AIRCRAFT OWNERS AND PILOTS ASSOCIATION
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public comment 1
Eastshore 06-AFC-6

December 15, 2007

Mr. James S. Adams, MA
Environmental Office, MS 40
California Energy Commission
1516 9th Street
Sacramento, California 95814-5504

DOCKET
06-AFC-6
DATE JAN 15 2008
RECD. JAN 18 2008

Subject: Eastshore Energy Center

Dear Mr. Adams:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of 414,000 members, more than two-thirds of the nation's pilots-including over 50,000 members in the State of California. AOPA is committed to ensuring the future viability and economic development of general aviation airports and their facilities as part of the state and national transportation system. Any development that threatens the safety of aircraft operating near airports can be considered a threat to the viability of a local airport and the national aviation transportation system. This is especially true in highly developed metropolitan areas such as the San Francisco Bay area and Hayward, CA.

While the Association can understand the need to meet the ever-growing demands for electric energy in Northern California and Hayward, based on the information we have reviewed regarding the above referenced project, AOPA is strongly opposed to approval and construction of the Eastshore Energy Center at the currently proposed location which is roughly one-mile from Hayward Executive Airport (HWD). HWD, with over 477-based aircraft and nearly 125,000 operations each year, is a major reliever airport in the Bay Area.

We believe that the Staff Assessment clearly demonstrates and identifies a number of potential safety impacts to aviation operations and that thermal plumes generated by the facility could create hazards to aircraft operating into and out of the Hayward Executive Airport.

The staff report, issued in October 2007 under Land Use at page 4.5-2, states:

> "The cumulative effect of the Eastshore and nearby Russell City Energy Center (RCEC) projects on Hayward airport airspace increases the potential for serious impairment to the utility of the airport be effectively limiting the use of a significant portion of the airport's usable airspace and has the potential to interfere with or unduly restrict existing or future use of the Hayward Executive Airport. Therefore, Energy Commission staff concludes that the project could, in conjunction with construction of the proposed RCEC project, have a significant adverse environmental impact that could not be avoided if the project is implemented."