

SAGUACHE COUNTY GOVERNMENT

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Saguache, Colorado 81149

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Robert van Haastert
FAA Regional Office
222 W. 7th Ave., #14
Anchorage, AK 99513

May 3, 2011

Re: **FAA applications # 2010-ANM-2497-OE and 2010-ANM-2498-OE**

Dear Mr. van Haastert:

Saguache County has been working with SolarReserve as that company prepares its permit applications to the County for two concentrating solar power towers. It has come to the County's attention that, in SolarReserve's communications with the FAA over the height of its towers, the FAA is making certain considerations for Leach Airport air strip, which is owned by Saguache County. (The application numbers are 2010-ANM-2497-OE and 2010-ANM-2498-OE.) We appreciate the FAA's concern for our facility.

However, we have been alerted to the fact that the FAA may have some incorrect data on the operations of Leach Airport. We understand that the records show Category C air traffic using the airport with a frequency of two times per week.

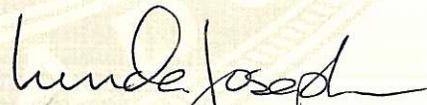
As the owner of the air strip, Saguache County would like to correct the record and state that our research indicates that Category C aircraft do not currently utilize the airport. If a change of traffic patterns is still necessary, the County would accept restricting Category C Visual Flight Recognition (VFR) traffic patterns to the west side of the airport, because such a restriction would have no impact on current or foreseeable operations.

Saguache County seeks to avoid any exogenous delays to projects within its borders. As long as this process does not prohibit aircraft from using the airport, and does not impair the use of Leach Airport, we urge the FAA to issue a timely Determination of No Hazard for SolarReserve's applications.

Sincerely,


Sam Pace, Chairman


Mike Spearman, Commissioner


Linda Joseph, Commissioner

Saguache County Commissioners

Mike Spearman

Sam Pace, Chairman

Linda Joseph



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2010-ANM-2497-OE

Issued Date: 06/19/2011

Adam Green
 SolarReserve, LLC
 2425 Olympic Blvd.
 Suite 500 East
 Santa Monica, CA 90404

**** 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: Solar Tower Saguache Tower 1
 Location: Saguache, CO
 Latitude: 37-48-10.80N NAD 83
 Longitude: 106-00-32.93W
 Heights: 656 feet above ground level (AGL)
 8233 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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 high-dual system - Chapters 4,9(H-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.

This determination expires on 12/19/2012 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 E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 19, 2011. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted in triplicate to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, Airspace Regulations & ATC Procedures Group, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on July 29, 2011 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

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.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Robert van Haastert, at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2010-ANM-2497-OE.

Signature Control No: 132925790-144666559

(DNH)

Sheri Edgett-Baron

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2010-ANM-2497-OE

Narrative for ASN 2010-ANM-2497 and 2498-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

nm - nautical mile

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This SolarReserve, LLC, proposal is for two solar tower structures which would be located northeast of the RWY 30 threshold at Leach airport (1V8), Saguache, CO. 1V8 elevation is 7598 MSL.

Aeronautical Study	Heights	Distance from RWY 30 threshold
2010-ANM-2497-OE	656 AGL/8233 MSL	12,427 feet (2.05 nm)
2010-ANM-2498-OE	656 AGL/8220 MSL	22,920 feet (3.77 nm)

2. OBSTRUCTION STANDARDS EXCEEDED

The structures are identified as obstructions under these Part 77 standards:

a. Section 17.17(a)(1) - Any height exceeding 499 AGL. These solar towers would exceed 499 AGL by 157 feet.

b. Section 77.17(a)(2) -- The transitional surface area designated to protect Category C and Category D aircraft traffic patterns and VFR aircraft transitioning to/from the enroute phase of flight. These proposed solar towers would exceed these transitional surfaces by 435 feet and 340 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The proposed solar towers would be exceed the 1V8 transitional surfaces by 435 and 340 feet for CAT C & D aircraft and exceed 499 feet AGL by 157 feet.

The Saguache County Commissioners (owners of 1V8) and the Colorado Department of Transportation (CDOT) Division of Aeronautics have initiated a change in the 1V8 RWY 12 traffic pattern to non-standard (right turn) to restrict all aircraft to the southwest of the airport.

The Saguache County Commissioners have reported their research indicates that CAT C aircraft do not currently utilize their airport.

