

July 29, 2008

Via Email c/o Dockets Unit docket@energy.state.ca.us
California Energy Commission
1516 Ninth St.
Sacramento, California 95614-5512

DOCKET 01-AFC-7C
DATE JUL 29 2008
RECD. JUL 29 2008

Re: Application for extension of time to construct Russell City Energy Center
Docket No. Hearing date: July 30, 2008 Docket No. 01-AFC-7C

Dear Members of the Commission:

This is in response to the public notice dated June 13, 2007 concerning the application by Russell City Energy Center (RCEC) to extend the time to construct a 600 megawatt gas turbine thermal power plant within one and one-half miles southwest of the Hayward Airport. In reviewing this, I also initially reviewed the final decision approving this project, which planned fourteen story high exhaust stacks apparently will have estimated 1,000 foot high thermal plumes and that this Commission has recommended that the airspace above this project be restricted by a notice to airmen or "NOTAM," as a mitigation. The commission should be aware that the ATO does not consider a NOTAM mitigation.

On December 19, 2007, I testified at the Eastshore evidentiary hearing, my testimony of which is summarized in my attached December 18, 2007 letter. This confirms as District Manager of the Air Traffic Control District for San Francisco that the analysis in my December 18, 2007 letter applies to this project. I continue to have concern on the plume's potential to disrupt aircraft in flight that fly over, near, or in the vicinity of the plume.

This confirms that on behalf of the San Francisco Air Traffic Control District, altering the Hayward Airport traffic pattern or the arrival pattern into Oakland International Airport for plume avoidance is not a reasonable alternative. As discussed in the attached letter, any alteration of the Hayward Airport traffic pattern not only impacts local Hayward pilots, but also aircraft arrivals into Oakland International Airport.

Lastly, this confirms that to date, the Air Traffic Organization (ATO) has not received any requests from any Airport Sponsor to change Oakland's or Hayward's airport air traffic operation. Any alteration to the National Airspace System would require a complete safety risk analysis and potential environmental study performed by the FAA prior to implementation.

Thank you for your consideration of this information. If you have any questions, please contact me at 650-876-2883 or email at andy.richards@faa.gov.

Sincerely,

Andy Richards
District Manager, San Francisco Air Traffic Control District

Cc: City Manager, City of Hayward
California Pilots Association
Mary Dyas, CEC Compliance Project Manager
mydyas@energy.state.ca.us

December 18, 2007

California Energy Commission
1516 Ninth Street
Sacramento, California 95614-5512

Dear Commissioners and Staff:

This correspondence is in response to the November 16, 2007 letter from the Commission requesting comments on the Final Staff Assessment (FSA) regarding the Eastshore Energy Center (Eastshore) project.

As District Manager of the Air Traffic Control function in the Bay Area, I oversee air traffic operations at both Hayward Executive and Oakland International Airports. I am very concerned about the impacts of the Eastshore project as it relates to both airports.

I agree with the your staff assessment which states that "the project site's proximity to the traffic pattern for the Hayward Executive Airport and the downwind departure route for Runway 28L would unreasonably complicate aircraft maneuverability". The project site will also impact departure procedures for runway 10R when the airport is in a southeast configuration. Additionally, based on the information I have researched in your docket, we have conducted a preliminary review of the impacts to the airport and the traffic pattern. I would like noted in the record that altering the Hayward Airport traffic pattern for plume avoidance is not a reasonable alternative.

Any alteration to the Hayward Airport traffic pattern would not only impact local Hayward pilots, but also affect aircraft arrivals into Oakland International Airport. Raising the pattern altitude would place the aircraft at Hayward in an unsafe proximity to turbojet aircraft arrivals to runway 29 at Oakland International Airport. The raised traffic pattern would not have the separation the FAA requires to have both airports operate independently. If not operated independently, both airports would suffer from greatly reduced efficiency.

Before the Air Traffic Organization (ATO) considers any alterations to the National Airspace System, a complete safety and risk analysis must be completed. The Airport Sponsor would have to put in a request to change the airport air traffic operation, and then the ATO would take the request under consideration. Additionally, any change would require the appropriate environmental analysis based on the current federal standards.

Thank you for considering our input in your decision-making process. If you have any additional questions, please contact me at (650) 876-2883 or e-mail at andy.richards@faa.gov.

Sincerely,

Andy Richards
District Manager, San Francisco Air Traffic Control District

cc.
City Manager, City of Hayward
California Pilots Association

From: Andy Richards <1andyr@comcast.net>
To: <docket@energy.state.ca.us>
Date: 7/29/2008 8:08 PM
Subject: Docket No. 1-AFC-7C
Attachments: cec rcec letter richards.doc

Please consider this as a matter of record in the above mention docket.
Thank you.

Andy Richards