



DEPARTMENT OF THE NAVY

NAVAL BASE CORONADO

BOX 357033

SAN DIEGO, CALIFORNIA 92135-7033

IN REPLY REFER TO:

11017

Ser N00C/1016
14 Jul 08

Ms. Billie Blanchard, CPUC
Project Manager for Sunrise Powerlink Project
Energy Division, CEQA Unit
505 Van Ness Avenue
San Francisco, CA 94102-3298

Dear Ms. Blanchard:

This letter is in response to your letter of April 21, 2008 requesting additional information on the Sunrise Powerlink Project Alternatives. Specifically, you asked for further clarification on impacts to the Navy as was outlined in our DEIS comment letter of April 8, 2008. Clarification on Chocolate Canyon Alternative and Modified Route D Alternative is provided below:

a. Interstate 8: Chocolate Canyon Alternative:

(1) As previously identified, the unique topography of the Chocolate Canyon is used for helicopter low level, terrain following flights. Specifically, Chocolate Canyon is used by the Navy to train helicopters to use terrain to camouflage their transition to/from tactical situations. While our preference is to locate the transmission lines outside of the canyon to avoid all potential conflicts with Navy helicopter training as stated in our April 8, 2008 comment letter, if the Chocolate Canyon Alternative is selected, the Navy requests the following:

(2) As currently depicted, this option, lies close to our flight route, however, the alignment should be compatible with our operations as long as the wires remain on the western side of the canyon valley low on the valley floor, as depicted.

(3) In addition, the wires must be adequately marked with safety devices for both day and night recognition by our crews, in compliance with 14 CFR part 77.

(a) Day Markings of wires - Balls or other similar high visibility device attached to the top most wire running between towers from CC0 (or its equivalent when wires come above ground) thru CC3.

(b) Night Markings of towers - Night Vision Device compatible lighting or other similar visual system to be placed on each tower from CC0 (or its equivalent when wires come above ground) thru CC3. These devices/markers should not interfere with use of aircrew Night Vision Devices through blooming or other negative visual characteristics (high intensity, disorienting frequency/pulsation).

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The devices/markers must be visible in both high light (>.0022 LUX) and low light (<.0022LUX) conditions.

b. Modified Route D Option/La Posta Mountain Warfare Training Facility (MWTF):

(1) The Modified Route D option will place the power line at or below the west side of the ridge line located northwest of La Posta MWTF. As shown in map 2 of your April 21, 2008 letter, the Modified Route D is compatible with our operations. Any wires approaching within one mile of our route/landing zones (LZ's) at La Posta MWTF must be adequately marked, in compliance with 14 CFR part 77, for both day and night operations as described above for the Chocolate Canyon Alternative.

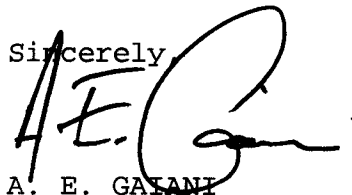
c. Modified Route D Alternative - Lenac Revision:

(1) As shown in map 3 of your letter of April 21, 2008, the Lenac option primarily lies on the east side of the ridge line. As previously indicated in our meetings and letters, location of an alignment on the east side of the ridge is incompatible with La Posta MWTF.

The Navy appreciates the excellent working relationship established with the California Public Utilities Commission/Bureau of Land Management Sunrise Powerlink project team. We continue to be available to meet with you to provide additional Navy input as the alignments are refined and specific tower locations are identified.

My point of contact for this project is Ms. Sheila Donovan who can be reached at (619) 532-1253.

Sincerely,



A. E. GAIANI
Captain, U.S. Navy
Commanding Officer
Naval Base Coronado

Copy to: Naval Facilities Engineering Command, Southwest