

Response to Comment Letter I110

Alasdair Mullaney

- I110-1** The commenter states he is the Director of Operations for the Associated Glider Club of Southern California (AGCSC), the glider club which operates primarily at County Airport L78 in Jacumba. The comment does not raise an issue regarding the adequacy of the analysis contained within the Draft EIR; therefore, no further response is required.
- I110-2** The commenter states that after review of the Draft EIR, some details of the Project cause great concern. The commenter states he wishes to suggest modifications which are relatively simple in the scale of the Proposal. The comment does not raise an issue regarding the adequacy of the analysis contained within the Draft EIR; therefore, no further response is required.
- I110-3** The commenter states that the proposed solar panels and high fencing immediately off the west end of the runway would present a very real hazard to a glider encountering difficulty either on launch or approach to the runway. The commenter also states that he knows of several occasions in the past where gliders have, in emergency situations, made safe landings on soft terrain as it currently exists. The commenter further states such an emergency landing would likely prove lethal should the Proposed Project installation proceed without modification. In response, the Proposed Project complies with the open land standards set forth in the Jacumba Airport Land Use Compatibility Plan (ALUCP). In addition, the applicant for the Proposed Project has made revisions to the Project design that would provide for glider emergency landings. Please refer to Global Response GR-5 Airport Impacts in the Final EIR.
- I110-4** The commenter states that the glider club uses a winch to launch gliders, and in various emergency situations the cable must be jettisoned where it is at the mercy of the wind conditions. The commenter explains that the upper end of the cable has a drogue parachute attached with several heavy carabiners which would undoubtedly cause damage should they land on a solar panel, and that this could be a repeating occurrence over time when launching to the west with solar panels proposed both North and South. In response, the commenter does not provide or suggest modification(s) to be considered by the applicant. As discussed in Section 3.1.4 Land Use and Planning of the Draft EIR, the Proposed Project is consistent with the Jacumba ALUCP. Please also refer to Global Response GR-5 Airport Impacts in the

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- Final EIR. The comment does not raise an issue regarding the adequacy of the analysis contained within the Draft EIR, no further response is required.
- I110-5** The commenter states there is concern about possible glare from reflections which may affect vision and judgement of pilots in close proximity to the west end of the runway. The commenter also states that the Draft EIR addresses the issue of glare from the perspective of a pilot making a normal approach at a shallow angle but that it is not representative of the way gliders are flown at Jacumba, frequently circling for long periods at lower altitudes and making much steeper approaches than that of a powered aircraft. In response, the updated 2021 Glare Study for the Proposed Project includes a glare analysis for gliders. The Glare Study is included as Appendix A to the Visual Resources Report (Appendix B of the Final EIR). The 2021 Glare Study conducted route analyses at four unique glider locations provided by applicant to the study preparer after discussions with the commenter, Alasdar Mularney. These locations represent typical landing approach scenarios experienced by gliders at the Jacumba Airport during typical operational hours from 10:30 am to sunset. The 2021 Glare Study results found no glare reported at two of the locations and at the other two location reported glare is anticipated to have low impact on typical glider operations. The 2021 Glare Study noted that the potential glare conditions reported for the Proposed Project would be less in duration and intensity to those experienced from water reflections during glider operations at Torrey Pines Gliderport. Please refer to the 2021 Glare Study for further information regarding the glider analysis.
- I110-6** The commenter states that concerns could be mitigated if the Proposed Project were modified to exclude any installation East of the dirt road at Longitude 116°10'44" and South of Old Highway 80. In response, please refer to Response to Comments I110-3 through I110-5.
- I110-7** The commenter states that the glider activity at Jacumba is the greatest contributor to aircraft operations at Jacumba airport and has been for decades. The commenter also states he serves as an FAA Certified Flight Instructor with responsibility for safety oversight. The comment does not raise an issue regarding the adequacy of the analysis contained within the Draft EIR and therefore no further response is required.
- I110-8** The commenter states he is generally in favor of renewable energy strategies but is somewhat taken aback at the prospect of such a radical transformation of the Jacumba Valley. The commenter requests consideration of the potentially life-threatening issues of airport operations safety presented in his comment letter. In response, please refer to Responses to Comments I110-3 through I110-5. Please also refer to Global Response GR-5 Airport Impacts in the Final EIR.