: ____
7. GS ANGLE: 3.00 TCH: 40.0 34:1 IS CLEAR
8. MSA FROM: RW30 5600

ADDITIONAL FLIGHT DATA:
HOLD NW, RT, 120.32 INBOUND.
CHART FAS OBST: 249 TRMSN TWR 374804N/1213538W
CHART 479 TREE 374349N/1213306W.
CHART R-2531.
CHART VDP AT 1.13 MILES TO RW30* *LNAV ONLY.
WAAS CHANNEL # 65902
REFERENCE PATH ID: W30A
CHART WAAS SYMBOL
DISTANCE TO THLD FROM 250 HAT: 0.68 NM

MAG VAR: 15E EPOCH YEAR: 1995

MINIMUMS

TAKEOFF: | STANDARD | X | SEE FAA FORM 8260-15A FOR THIS AIRPORT | ALTERNATE: N A | X |

CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	305	1	250	305	1	250		NA			NA				
LNAV MDA	500	1	445	500	1	445		NA			NA				
CIRCLING	520	1	441	540	1	461		NA			NA				

NOTES:
CHART NOTE: CIRCLING TO RWY 5, 12 NA AT NIGHT.
CHART NOTE: CIRCLING NA SW OF RWY 12-30.
CHART NOTE: DME/DME RNP-0.3 NA.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SHARR VIA V195 NORTHEAST BOUND.
SEE 8260-10

CITY AND STATE	ELEVATION: 79 TDZE: 55	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP:
BYRON, CA	AIRPORT NAME: BYRON	RNAV	RNAV (GPS) RWY 30, ORIG-A DEC 2 0 2007	AMDT: ORIG
				DATED

04 A APPROVED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION

RNAV (GPS) - STANDARD
INSTRUMENT APPROACH PROCEDURE - FAR PART 97.33

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above aiport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

NOTES CONT.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.
***LNAV ONLY**
CHART NOTE: VDP NA WHEN USING STOCKTON METROPOLITAN ALTIMETER SETTING
CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE STOCKTON METROPOLITAN ALTIMETER SETTING AND INCREASE ALL DA/MDAS 60 FEET.

CITY AND STATE		FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	
BYRON, CA	**ELEVATION: 79 TDZE: 55** AIRPORT NAME: **BYRON**	**RNAV**	**RNAV (GPS) RWY 30, ORIG-A** DEC 2 0 2007	SUP: AMDT: **ORIG** DATED:

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FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	C83
RUNWAY	RW30
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W30A
LTP/FTP LATITUDE	374936.8925N
LTP/FTP LONGITUDE	1213714.0485W
LTP/FTP ELLIPSOIDAL HEIGHT	-00174
FPAP LATITUDE	375040.2600N
FPAP LONGITUDE	1213833.2000W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1376
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	A72E1707

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+00148
FPAP ORTHOMETRIC HEIGHT	+00148

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				DATED:

APPROVED

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ARINC PACKET - 424-17

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          1         2         3         4         5         6         7         8         9         0         1         2         3
WP        12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
          SUSAEAENRT   BABPI K20    W  RL N37443312W121305545                    E0142    NAR          BABPI                    I
          SUSAEAENRT   CUDUG K20    W  RL N37473308W121343959                    E0142    NAR          CUDUG                    I
          SUSAEAENRT   EKIYU K20    W  RL N37405909W121262946                    E0142    NAR          EKIYU                    I
          SUSAEAENRT   HAIRE K20    C  RL N37542569W121284936                    E0142    NAR          HAIRE                    I
          SUSAEAENRT   HOXAV K20    W  RL N37583177W121335632                    E0142    NAR          HOXAV                    I
          SUSAEAENRT   ROGOY K20    W  RL N37524889W121411402                    E0142    NAR          ROGOY                    I
          SUSAEAENRT   SHARR K20    C  RL N37474864W121163106                    E0142    NAR          SHARR                    I

          1         2         3         4         5         6         7         8         9         0         1         2         3
AIRPORT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
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          SUSAP C83 K2AC83     0     045YHN37494240W121373300E015000079        1800018000C    MNAR    BYRON                    I

