



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

December 17, 2007

Mr. Ross Dubarry
Airport Manager
Hayward Executive Airport
20301 Skywest Drive
Hayward, CA 94541

DOCKET	
06-AFC-6	
DATE	DEC 17 2007
RECD.	DEC 19 2007

Dear Mr. Dubarry :

**Hayward Executive Airport
Eastshore Energy Center**

We are communicating with the City of Hayward to provide comments regarding the proposed Eastshore Energy Center that would be located one mile from Hayward Executive Airport and consist of 14 natural gas-fired generators with 14 exhaust stacks that would be 70 feet tall. These comments are also meant to remind the City of Hayward that it has both the responsibility and authority to promote safety at Hayward Executive Airport as well as to protect the airport from interference and hazards that may arise from incompatible activities near to the airport.

The Eastshore Energy Center is proposed to consist of 14 exhaust stacks that produce hot air plumes, which may represent a hazard to aircraft flying over the rising hot air. For example, a power plant, built next to Blythe Airport, in Southern California, emits hot air plumes that create unexpected turbulence for aircraft flying over the rapidly rising heat. Pilots who unknowingly fly over hot air plumes could lose control of their aircraft, and in a worse case scenario, not be able to stabilize the aircraft. To prevent a similar situation at the Hayward Executive Airport, the City of Hayward should seek to have the power plant located elsewhere, especially to a location that is farther from the airport.

In addition to safety reasons, the grant assurance should also compel the City to persuade the proponent of the energy center to seek another, more suitable site. Specifically, the grant assurances require the following:

- Grant Assurance 21, Compatible Land Use, requires that the City of Hayward restrict the use of land adjacent to the airport to activities that are compatible with normal airport operations. Emissions of hot air plumes from the energy center will not be compatible to normal aircraft operations if they create a hazard to aviation.

- Grant Assurance 20, Hazards Removal and Mitigation, requires that the City of Hayward take appropriate action to prevent the establishment or the creation of airport hazards. The proposed energy plant, emitting hot air plumes, will likely be a hazard to aircraft and aviation. Therefore, the City of Hayward should prevent a hazard from being created next to its airport.

Lastly, we point out that Title 14 Code of Federal Regulations Part 77 applies to the use of airspace at and next to airports. It is likely that the energy center will pose a threat to aircraft in the navigable airspace around the airport. However, a Part 77 evaluation may conclude that the energy center structures and stacks do not represent a Part 77 obstruction or obstacle. Although the height of the stacks and structures may not represent a hazard to aircraft, the hot air plumes could endanger aircraft in the traffic pattern for Hayward Executive Airport.

If you have any questions, please contact me at (310) 725-3620.

Sincerely,



George Aiken
Manager, Safety and Standards

Cc: Robert Bauman, Director of Public Works
James S. Adams, California Energy Commission
Cindy Horvath, Airport Land Use Commission
Carol Ford, California Pilots Association
Anthony Garcia, FAA
Raymond Chiang, FAA
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