

## FPP Change Form

**Change Request Number:** 12LMN001 Spill Operations Relocated to Appendix E

**Date:** June 30, 2011

**Proposed by:** Doug Baus

### Location of Change:

2011 FPP

Page: LMN-15

Section 2.4

### Proposed Change:

**2.4. Navigation Spill Operations.** Short-term adjustments in spill are required for navigation safety. Types of adjustments may include: reductions in spill discharge rates, adjustments in spill patterns, and/or spill stoppages that result in exceedances of Minimum Operating Pool. ~~This may include changes in spill patterns, reduction in spill discharges rates, or short term spill stoppages. These operations take approximately 1 hour but under some situations may take up to 3.5 hours. Listed below are two examples of the types of navigation situations that may occur that require short-term spill adjustments.~~ Actual operations will vary due to conditions such as spill patterns, turbine unit operations, wind, experience of boat captains, etc. The Corps will make short-term adjustment in spill as appropriate in real-time to provide safe navigation conditions. Additional information regarding specific spill operations associated with navigation may be found in, “Appendix E: Operations Related to Project Spill for Fish Passage” of the Fish Passage Plan.

~~**2.4.1. Fish Barge Transit Across the Tailrace.** Spill may create hydraulic conditions that are unsafe for fish barges crossing the tailrace and/or while moored at fish loading facilities. If a tug-boat operator determines hydraulic conditions are unsafe they will contact the Lower Monumental Dam (LMN)-control room and the project operator will reduce or stop spill temporarily when fish transport barges approach or leave the barge dock or are moored at loading facilities. Spill reductions will utilize the existing spill pattern.~~

~~If conditions warrant a spill adjustment, the MOP elevation range at Lower Monumental may be exceeded temporarily to enable the barge to exit the tailrace safely. The LGS operator will attempt to minimize MOP exceedances at LMN by contacting BPA real time when a fish barge leaves LGS. Contacting BPA real time when a fish barge leaves LGS will provide BPA will sufficient time to stage the LMN forebay elevation at an adequate elevation in the event a short term spill curtailment is needed at LMN.~~

~~**2.4.2. All Navigation (fish barges, commercial, non-commercial, etc.) Entering and Exiting the Tailrace Navigation Lock Entering Tailrace Navigation Lock from Downstream.** When total river discharge is less than 32 kfs, spill at LMN can create~~

hydraulic conditions (eddies) that cause navigation safety concerns. Eddies may cause boat and/or barge collisions with the guide wall as boats enter the tailrace navigation lock from downstream. Non fish barge navigation does not involve traversing the tailrace, but eddies still cause collisions with the guide wall. If a boat captain has a navigation safety concern they will contact the LMN operator and request a short term adjustment in spill. This will occur when boats are traveling upstream to, the tailrace navigation lock. The operator will shut off spill at the RSW and redistribute all scheduled spill evenly through the remaining bays. The operator will implement this operation for the shortest period of time necessary to allow safe navigation. After boats have safely passed the project the project will revert back to normal spill operation.

**Reason for Change:**

Details regarding specific spill operations are addressed in “Appendix E: Operations Related to Project Spill for Fish Passage” in the FPP and not in the narrative portion (eg pg LWG-16) of the FPP. Having spill specific discussions in both the narrative portion of the FPP (eg pg LWG-16) and Appendix E creates the potential to cause unnecessary confusion. This change form attempts to briefly and generally acknowledge the topic of Navigation Spill Operations on page LWG-16 but then refers the reader to Appendix E for specific details associated with the operation. This will minimize any potential confusion because spill specific information will only be discussed in Appendix E.

**Comments from others:**

What is the effective date of this change? The effective date of this change is immediately. Continue to conduct navigation spill operations consistent with the operations as described in the 2011 Summer Fish Operations Plan found on the following website:  
[http://www.nwd-wc.usace.army.mil/tmt/documents/fpp/2011/final/21\\_APP\\_E.pdf](http://www.nwd-wc.usace.army.mil/tmt/documents/fpp/2011/final/21_APP_E.pdf)

**Record of Final Action:**

Approved at the July 14 FPOM meeting.