The 1V8 Airport Master Record can be viewed/downloaded at

<http://www.gcr1.com/5010web/airport.cfm?Site=1V8>. It states there are nine (9) single engine aircraft based there with 1,700 operations for the 12 months ending 3 September 2009 (most recent official traffic count information). The runway is orientated 12/30 and is 7,000 feet long and 50 feet wide.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: None. There are no IFR approach or departure procedures at this airport and there are no plans-on-file to upgrade from VFR to IFR.

c. The impact on all-existing public-use airports and aeronautical facilities follows: None.

d. The impact on all planned public-use airports and aeronautical facilities follow: None.

e. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circularized for public comment on 11 May 2011 and the public comment period ended on 16 June 2011. No comments were received by 19 June 2011.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

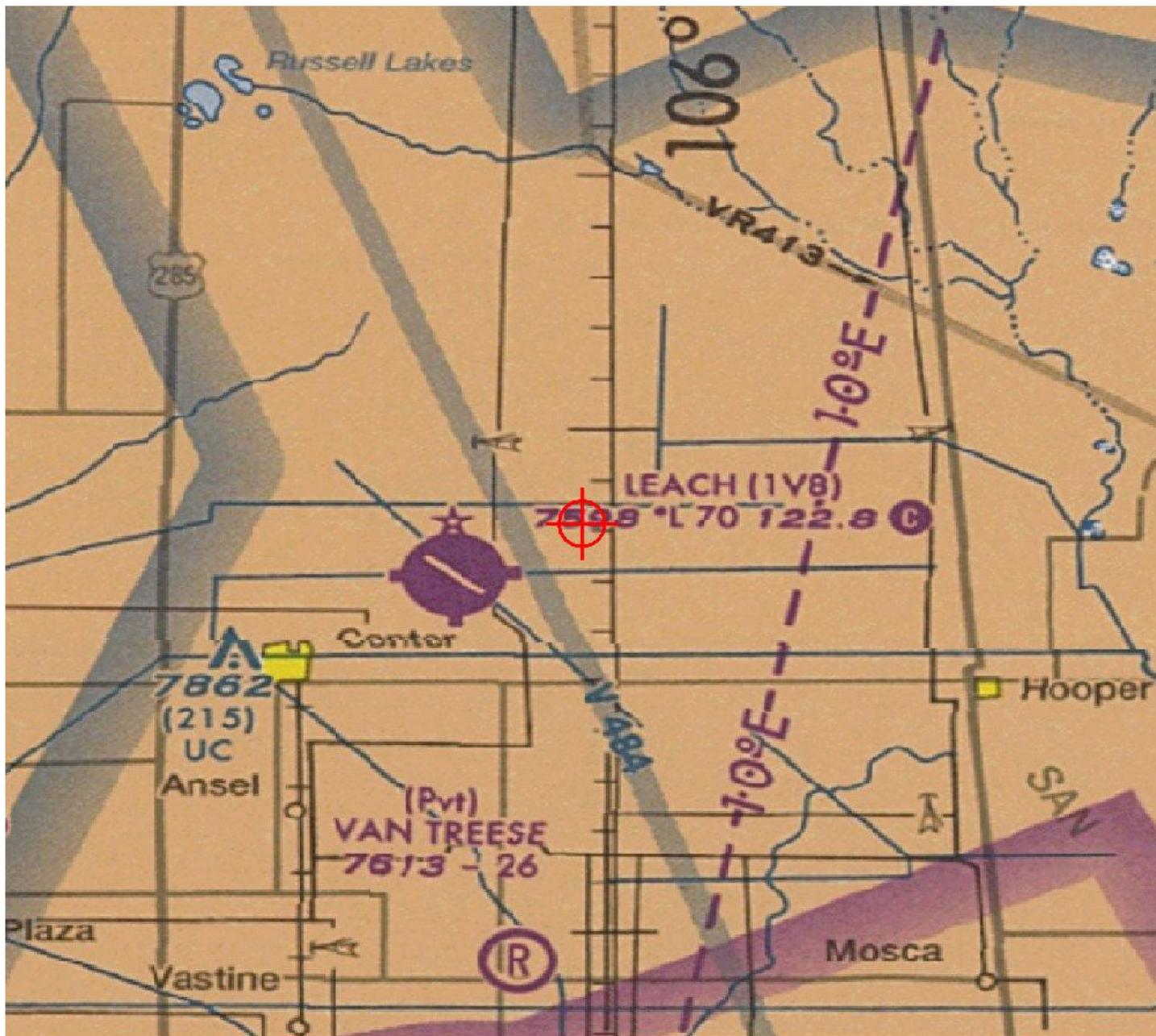
The proposed solar towers would exceed 499 AGL by 157 feet and the 1V8 transitional surfaces as much as 435 feet, however, these solar stacks would be located outside the 1V8 CAT A-B traffic patterns and with the non-standard RWY 12 traffic pattern change, all aircraft will be restricted to the southwest, away from the solar towers. There are no IFR effects. 1V8 airport management indicated there are no CAT C aircraft utilizing the airport. The incorporation of obstruction marking and lighting will provide additional conspicuity for VFR pilots flying in the vicinity.

