AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

CUP 01-18

June 27, 2019

Mr. Scott Taschner, Senior Planner
City of Desert Hot Springs Planning Department
65950 Pierson Boulevard
Desert Hot Springs, CA 92240

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1075PS19
Related File Nos.:	CUP No. 01-18 (Conditional Use Permit); VAR No. 01-18 (Variance)
Compatibility Zone:	Not in Airport Influence Area (Review due to structure height)
APN:	667-160-001

Dear Mr. Taschner:

On June 13, 2019, the Riverside County Airport Land Use Commission (ALUC) found City of Desert Hot Springs Case Nos. CUP 01-18 (Conditional Use Permit) and VAR 18-01 (Variance), which propose to install four (4) new commercial wind turbines (wind energy conversion systems, also known as "WECS") with a maximum height of 499 feet above ground level on 161.61 acres of mountainous terrain located northerly of the unincorporated community of Painted Hills, northerly of Avenue 16, and easterly of Windhaven Road in the portion of the City lying generally westerly of State Highway Route 62 and to decommission and remove 69 existing commercial wind turbines on that site originally approved by the County of Riverside pursuant to Commercial WECS Permit No. 20, **CONSISTENT** with the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. The proposed wind turbines ("WECS") shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

2. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.

3. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.

4. The combined height of each WECS and its foundation shall not exceed 499 feet above ground level (AGL).

5. This project has been evaluated by Airport Land Use Commission (ALUC) and the Federal Aviation Administration (FAA) for four (4) wind turbines only (T-1 through T-4). Any increase in number, height, or change in location of the turbines, or any proposal for new structures taller than 200 feet from ground level, will require subsequent submittal to, and review by, the ALUC and FAA. No meteorological towers 200 feet or greater in height are included in this determination.

6. The Federal Aviation Administration has conducted aeronautical studies of each proposed wind turbine (Aeronautical Study Nos. 2018-WTW-12513-OE through 2018-WTW-12516-OE) and has specified that each of these structures shall be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 12, & 13 (Turbines), unless superseded by subsequent FAA determination(s) in writing.

7. In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

8. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as normal operation is restored, notify the same number.

9. The maximum top point elevations specified below shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

Turbine Number	Maximum Feet Above Mean Sea Level (AMSL)
Turbine 1	2,307
Turbine 2	2,307
Turbine 3	2,323
Turbine 4	2,283

10. Temporary construction equipment used during actual construction of the structures shall not exceed 499 feet in height and a maximum elevation (above mean sea level) not to exceed the above turbine table above, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

12. To the maximum extent possible, in compliance with FAA guidelines regarding lighting, mitigation measures shall be incorporated into the project that would minimize light pollution to people on the ground.

Please note that this finding of consistency excludes the proposed meteorological tower, which has not yet been reviewed by the Federal Aviation Administration Obstruction Evaluation Service, due to its specific location not having been determined. The meteorological tower will require separate submittal to, and review by, ALUC if its height is 200 or more feet above ground level.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Armand Anselmo or Jaron Wright, Desert Hot Springs Wind, LLC (applicant)
Terra-Gen Development Company, LLC (New York address) (fee-payer)
Armand Anselmo (Cardiff-by-the-sea address) (additional fee-payer)
EUI Affiliate, c/o Robert Skaggs (San Diego office) (landowner representative)
EUI Affiliate/Energy Unlimited, Inc. (West Conshohocken address) (listed landowner)
Mr. Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1075PS19\ZAP1075PS19.LTR.doc

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2018-WTW-12513-OE

Issued Date: 01/31/2019

Robert Skaggs
Desert Hot Springs Wind, LLC
11455 El Camino Real
Suite 160
San Diego, CA 92130

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Wind Turbine T1
Location:	Desert Hot Springs, CA
Latitude:	33-57-06.96N NAD 83
Longitude:	116-36-33.95W
Heights:	1808 feet site elevation (SE)
	499 feet above ground level (AGL)
	2307 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
This determination expires on 07/31/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or te nated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the ef of this structure on the safe and efficie use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12513-OE.