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SEGMENT   12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
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          SUSAP C83 K2FR30   AHAIRE 020SHARRK2EA0E  A 010TF                    10910118    + 03000                      A JS   I
          SUSAP C83 K2FR30   AHAIRE 030EKIYUK2EA0EE   010TF                    21430104    + 02400                      A JS   I
          SUSAP C83 K2FR30   R      010EKIYUK2EA0E  I    IF                               + 02400     18000            A JS   I
          SUSAP C83 K2FR30   R      020BABPIK2EA0E  F 010TF                    30040050    + 02400           RW30  K2PGA JS   I
          SUSAP C83 K2FR30   R      021CUDUGK2EA0E S  031TF                    30040043    + 01000        -300       A JS   I
          SUSAP C83 K2FR30   R      030RW30 K2PGOGY M 031TF                    30030029      00088        -300       A JS   I
          SUSAP C83 K2FR30   R      040ROGOYK2EA0E M  010DF                                                        A JS   I
          SUSAP C83 K2FR30   R      050HOXAVK2EA0E   R010TFY                   0303                                 A JS   I
          SUSAP C83 K2FR30   R      060HAIREK2EA0EY  R010TFY                   1203        + 03000                  A JS   I
          SUSAP C83 K2FR30   R      070HAIREK2EA0EE HR020HM                    12030050    + 03000                  A JS   I

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RUNWAY    12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
          ------------------------------------------------------------------------------------------------------------------------
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          1         2         3         4         5         6         7         8         9         0         1         2         3
PP        12345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
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CITY AND STATE	ELEVATION: 79 TDZE: 55	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
BYRON, CA	AIRPORT NAME: BYRON	RNAV	RNAV (GPS) RWY 30, ORIG-A DEC 2 0 2007	AMDT: ORIG
				DATED:

APPROVED

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        SUSAP C83 K2PR30   RW30 001 0000W30A0N3749368925W12137140485-001740300N3750402600W121383320001067513760004 00F400500A72E1707I
        SUSAP C83 K2PR30   RW30 002       +00148+00148LPV       65902          000                                                I
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                 1         2         3         4         5         6         7         8         9         0         1         2         3
MSA     123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012345678901234567890123456789012
        ------------------------------------------------------------------------------------------------------------------------------------
        SUSAP C83 K2SRW30 K2PG                0 25180056                        M                                                  I
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CITY AND STATE	ELEVATION: 79 TDZE: 55	FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	SUP:
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ARINC FLIGHT INSPECTION SUMMARY - VERSION 424-17

ROUTES	TRANSITION	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE
	HAIRE	HAIRE	010		IF		FB				
	HAIRE	SHARR	020	IAF	TF		FB	1.0	109.1(124T)	011.8	03000
	HAIRE	EKIYU	030		TF		FB	1.0	214.3(229T)	010.4	02400
		EKIYU	010	FACF	IF		FB				02400
		BABPI	020	FAF	TF		FB	1.0	300.4(315T)	005.0	02400
		CUDUG	021	SDF	TF		FB	0.3	300.4(315T)	004.3	01000
		RW30	030	MAP	TF		FO	0.3	300.3(315T)	002.9	00088

MISSED APPROACH	FIX	SEQ	USE	PATH	TURN	FO/FB	RNP	MAG(TRUE)	DISTANCE	ALTITUDE
	ROGOY	040		DF		FB	1.0			
	HOXAV	050		TF	R	FB	1.0	030.3(045T)		
	HAIRE	060		TF	R	FO	1.0	120.3(135T)		03000
	HAIRE	070		HM	R	FO	2.0	120.3(135T)	005.0	03000

POINT DATA	WAYPOINT	LAT IN SECS	LONG IN SECS	LAT IN MINS	LONG IN MINS
	BABPI	N374433.12	W1213055.45	N3744.552	W12130.924
	CUDUG	N374733.08	W1213439.59	N3747.551	W12134.660
	EKIYU	N374059.09	W1212629.46	N3740.985	W12126.491
	HAIRE	N375425.69	W1212849.36	N3754.428	W12128.823
	HOXAV	N375831.77	W1213356.32	N3758.530	W12133.939
	ROGOY	N375248.89	W1214114.02	N3752.815	W12141.234
	SHARR	N374748.64	W1211631.06	N3747.811	W12116.518
	RW30	N374936.89	W1213714.05	N3749.615	W12137.234

