

DOCKETED

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Project Title:	Palen Solar Power Project - Compliance
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Document Title:	Email Re: Ivanpah Solar Power Plant Site Recon, dated May 9, 2014
Description:	N/A
Filer:	Alicia Campos
Organization:	California Department of Transportation/Gary Cathey
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Adams, Jim@Energy

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 Mc Carran 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

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