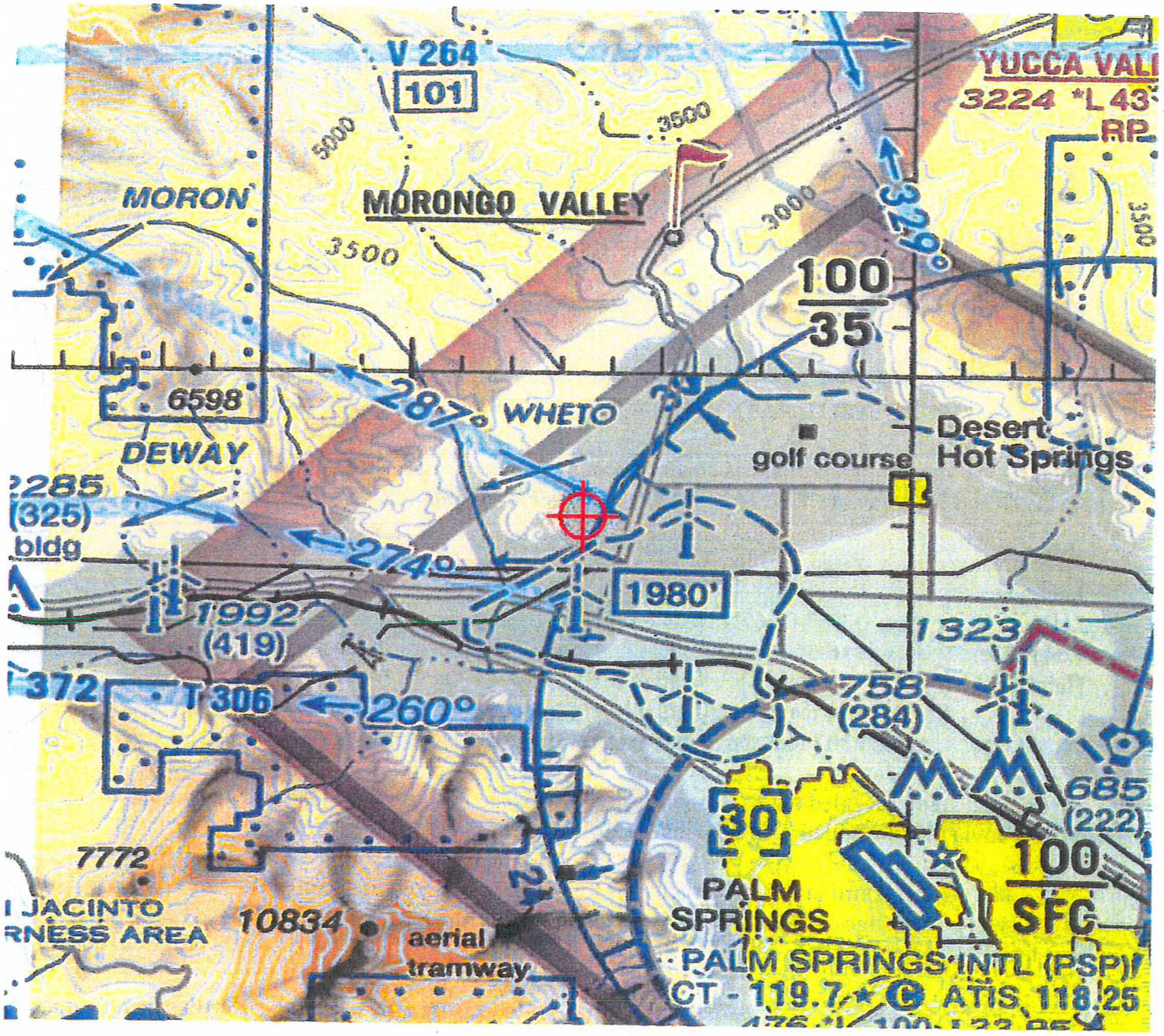
Signature Control No: 381824718-395002584
Steve Phillips
Specialist

(DNE -WT)

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.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ATIS 118.25

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2018-WTW-12514-OE

Issued Date: 01/31/2019

Robert Skaggs
Desert Hot Springs Wind, LLC
11455 El Camino Real
Suite 160
San Diego, CA 92130

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Wind Turbine T2
Location:	Desert Hot Springs, CA
Latitude:	33-57-01.67N NAD 83
Longitude:	116-36-33.43W
Heights:	1808 feet site elevation (SE)
	499 feet above ground level (AGL)
	2307 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
This determination expires on 07/31/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, or minated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

