
ATTACHMENT B: AIRSPACE ANALYSIS

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January 3, 2012

Mr. William K. Stanick
Southern California Edison
One Innovation Way, 1st Floor
Pomona, CA 91768-2560

Re: Riverside Transmission Reliability Project (RTRP), 11-S-0701.027

Dear Mr. Stanick:

Pursuant to your request, Aviation Systems, Inc. (ASI) has evaluated the Riverside Transmission Reliability Project (RTRP), transmission line project. The purpose of the study was to determine if, or to what extent, this power line asset might be affected by Federal Aviation Regulations (FAR) Part 77 (14 CFR 77) which specify notification and obstruction criteria enforced by the Federal Aviation Administration (FAA).

Study results are listed in the attached spreadsheet and summarized below. Also attached is an exhibit for RTRP depicting the structures and adjacent area.

RTRP Structures

A. Notification Required

Of the 77 structures in this Project, 23 will require FAA filing due to the proximity to the Riverside Municipal Airport (RAL). One catenary span exceeds 200 feet above ground level (AGL), and requires filing.

B. Lighting/Marking Required

Due to Visual Departure Flight Procedures, the FAA may require lighting structures within two nautical miles (NM) of runways. The catenary is over 200 feet (AGL) and will also require marking.

C. Airspace/Procedure Issues

No current Visual or Instrument procedures would be impacted within this Project.

The following tabulation indicates the vertical AMSL limits of each RTRP Project Sector:

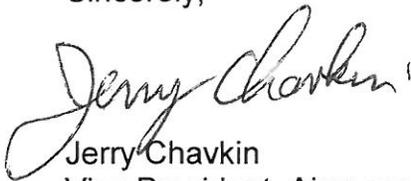
SECTOR	LIMIT (FT. AMSL)	CAUSAL FACTOR
A	930	RAL RNAV (GPS) Rwy 9 Level Surface
B	930-960	RAL RNAV Missed Approach (40:1)
C	950	RAL ILS or LOC Rwy 9 Final Approach
D	960	RAL CAT A Circling

In summary, of the 77 structures evaluated, 23 structures and one catenary will require FAA Filing. The catenary will require marking and the FAA may require lighting some of the structures due to Visual Departure Flight Procedures. For those sites that require filing all of them should receive FAA approval.

For those sites identified as "required filing," and at your request, ASI can handle the FAA filing process pursuant to the notice requirements of FAR Part 77 and follow-up until the Determinations of No Hazard (DNH) are issued by the FAA.

Our findings are intended as a planning tool, in conjunction with the resolution of other pertinent issues. Actual construction activities are not advisable until the FAA DNHs are issued.

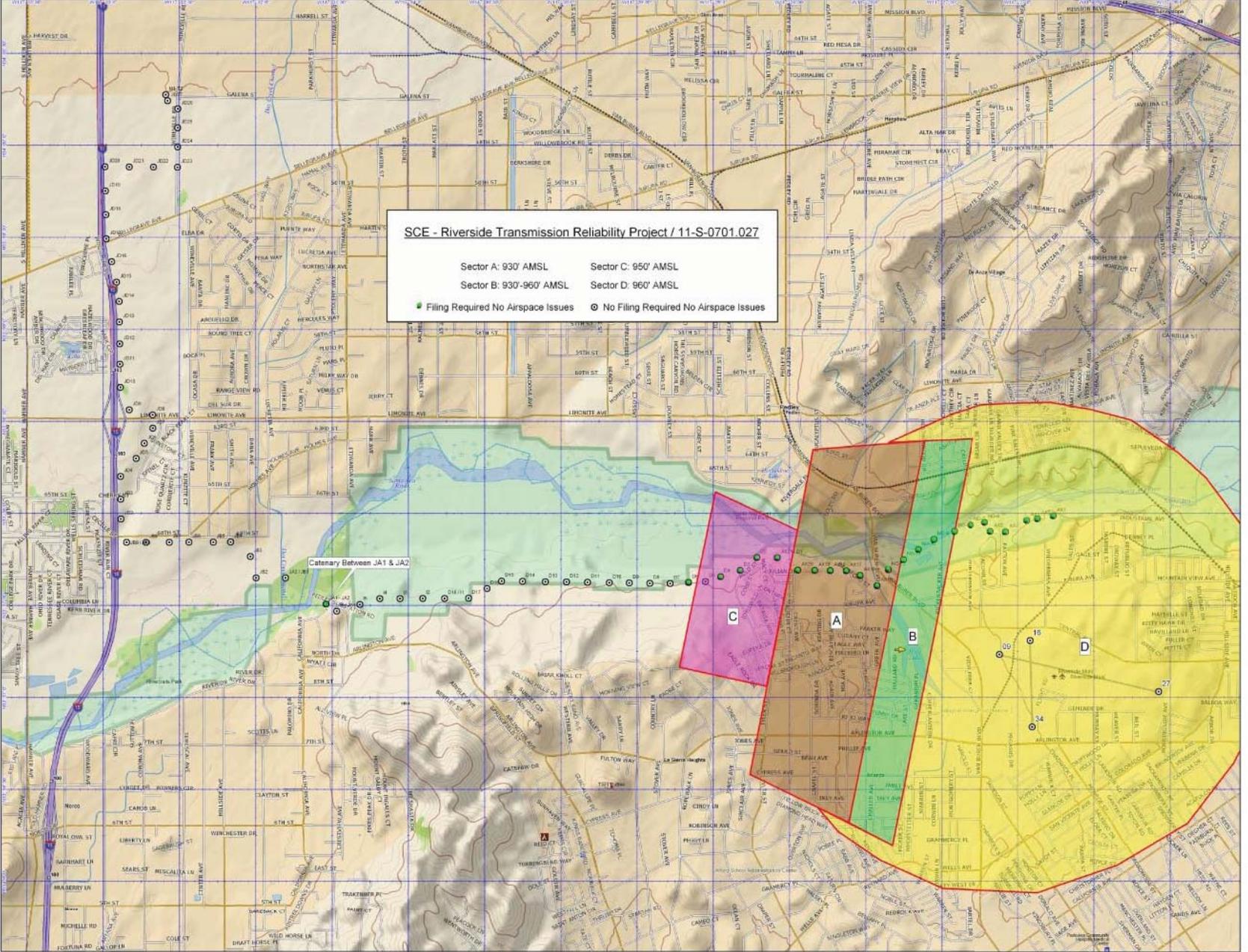
Sincerely,



Jerry Chavkin
Vice President, Airspace Operations

Attachments: As stated

cc: Nancy Scurlock
Mari Gomez



SCE - Riverside Transmission Reliability Project / 11-S-0701.027

Sector A: 930' AMSL	Sector C: 950' AMSL
Sector B: 930'-960' AMSL	Sector D: 960' AMSL

■ Filing Required No Airspace Issues
 ○ No Filing Required No Airspace Issues

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Scale 1:24,000
 1" = 2,000.0 ft Data Zoom 13.0

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