<table>
<thead>
<tr>
<th><strong>Docket Number:</strong></th>
<th>09-AFC-07C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Title:</strong></td>
<td>Palen Solar Power Project - Compliance</td>
</tr>
<tr>
<td><strong>TN #:</strong></td>
<td>202583</td>
</tr>
<tr>
<td><strong>Document Title:</strong></td>
<td>Email Re: Ivanpah Solar Power Plant Site Recon, dated May 9, 2014</td>
</tr>
<tr>
<td><strong>Description:</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Filer:</strong></td>
<td>Alicia Campos</td>
</tr>
<tr>
<td><strong>Organization:</strong></td>
<td>California Department of Transportation/Gary Cathey</td>
</tr>
<tr>
<td><strong>Submitter Role:</strong></td>
<td>Public Agency</td>
</tr>
<tr>
<td><strong>Submission Date:</strong></td>
<td>6/24/2014 10:10:28 AM</td>
</tr>
<tr>
<td><strong>Docketed Date:</strong></td>
<td>6/24/2014</td>
</tr>
</tbody>
</table>
From: Cathey, Gary C@DOT
Sent: Friday, May 09, 2014 2:13 PM
To: Adams, Jim@Energy
Cc: Brown, Jeff R@DOT; Crimmins, Philip P@DOT
Subject: Ivanpah Solar Power Plant site Recon
Attachments: CLARR Two Arrival to LAS.pdf; CRESO Three STAR.pdf

Jim,

Attached is an updated itinerary (rounded to the nearest 15 minutes), based on our trip yesterday:

0745-0815 Preflight N20CA, load & go
0815-1030 Fly SAC - Apple Valley Airport (APV)
1030-1100 Refuel/Quick break
1100-1145 Fly APV-CLARR
1145-1215 Recon Ivanpah Power Plant (IPP) site
1215-1300 IPP-CLARR-APV
1300-1345 Lunch @ APV, refuel
1345-1600 Fly APV-SAC
1600-1630 Postflight, refuel, unload & go

I hope your photos and videos of IPP turn out well. I must say flying in the vicinity of the IPP facility generated the brightest, most extensive amount of glare that I’ve seen in my aviation career — and I have been flying since 1986. As you may have noticed, I had to shield my eyes with my hand as I was scanning for aircraft traffic while we flew eastbound on V-394 to the IPP site from the nearest waypoint (CLARR intersection). CLARR is part of the Standard Terminal Arrival (STAR) CLARR Two Arrival procedure to McCarran International Airport (LAS), North Las Vegas Airport (VGT), Henderson Executive Airport (HND), and Boulder City Municipal Airport (BVU) in or near Las Vegas, NV. Similarly, the CRESO Three STAR to LAS routes arriving aircraft directly over the IPP site at 12,000’ MSL on V 21-283/V-587 at WHIGG waypoint. Standard Departure Procedures (DPs) also require aircraft departing LAS and surrounding airports to fly towards the IPP site. LAS has 9 STARs and 9 DPs that frequently channel aircraft west of Las Vegas - to or from the vicinity of the IPP site.

I attached a copy of the CLARR Two and CRESO Three STARs for your reference. I look forward to staying in touch with you and learning more about the proposed mitigation measures that will be recommended to minimize the amount of glare generated by IPP. The fact that it is located below and adjacent to heavily travelled airways definitely compounds the problem. I sincerely hope that if similar facilities are proposed in the future, the CEC will consider the “lessons learned” from the construction of this facility at this location to alleviate problems of similar magnitude at other locations.

Respectfully,

Gary

GARY CATHEY, Chief
Division of Aeronautics (MS-40)
California Department of Transportation
1120 N Street, Room 3300
PO Box 942874
Sacramento, CA 94274-0001

Office - (916) 654-5183