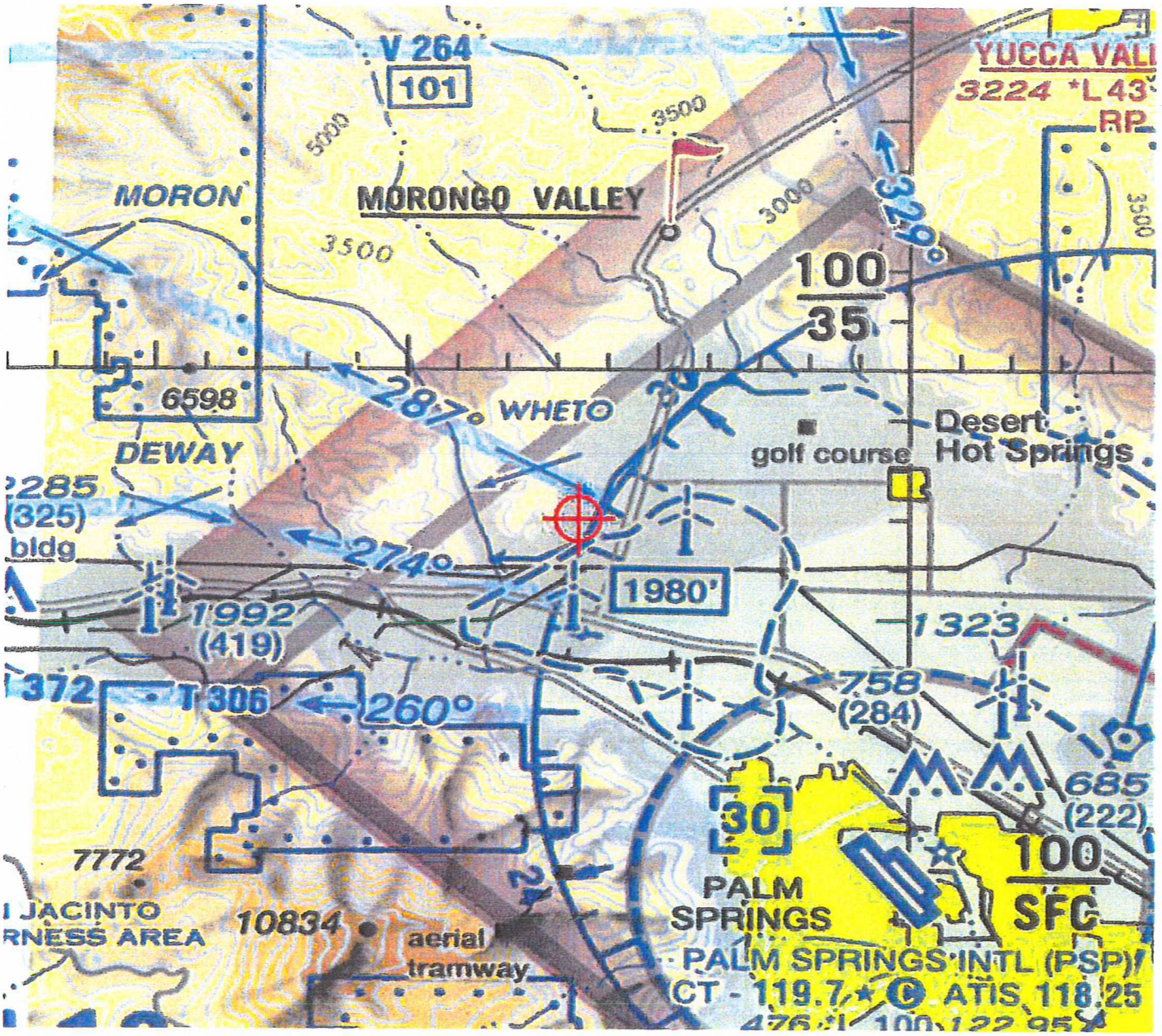
If we can be of further assistance, please contact our office at (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12514-OE.

Signature Control No: 381824719-395002585 (DNE -WT)
Steve Phillips
Specialist

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.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Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2018-WTW-12515-OE

Issued Date: 01/31/2019

Robert Skaggs
Desert Hot Springs Wind, LLC
11455 El Camino Real
Suite 160
San Diego, CA 92130

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Wind Turbine T3
Location:	Desert Hot Springs, CA
Latitude:	33-56-56.24N NAD 83
Longitude:	116-36-34.81W
Heights:	1824 feet site elevation (SE)
	499 feet above ground level (AGL)
	2323 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
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(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

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If we can be of further assistance, please contact our office at (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12515-OE.