RUNWAY DATA	RWY	THRESHOLD ELEVATION	TCH
	RW30	00048	40

CITY AND STATE		FACILITY IDENTIFIER:	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:	
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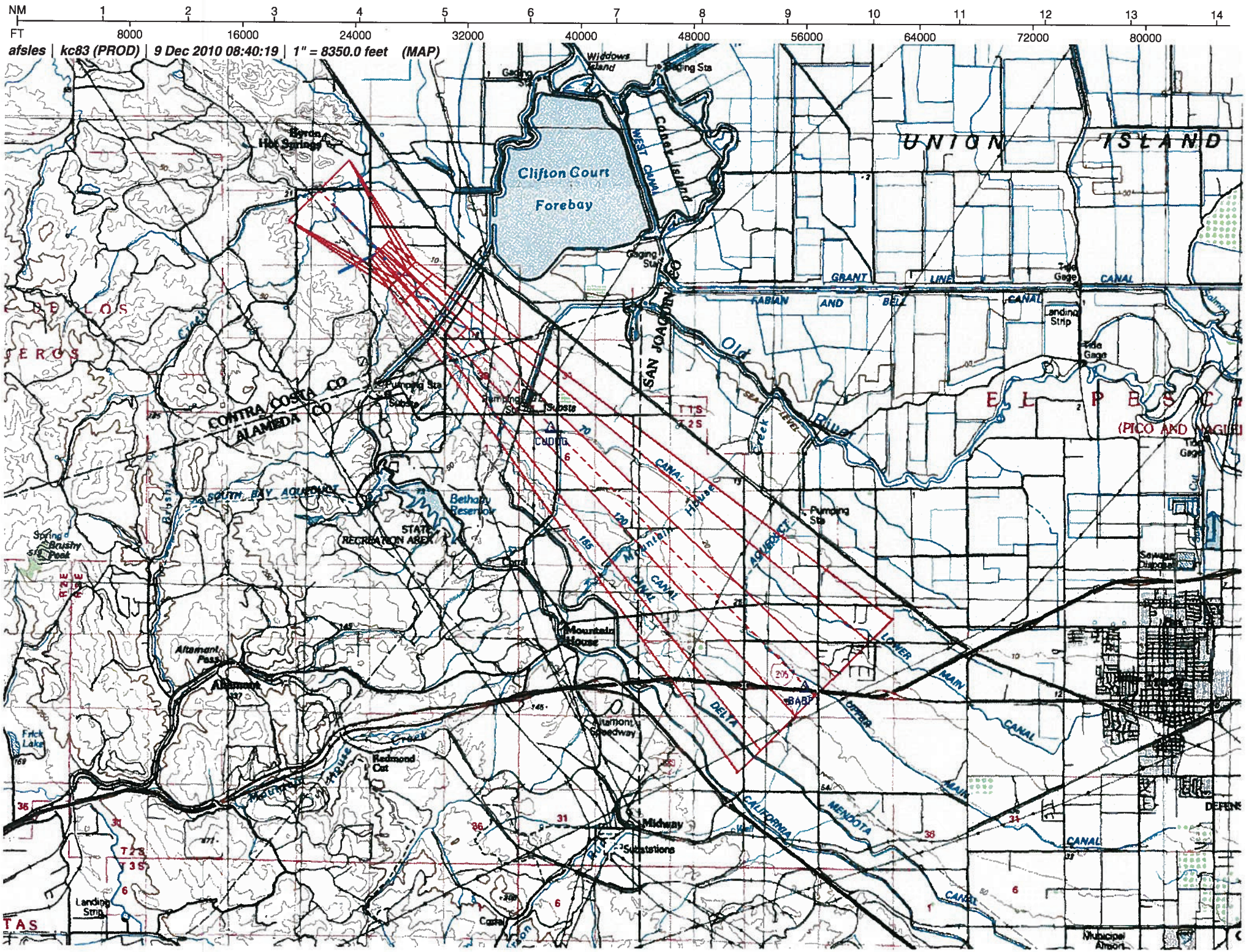
