

CALIFORNIA ENERGY COMMISSION
REPORT OF CONVERSATION Page 1 of 1



**Systems Assessment and
 Facilities Siting Division**

FILE: 01-AFC-7 (Amendment 1) & 06-AFC-6

PROJECT TITLE: Russell City EC2 & Eastshore

<input type="checkbox"/> Telephone	(800) 466-3538	<input type="checkbox"/> Meeting Location:	
NAME:	Jack Dumas Chief Pilot	DATE:	February 8, 2007
		TIME:	10:40 AM
WITH:	SP Aviation – Hayward, CA (based at Hayward Air Terminal)		
SUBJECT:	Land Use and Transportation Issues re clear air turbulence (CAT) from plumes		

Placed call to SP Aviation (SP) to talk with Chief Pilot, Jack Dumas, regarding flight patterns and altitudes that the SP Lear Jets regularly fly at Hayward Air Terminal. Patterns include approach, departure, touch-and-gos, and missed approaches. This is necessary to determine the extent of any potential impacts to overflights of the facility cooling towers and resulting hot air plumes.

Per my discussion with Mr. Dumas, downwind and cross-wind patterns to Runway 28R would overfly or fly in close proximity to both Eastshore and Russell City facilities at altitudes of 600-800 above sea level (asl). Missed Instrument Flight Rules (IFR) approaches from Runway 28L turn left and would pass over one or both facilities and the salt ponds at approximately 400 feet before flying direct to the OAK VOR (navigational aid). Visual Flight Rules (VFR) flights would fly a left pattern (right pattern from Runway 10R) that would bring them over the Hayward Industrial corridor at 300-500 feet during climbout. Trainers often circle the airport for touch-and-gos at 400-600 ft. agl.

SP Learjets rarely fly downwind or cross-wind approach patterns to HWD, but do execute an occasional missed approach. They are usually flying IFR, which may be during periods of reduced visibility, making it more difficult to visually avoid the facilities areas.

Per the airport charts (LOC/DME Rwy 28L), flight minimums for Runway 28L are 400 feet above ground level (agl) at 1 mile for a straight-out departure (or missed approach). Pattern minimum circling altitude is 500 feet agl at 1-1/2 miles. Both Russell City and Eastshore sites are within 1-1/2 mile of the airport.

DOCKET
01-AFC-7 C
DATE FEB 08 2007
RECD. FEB 13 2007

cc: Eric Knight, Jeri Scott, Lorne Prescott, Jim Adams	Signed:
	Name: Shaelyn Strattan

BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT COMMISSION OF THE
STATE OF CALIFORNIA

Amendment to the APPLICATION
FOR CERTIFICATION OF THE
RUSSELL ENERGY CENTER
POWER PLANT PROJECT

Docket No. 01-AFC-7C
PROOF OF SERVICE
(Revised 12/13/06)

INSTRUCTIONS: All parties shall 1) send an original signed document plus 12 copies OR 2) mail one original signed copy AND e-mail the document to the web address below, AND 3) all parties shall also send a printed OR electronic copy of the documents that shall include a proof of service declaration to each of the individuals on the proof of service:

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DECLARATION OF SERVICE

I, Marci Errecart, declare that on February 14, 2007, I deposited copies of the attached February 6, 2007 Report of Conversation (ROC) re: project impacts on Hayward Executive Airport and the February 8, 2007 ROC re: Land Use and Transportation Issues of clear air turbulence (CAT) from plumes, in the United States mail at Sacramento, California with first-class postage thereon fully prepaid and addressed to those identified on the Proof of Service list above.

OR

Transmission via electronic mail was consistent with the requirements of California Code of Regulations, title 20, sections 1209, 1209.5, and 1210. All electronic copies were sent to all those identified on the Proof of Service list above.

I declare under penalty of perjury that the foregoing is true and correct.



[signature]