Signature Control No: 381824720-395002586 (DNE -WT)
Steve Phillips
Specialist

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

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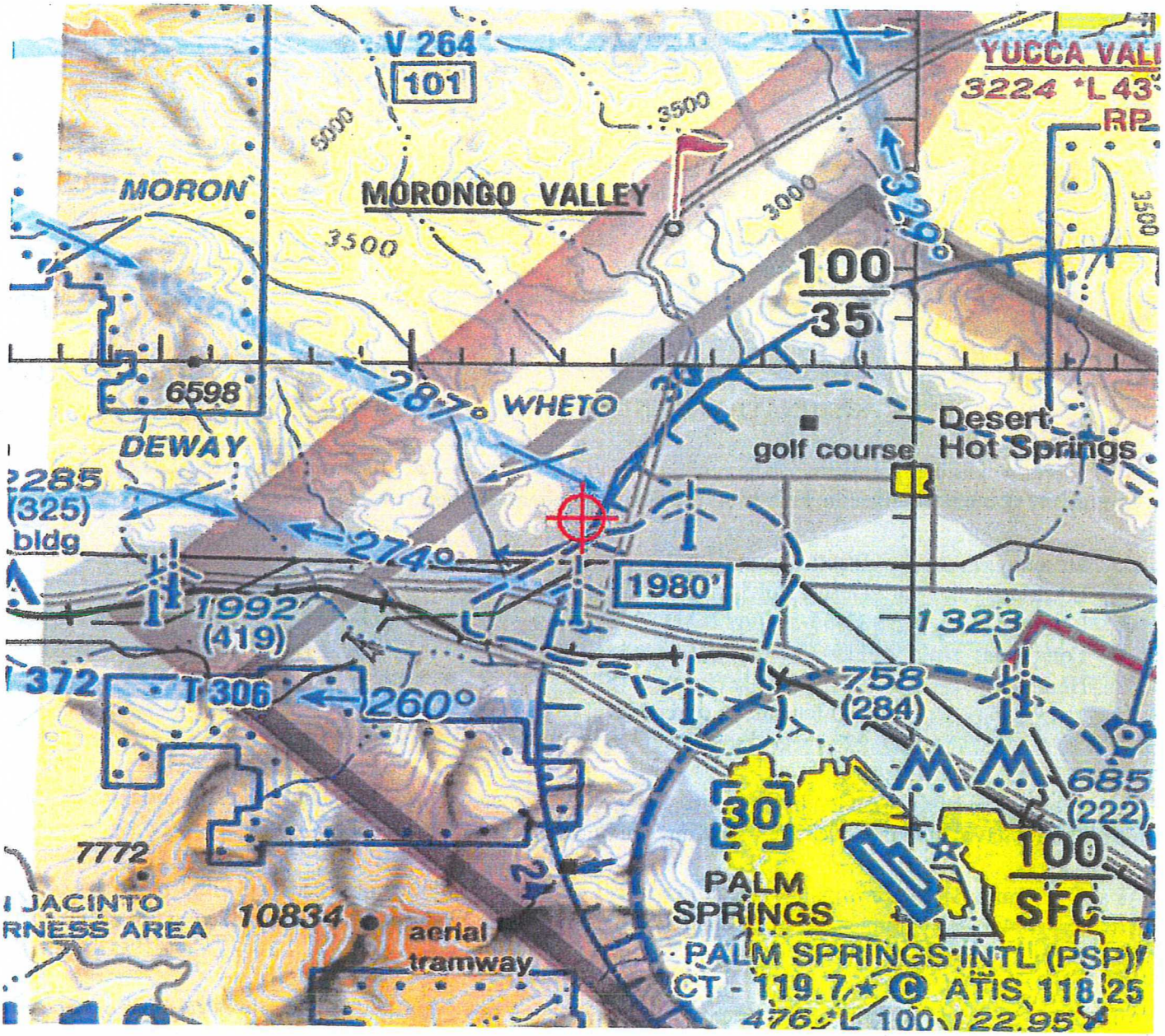
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Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2018-WTW-12516-OE

Issued Date: 01/31/2019

Robert Skaggs
Desert Hot Springs Wind, LLC
11455 El Camino Real
Suite 160
San Diego, CA 92130

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Wind Turbine T4
Location:	Desert Hot Springs, CA
Latitude:	33-56-50.79N NAD 83
Longitude:	116-36-33.58W
Heights:	1786 feet site elevation (SE)
	499 feet above ground level (AGL)
	2285 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.
This determination expires on 07/31/2020 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.

