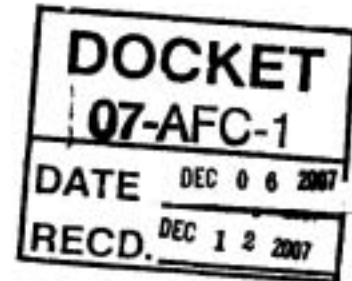




December 6, 2007

Mr. John Kessler
Siting Project Manager
California Energy Commission
1516 Ninety Street
Sacramento, CA 95814-5512



Subject: Request for Agency Comments on the Preliminary Staff Assessment for the Victorville 2 Hybrid Power Project (07-AFC-1)

Dear Mr. Kessler:

This responds to Roger Johnson's letter of November 29, 2007, which requested comments from the Southern California Logistics Airport on the Preliminary Staff Assessment for the Victorville 2 Hybrid Power Project.

I have read the TRAFFIC AND TRANSPORTATION section prepared by James Adams; specifically:

- a) Page 4.10-1: Summary of Conclusions;
- b) Pages 4.10-9 thru 4.10-11: Airport Operations; and
- c) Page 4.10-16: Condition of Certification TRANS-3

With regard to a) Summary of Conclusions, I disagree with the statement:

"During the operational phase, the project could adversely affect aviation operations at the Southern California Logistics Airport due to glare from the solar thermal arrays."

The undersigned is a commercial and instrument rated pilot. I have flown over solar arrays on numerous occasions. At no time have I ever observed glare from a solar array such that it impeded my operation of the aircraft. More glare is imparted upon pilots from underlying lakes and rivers than from solar arrays. The design of a parabolic mirror is such that the light energy is focused on a particular point – in this case a tube at the focus of the parabola. It is not reflected back to the observer. When overlying a solar array, one gets the impression that they are looking at a body of water – one without glare.

With regard to b) Airport Operations, I disagree with the statement:

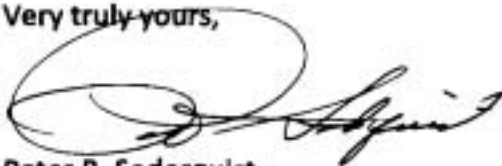
"Aircraft approaching from the northeast on landing approach to RY-17 would (emphasis added) fly over the northwest corner of the project site over the solar field."

Aircraft would overfly this area only if they chose to, or if they were directed to maneuver in that area by Air Traffic Control. Aircraft approaching to land on Runway 17 would more likely be on final approach which is located one mile west of the site.

With regard to c) Condition of Certification TRANS 3, the undersigned believes items one through four are reasonable and appropriate.

Thank you for the opportunity to review and comment on the proposed Victorville 2 Hybrid Power Project. I plan to attend the workshop on December 11 and look forward to discussing these items further if necessary.

Very truly yours,

A handwritten signature in black ink, appearing to read "P. Soderquist", written over a large, stylized circular flourish.

Peter R. Soderquist
Airport Director, Southern California Logistics Airport