

CALIFORNIA ENERGY COMMISSION1516 NINTH STREET
SACRAMENTO, CA 95814-5512

May 10, 2011

David L. Wiseman
Galati Blek
455 Capitol Mall, Suite 350
Sacramento, CA 95814

DOCKET	
02-AFC-1C	
DATE	MAY 10 2011
RECD.	MAY 10 2011

**SUBJECT: Blythe II Power Plant Project (02-AFC-1C)
Petition to Amend Data Request #21**

Dear Mr. Wiseman:

Pursuant to Title 20, California Code of Regulations, section 1769, the California Energy Commission (Energy Commission) staff requests the information specified in the enclosed Data Requests. The information is necessary for Energy Commission staff to more fully understand the project and the proposed amendment and to assess the impacts of the project.

This Data Request #21 is being made in the areas of Traffic and Transportation. The Data Request was developed as a result of staff's review of the proposed Blythe II Project Amendment Petition (Petition) filed with the Energy Commission on October 23, 2009. Written responses to the enclosed Data Request is due to the Energy Commission staff on or before May 24, 2011 or at such later date as may be mutually agreed.

If you are unable to provide the information, or object to providing the requested information, please notify me within 14, days of receipt of this request. Any objections to the Data Request must contain the reasons for not providing the information and the grounds for any objections (see Title 20, California Code of Regulations, section 1769).

If you have any questions, please call me at (916) 654-4745, or E-mail me at cstora@energy.state.ca.us.

Sincerely,

CHRISTINE STORA
Compliance Unit

cc: Docket Unit

BLYTHE II POWER PLANT PROJECT PETITION TO AMEND (02-AFC-1C) DATA REQUESTS

Technical Area: Traffic and Transportation
Author: James Adams

BACKGROUND

The two mitigation measures pertaining to Blythe Airport (right-hand traffic pattern for Runway 26 and calm wind Runway 35) mandated in the Energy Commission Blythe II Decision regarding Traffic and Transportation Condition of Certification **TRANS-9** (items 2 and 3) are no longer appropriate. This is due to pilot's potential exposure to thermal plumes and flash blindness or specular reflections from Blythe Solar Power Project (BSPP) air-cooled condensers and solar arrays, respectively. In fact, staff has been advised by FAA representatives that given the presence of the BSPP, a right-hand traffic pattern for Runway 26 would not be appropriate.

DATA REQUEST

21. Staff requests the Blythe II owner conduct an analysis to identify measures that could replace the **TRANS-9** mitigation noted above that would allow pilots to continue using the Blythe Airport while avoiding overflight of the Blythe I and Blythe II cooling towers and exhaust stacks, and the BSPP.