

## DOCKETED

<b>Docket Number:</b>	15-AFC-02
<b>Project Title:</b>	Mission Rock Energy Center
<b>TN #:</b>	222039
<b>Document Title:</b>	Ventura County Dept. of Airports Comments
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	County of Ventura, Department of Airports/Todd McNamee
<b>Submitter Role:</b>	Public Agency
<b>Submission Date:</b>	12/21/2017 12:31:31 PM
<b>Docketed Date:</b>	12/21/2017

*Comment Received From: Todd McNamee*

*Submitted On: 12/21/2017*

*Docket Number: 15-AFC-02*

**Ventura County Dept. of Airports Comments**

*Additional submitted attachment is included below.*

December 21, 2017

California Energy Commission  
ATTN: Mr. Mike Monasmith  
Project Manager  
1516 9<sup>th</sup> Street, MS 40  
Sacramento, CA 95814

**RE: Comments on Mission Rock Energy Center Preliminary Staff Assessment**

Dear Mr. Monasmith:

Thank you for the opportunity to comment on the Mission Rock PSA. I am the Director of Airports for the County of Ventura overseeing Camarillo (CMA) and Oxnard (OXR) Airports, and I offer the following comments:

**PROJECT ALTERNATIVES**

The County agrees that the Del Norte/Fifth Street Alternative would cause significant and unavoidable impacts on aircraft and pilot safety from the high-velocity plumes, and therefore NOT be considered as a feasible alternative.

The Ormond Beach Alternative may result in impacting Naval Base Ventura County flight operations in a similar manner and should NOT be considered.

Battery Energy Storage Alternative still results in the same transmission lines associated with the proposed project which causes concern. It appears that the associated transmission lines will lie under the approach path from the north into CMA (see attached diagram).

**From the Coast**

Many aircraft will fly along the edge of the mountains when approaching from the coast and report to the Camarillo Air Traffic Control Tower at the Saticoy Bridge. This would result in overflight of the westernmost transmission lines proposed as part of the Mission Rock project.

**From the North**

Many aircraft flying into CMA from the Central Valley will descend rapidly over the mountains at various altitudes, and will overfly the proposed transmission lines.

**From Santa Paula Airport**

Aircraft coming and going between SZP and CMA typically travel two paths. The main flight corridor is to travel to the Saticoy Bridge reporting point and then vector to SZP or CMA from there. This would cause overflight of the proposed Energy Center and various portions of the transmission lines.

With the above in mind, the Ventura County Department of Airports wishes to express concern for the safe overflight of the proposed energy center and associated transmission lines. If the project is to move forward, I strongly encourage aviation "Balls", at a minimum, be placed on the transmission lines to raise awareness for pilots. Additionally, if there is a hazard for overflight created by the exhaust plume from the Energy Center, it is requested that the energy center mitigate such hazard as needed to satisfy the FAA as well as local jurisdictions.

TRAFFIC AND TRANSPORTATION

TRANS-7 is inadequate.

TRANSMISSION LINE SAFETY AND NUISANCE

See previous comments under project alternatives.

Thank you again for the opportunity to comment. Please call me at 805-388-4200 should you have any questions.

Sincerely,



TODD L. MCNAMEE, AAE  
Director of Airports

C: Steve DeGeorge, VCTC  
AAC/OAA Packets

Enclosure - Approaches to Camarillo Airport Potentially Impacted by Mission Rock  
Power Plant and Transmission Lines



## Approaches to Camarillo Airport Potentially Impacted by Mission Rock Power Plant and Transmission Lines

