



FPL Energy

An FPL Group Company

DOCKET 98-AFC-8C
DATE MAR - 1 2005
RECD: SEP 14 2005

March 1, 2005

Dale B. Edwards, Supervisor
 Cultural Visual Socio Unit
 State of California
 California Energy Commission
 Systems Assessment and Facilities Siting Division
 Environmental Protection Office
 1516 9th Street, MS 40
 Sacramento, CA 95814-5512

DOCKET 02-AFC-1
DATE MAR - 1 2005
RECD: SEP 30 2005

Re: Blythe Airport Instrument Landing System Relocation

Dear Mr. Edwards:

As promised, I have been researching the cost to relocate the Instrument Landing System (ILS) at the Blythe airport. As we discussed in our presentation to you, this system is rather old (1960 - 1970 vintage). I spent many hours on the internet and the telephone.

I checked with the following companies:

- Rockwell Collins Aviation Services
- ACR Electronics
- Alenia Marconi Systems (AMS)
- Fokker Services Inc.
- Recon Optical Inc.
- Antenna Products
- Navigation Aeronat ET LNSW International Inc.
- Thales
- Hurley
- Intelcan.com
- Audor Communications Inc.

Some of these companies did not work on ILS systems. Others declined to proffer a bid, due to the age of the system (such as Intelcan.com). Dale Meyers at Thales provided the most useful information. Following is his email:

Rich:

I checked with my Instructors and Installers and one of the installers commissioned the site. Two of the more experienced installers, including the one commissioning it, recommended that it be put in a museum. It would have to be done on a Time and materials basis, with no guarantee it will work again. My installer said he thought this was the first Mk1 B system with a mechanical modulator. The design was still changing slightly.

May I suggest the following: Please contract Larry Brown, a retired commissioning pilot for Wilcox (Thales). Larry knows a lot of older people in the business and may know someone that would

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be happy to take on this requirement. Ask Larry if he knows of a Mk1 F or GRN-29 system that could be procured and installed there. That ILS should go to a museum.

Larry Brown can be contacted at the following:

*larry.brown@excite.com
Tel: 816-781-0137*

I hope this helps you. I can be contacted at 913-422-2661 if you need to discuss this.

At Dale's suggestion I contacted Larry Brown. He provided the following email:

*I am very familiar with this system. While doing flightcheck work for Wilcox Electric, I had an occasion to fly up to Blythe for Douglas Aircraft to check the system with our flight inspection plane. The AIL type 55 system was produced around 68 or 70. Wilcox had installed a CAT III performance ILS at Yuma for Douglas to use for certification of new airplanes (DC-9,DC-10etc.) they used Blythe for training. I am surprised that the type 55 is still operating since no spares exist that I know of. That problem aside, The first thing to do is a site survey to determine the problems involved in relocating the system. I assume they want to turn the system around. It currently serves runway 26 landing to the west. If the grading would support a runway 08 approach, step one will be to talk to the FAA and submit a form 7460 to notify them of our intention to move the system. As best I remember the system was never commissioned for IFR use in the national air space system. I believe it is owned by the airport. I charge \$500.00 per day plus travel and meals for this type work. Give me a call and we can talk further.
Larry Brown 816 781-0137*

Dale, I believe that either Thales or Mr. Brown may be willing to perform the relocation, but given the age of the equipment, there is a risk that it may not function properly following the move.

Our research into a new ILS is that it would cost on the order of \$1M.

It is FPL Energy's position that we have demonstrated that there is no safety issue at the airport associated with the plumes from our cooling tower and HRSG stacks; that the minor turbulence that does exist, is present only at no-wind to low-wind conditions when other landing approaches are feasible; and that administrative controls are therefore all that is warranted to address the situation. It is our understanding that the City is pursuing administrative approaches to notify pilots as to the presence of the power station, and to utilize one of the other approaches during no-wind to low-wind conditions.

Following the Blythe presentation, we feel that we will have completed all requirements asked of us regarding the airport issue. We have hired 2 different consultants to thoroughly investigate and lay to rest any safety concerns; we have done overflights at various meteorological conditions, we have contacted the FAA; we have investigated the relocation of the ILS. Accordingly, we believe that any further actions should be the responsibility of the City of Blythe and / or the Fixed Base Operator.

If you should have any questions, or wish to discuss this further, please do not hesitate to contact me at (561) 691-7058.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Piper". The signature is fluid and cursive, with the first name "Richard" and last name "Piper" clearly distinguishable.

Richard Piper
Environmental Manager
FPL Energy

cc:

Chris Allen
Keith Hardy
Kevin O'Donnell
Harris Rosen

Memorandum

To: Terry O'Brien
Roger Johnson
Chuck Najarian
Eileen Allen

Date: 08 Mar 05

From: Pryor

Subject: **ATTACHED** Blythe Airport – FPL ltr re ILS systems

FPL sent this letter to Dale instead of me. Essentially FPL believes relocating the existing ILS system is not feasible due primarily to its antiquity. They do not provide anything further on their cost estimate of \$1M for a new system.

Hi Marc

I just read this 3/7/05 p.m.

I gave a copy to Paul R. + Jim A. and I have one. You may need to docket this; check with Eileen.

Dale 3/7