(b) extended, revised, o rminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above (provided the AGL height does not exceed 499 feet). If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

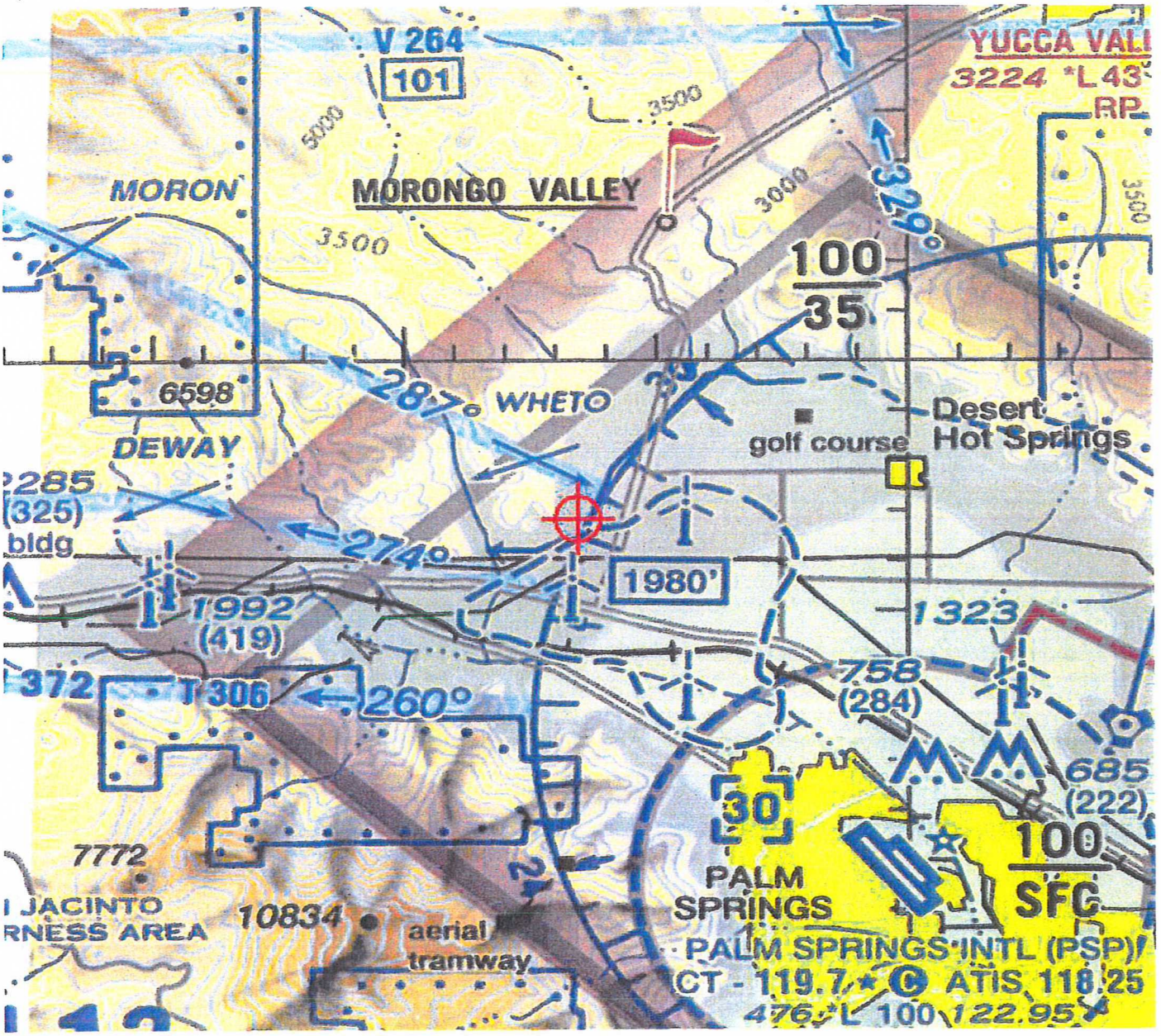
If we can be of further assistance, please contact our office at (816) 329-2523, or steve.phillips@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-WTW-12516-OE.

Signature Control No: 381824721-395002583 (DNE -WT)
Steve Phillips
Specialist

Attachment(s)
Additional Information
Map(s)

Aeronautical study indicates that the turbines will be within the radar line of sight for the Palm Springs (PSP) Airport Surveillance Radar (ASR-9) facility. They could cause unwanted primary targets (clutter) and primary-only target drops in the immediate vicinity of the wind turbines. Also, tracked primary-only targets could diverge from the aircraft path and follow wind turbines, when the aircraft is over or near the turbines. However, this would not cause an unacceptable adverse impact on Air Traffic Control operations at this time.