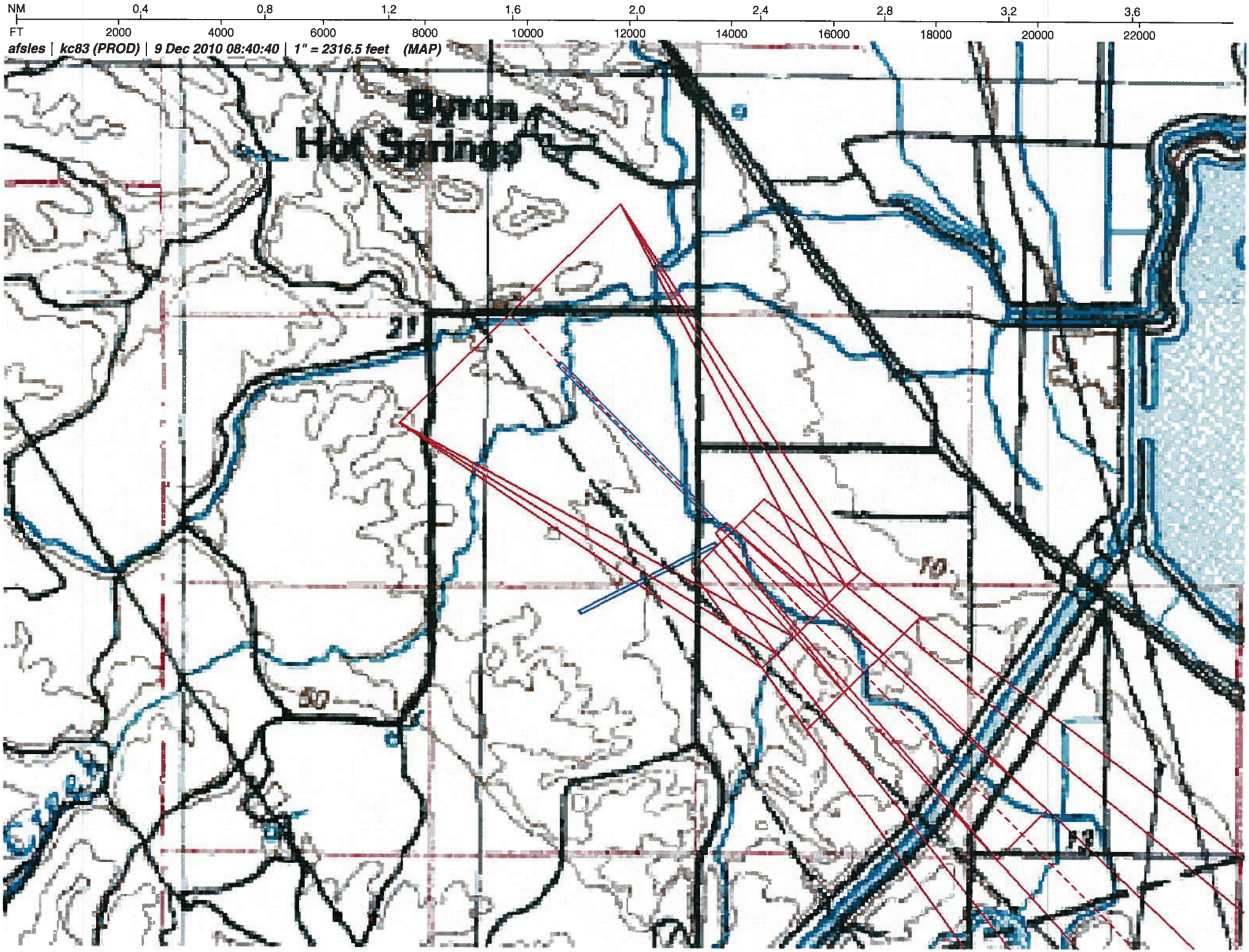
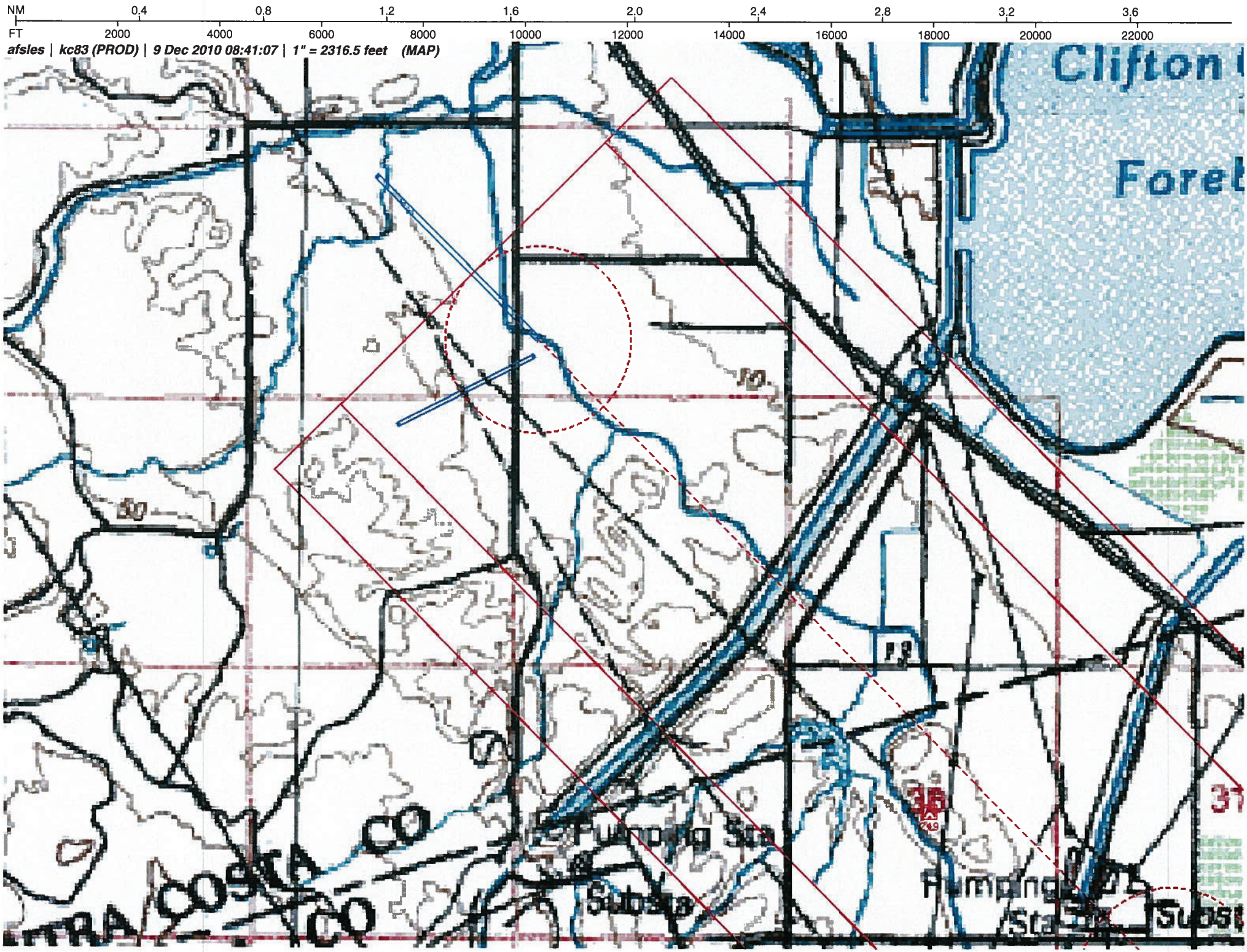
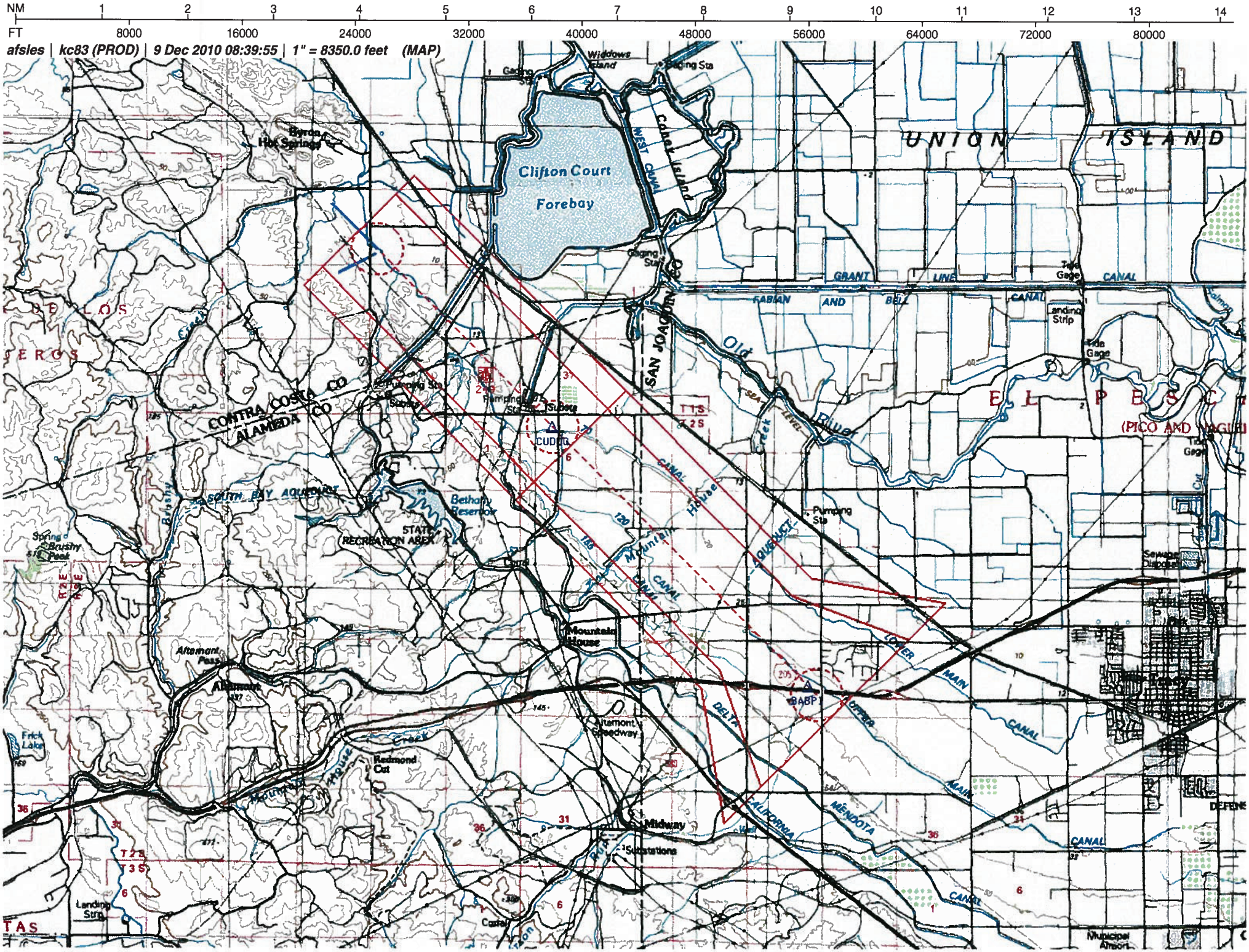
APPROVED



NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14
FT 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000
afsles | kc83 (PROD) | 9 Dec 2010 08:40:19 | 1" = 8350.0 feet (MAP)
Clifton Court Forebay
UNION ISLAND
Byron Hot Springs
Widdows Island
Gaging Sta
WEST CANAL
Canal Island
GRANT LINE CANAL
FABIAN AND BELL CANAL
Tide Gage
Landing Strip
SAN JOAQUIN CO
Old River
CONTRA COSTA CO
ALAMEDA CO
Pumping Sta
Substa
CUDDG
SOUTH BAY AQUEDUCT
Bethany Reservoir
STATE RECREATION AREA
Corral
Mountain House
Mountain House Creek
Brushy Creek
Spring Brushy Peak
Altamont Pass
Altamont
Altamont Speedway
Redmond Cut
Frick Lake
Midway
Substations
Landing Strip
Corral
Municipal Airport
Sewage Disposal
Pumping Sta
LOWER MAIN CANAL
UPPER MAIN CANAL
DELTA MENDOTA CANAL
CALIFORNIA AQUEDUCT
EL PESC
(PICO AND VAGUE
T 1 S
T 2 S
T 3 S
R 2 E
R 3 E


NM 0.4 0.8 1.2 1.6 2.0 2.4 2.8 3.2 3.6
FT 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000
afsles | kc83 (PROD) | 9 Dec 2010 08:40:40 | 1" = 2316.5 feet (MAP)
Byron
Hot Springs
21
10
30