7. CONDITIONS

These structure shall be marked and lighted as outlined in chapters 4, 9(H-Dual), and 12, of Advisory Circular AC 70/7460-1K. The advisory circular is available online at https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460_1K.pdf. It is also free of charge, from the Department of Transportation, Subsequent Distribution Section, M-494.3, 400 7th Street, SW, Washington, DC 20590.

Within five (5) days after these structures reach their greatest height, proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). The Actual Construction notification will be the source document validating the structure locations, site elevations, and structure heights for the FAA to chart the solar towers on aeronautical charts.

-x-





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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: Solar Tower Saguache Tower 2
 Location: Saguache, CO
 Latitude: 37-49-16.06N NAD 83
 Longitude: 105-58-50.33W
 Heights: 656 feet above ground level (AGL)
 8220 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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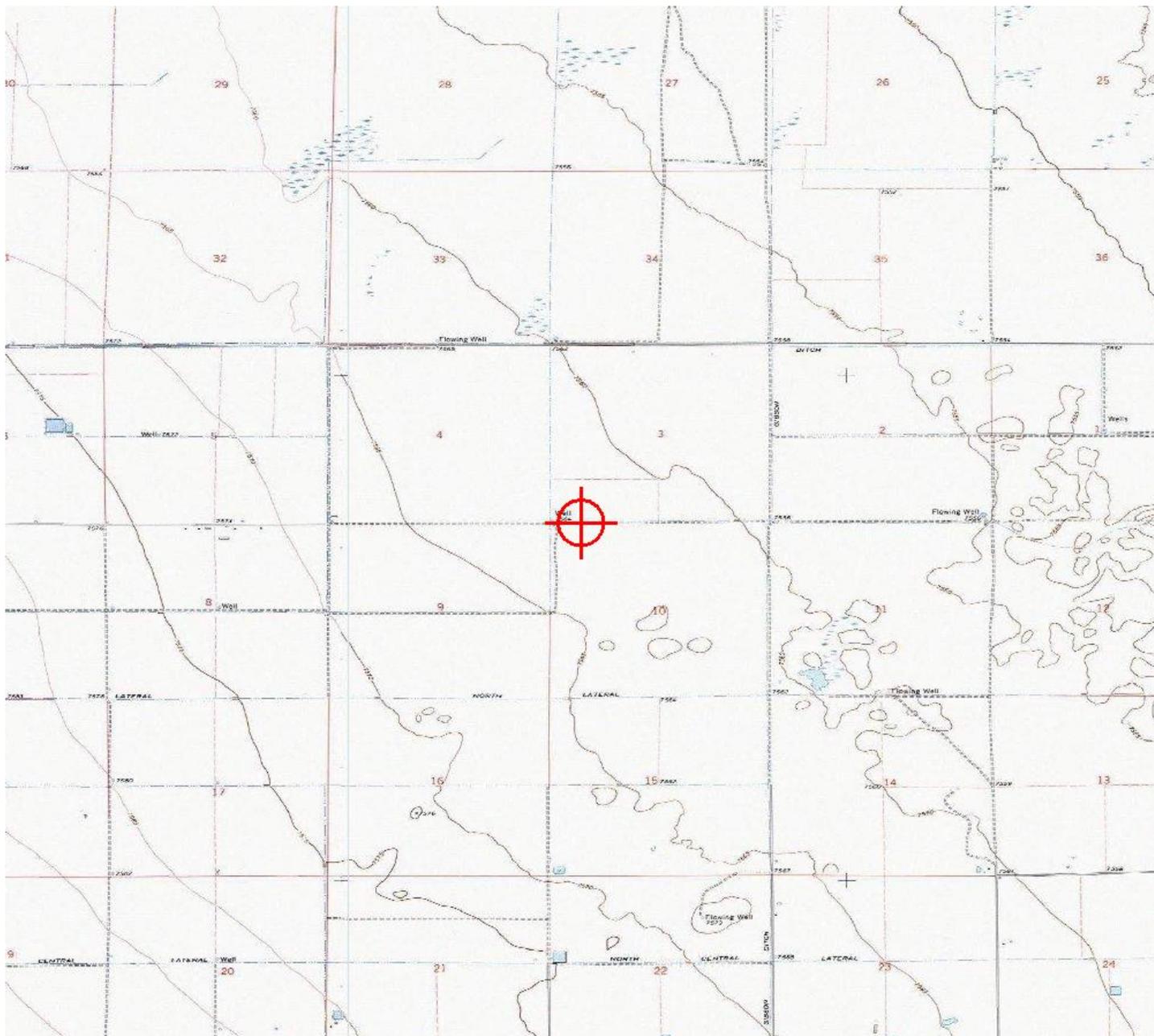
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TOPO Map for ASN 2010-ANM-2498-OE



Sectional Map for ASN 2010-ANM-2498-OE