NOTE: A recommendation for white paint/synchronized red lights will be made for all turbines until such time as the proponent confirms that the layout is final (no changes, no additions, no removals) and all turbines can and will be built at their determined location and height. At that time, the proponent may contact this office and request a re-evaluation of the marking and lighting recommendations for the turbines within this project and a portion of the turbines may qualify for the removal of the lighting recommendation.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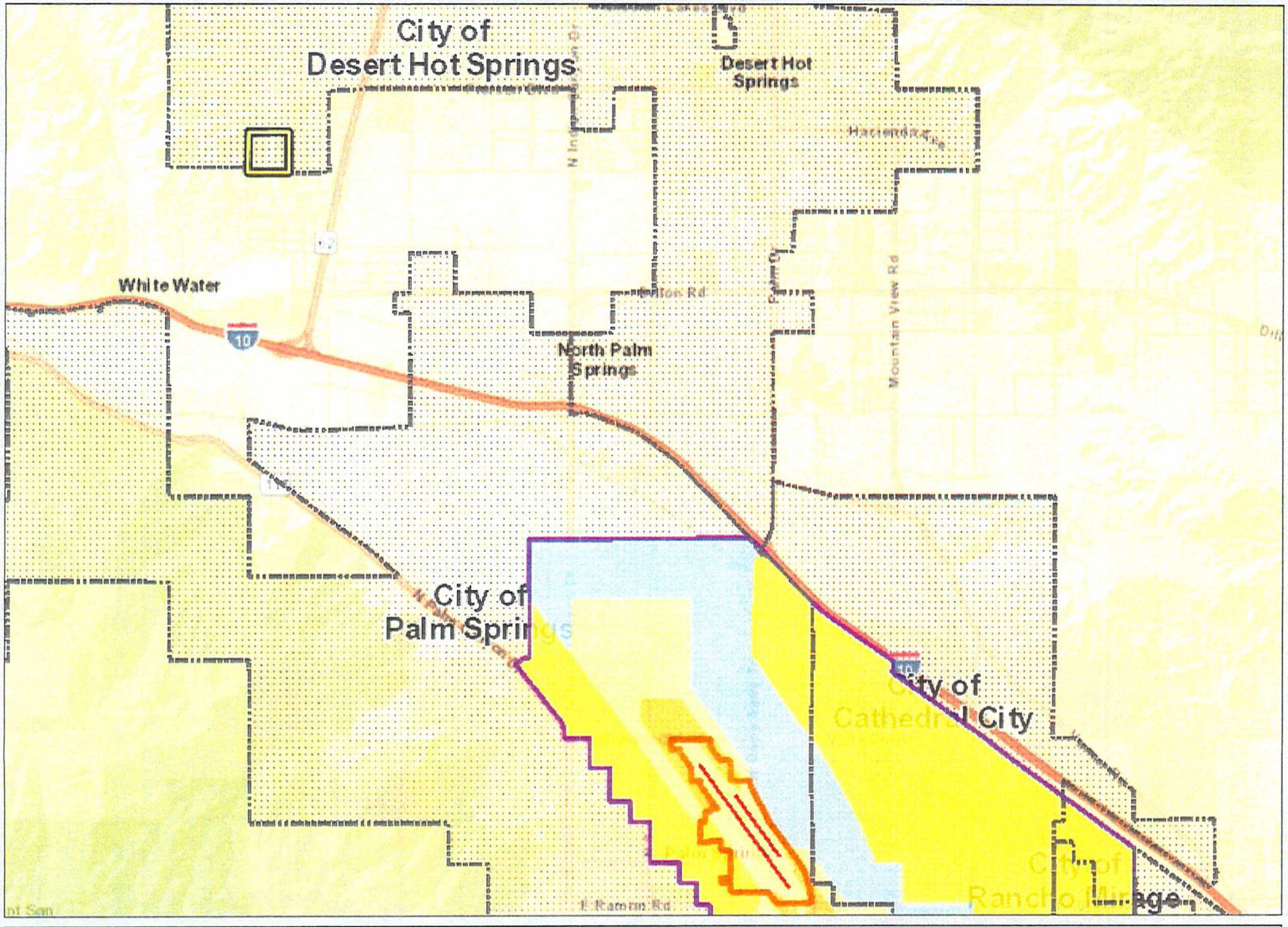
Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZO
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

RCIT

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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Notes