NM 0.4 0.8 1.2 1.6 2.0 2.4 2.8 3.2 3.6
FT 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000
afsles | kc83 (PROD) | 9 Dec 2010 08:41:07 | 1" = 2316.5 feet (MAP)
Clifton
Foreb
21
10
50
Pumping Sta
Substa
Pumping Sta
Subst
COSTA CO
CO
37



NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14
FT 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000
afsles | kc83 (PROD) | 9 Dec 2010 08:39:55 | 1" = 8350.0 feet (MAP)
Clifton Court Forebay
UNION ISLAND
Byron Hot Springs
Widdows Island
Gaging Sta
WEST CANAL
Conex Island
GRANT LINE CANAL
FABIAN AND BELL CANAL
Landing Strip
Tide Gage
SAN JOAQUIN CO
Old River
CONTRA COSTA CO
ALAMEDA CO
Pumping Sta
Substa
CUDDG
SOUTH BAY AQUEDUCT
Bethany Reservoir
STATE RECREATION AREA
Spring
Brushy Peak
Mountain House
Mountain House Creek
Aftemont Pass
Aftemont
Aftemont Speedway
Redmond Cut
Midway
Substations
Frick Lake
Landing Strip
Corral
Municipal Airport
Sewage Disposal
LOWER MAIN CANAL
UPPER MAIN CANAL
DELTA MENDOTA CANAL
CALIFORNIA AQUEDUCT
BABP
T 1 S
T 2 S
T 3 S
R 2 E
R 3 E

BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT COMMISSION OF THE STATE OF CALIFORNIA
1516 NINTH STREET, SACRAMENTO, CA 95814
1-800-822-6228 – WWW.ENERGY.CA.GOV

APPLICATION FOR CERTIFICATION FOR THE *MARIPOSA ENERGY PROJECT* (MEP)

Docket No. 09-AFC-3

PROOF OF SERVICE
(Revised 10/20/2010)

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*indicates change

DECLARATION OF SERVICE

I, Charlene L. Fulton declare that on December 9, 2010, I served and filed copies of the attached **Comments to Staff Assessment November 2010, CEC 700-2010-017 with attachments**. The original document, filed with the Docket Unit, is accompanied by a copy of the most recent Proof of Service list, located on the web page for this project at: **[http://www.energy.ca.gov/sitingcases/mariposa/index.html].**
The document has been sent to both the other parties in this proceeding (as shown on the Proof of Service list) and to the Commission's Docket Unit, in the following manner:

(*Check all that Apply*)

FOR SERVICE TO ALL OTHER PARTIES:

__X__ sent electronically to all email addresses on the Proof of Service list;

_____ by personal delivery;

____ by delivering on this date, for mailing with the United States Postal Service with first-class postage thereon fully prepaid, to the name and address of the person served, for mailing that same day in the ordinary course of business; that the envelope was sealed and placed for collection and mailing on that date to those addresses **NOT** marked "email preferred."

AND

FOR FILING WITH THE ENERGY COMMISSION:

__X__ sending an original paper copy and one electronic copy, mailed and emailed respectively, to the address below (*preferred method*);

OR

_____ depositing in the mail an original and 12 paper copies, as follows:

CALIFORNIA ENERGY COMMISSION
Attn: Docket No. 09-AFC-3
1516 Ninth Street, MS-4
Sacramento, CA 95814-5512
docket@energy.state.ca.us

I declare under penalty of perjury that the foregoing is true and correct, that I am employed in the county where this mailing occurred, and that I am over the age of 18 years and not a party to the proceeding.

/S/_____
Charlene L. Fulton