



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

3/5/2015

30 June 2015

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29350 Westover Street, Bldg 232  
Homestead ARB FL 33039-1299

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Ms. Cindy Bladey  
Office of Administration  
Mail Stop: OWFN-12-H08  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555-0001

Dear Ms. Bladey,

The following comments and concerns are in response to the Draft Environmental Impact Statement for Combined Licenses for Turkey Point Nuclear Plant, Units 6 and 7. Specifically, they address the location of the Eastern Transmission lines.

The East Preferred Corridor for the transmission lines runs through the Homestead Air Reserve Base (HARB) Accident Potential Zone II (APZ II). APZ II is an area beyond the end of runway which possesses a measurably higher potential for aircraft accidents. This area is identified in the base Air Installation Compatible Use Zone (AICUZ) Study. Recommendations from the base's AICUZ should be a major consideration in any planning process.

The goal of the Department of Defense's (DoD) long standing AICUZ program is to promote public health, safety and general welfare while also protecting military airfields from encroachment that would in turn jeopardize the military mission. The land use guidelines for the Air Force AICUZ programs are outlined in DoD Instruction 4165.57, Change 1, 12 March 2015. The suggested land use compatibility guidelines for APZ II are located in the referenced DoD instruction, Appendix 2, Enclosure 3, Recommended Land Use Compatibility in APZs, which begins on page 16. Here you will find Table 1 which includes the Standard Land Use Coding Manual (SLUCM). Utilities are listed on page 17 of this Table. SLUCM 48 (Utilities) shows that while some utilities are allowed in APZ II, note 6 states:

*"No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas".*

HARB recognizes the fact the FPL owns a right-of-way in this area. HARB also recognizes that transmission lines already exist. However, we feel that adding more transmission lines

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coupled with the fact that these new lines will also be positioned higher than the existing lines, will put our pilots and the public at increased risk. Should an aircraft impact these transmission lines, the consequences could be a loss of life, and a loss of electrical power to a large part of the county. As such, we recommend that the transmission lines be routed through either the West Preferred Corridor or the West Secondary Corridor. Both of these corridors would run the transmission lines through areas outside of the APZs and therefore not put at risk U. S. Air Force pilots or the community.

If you have any questions concerning this matter, please feel free to contact me at (786) 415-7323 or Mr. Lawrence Ventura, Jr., Encroachment Program Manager at (786) 415-7163.

Sincerely

A handwritten signature in dark ink, appearing to read 'Brent A. Hyden', followed by a long horizontal line extending to the right.

BRENT A. HYDEN, Lt Col, USAFR  
Base Civil Engineer