

**MINUTES OF THE
ALUC MEETING
OCTOBER 16, 2019**

The Airport Land Use Commission convened a Meeting on Wednesday, October 16, 2019 at 6:00 p.m. in the Board Room at 940 Main St., El Centro, California.

Staff present: Assistant Director Michael Abraham, Planner IV David Black, Clerk Laryssa Alvarado, Office Assistant Gabriela Robb, and Office Assistant John Robb.

Chairman Mike Goodsell called the meeting into order.

- I. **Roll Call:** Commissioners present: Goodsell, Carver, Haugh, and Logue
- II. **Pledge of Allegiance:**
- III. **Non – Action Items:** Approval of Minutes – September 18, 2019 Minutes

Chairman Goodsell, Approval of Minutes for the September 18, 2019 meeting.

Commissioner Logue, I motion to approve.

Commissioner Haugh, I'll second that.

Chairman Goodsell, We have a motion and a second. Roll call vote.

Roll Call: Goodsell (yes) Carver (yes) Haugh (yes) Logue (yes)

Chairman Goodsell, Appointment of Officers, we're good aren't we?

Michael Abraham, We have never done it before unless you want to stay the Chairman

Commissioner Logue, Yes that's good. All in favor.

Chairman Goodsell, Alright then we'll move on to the public hearing. Item #1 can we please ask that be read into the record.

David Black, Planner IV, read the project into the record.

1. Public hearing to consider Conditional Use Permit #18-0038, for the ORNI 5 Geothermal Exploratory Well Project, to drill and test up to six (6) geothermal exploration wells on private and State lands, and four (4) geothermal exploration wells on public land managed by the U.S. Bureau of Land Management (BLM) in the Truckhaven Geothermal Exploration Area, located south –southwest of Salton City in western Imperial County, California. Assessor Parcel Numbers for wells sites include: 017-970-011 (209.40 acres) & 012 (50 acres), 017-010-053 (520 acres), 017-340-003 (213.60 acres), 017-970-001 (649.51 acres), & 017-340-014 (640 acres). Vibration monitoring would also be conducted over parts of the Truckhaven Geothermal Exploration Area, prior to the drilling activities. Specifically, vibration monitoring services will be conducted to collect peak particle velocity (PPV) measurements while a Vibroseis truck vibrates the ground surface (referred to as a "sweep"). The project areas are currently vacant, unirrigated, desert land that is sparsely vegetated and primarily flat, for review by the Airport Land Use Commission (**ALUC 5-19**) (Supervisory District #4), [David Black Planner IV 442-265-1736, extension 1746 or by email at davidblack@co.imperial.ca.us].

Chairman Goodsell, Are there any proponents in support of this project, please come forward and identify yourselves.

Harold Walk, Hi, my name is Harold Walk and this is Jake Gerhard with Ormat. We'd be happy to answer any questions anyone has. I do have a question David, I saw in the presentation that there are 6 wells. I don't know if Jake and I missed something with Scott Kesler but we understood there would be 10 wells.

David Black, Planner IV, Yes there is 6 wells on private land and 4 on BLM.

Harold Walk, So we're on the same page. Great. If anybody has any questions?

Commissioner Logue, Could we go to the map?

Chairman Goodsell, The one map that you showed us.

Michael Abraham, Dave can you go to the map.

David Black, Planner IV, I'm sorry which one?

Commissioner Logue, Back in the initial package you gave us.

David Black, Planner IV, I don't have that map on my presentation.

Commissioner Logue, You don't have that map. That's the map I wanted up.

David Black, Planner IV, This map here is the updated one that was given to me yesterday.

Commissioner Logue, Alright so here's my issue on this map that we have here. My first question is the drilling rigs that you would use for 45 days, how tall are those?

Jake Gerhard, On average they are about 170 feet, the mast.

Commissioner Logue, So my problem with that is Site 87-6 looks to be pretty close to the centerline of the threshold end of the runway. This is the one that was sent to us. Everyone can't see it. My concern is that on this map 87-6 is that end of the runway, the threshold? I just think particularly 87-6 is not a place we want to stick a 150 foot tower.

Jake Gerhard, 87-6 is approximately 1000 feet from the end of the runway.

Commissioner Logue, Is it really?

Jake Gerhard, Yes it's kind of hard to tell from these maps.

Commissioner Logue, That's why I'm asking.

Jake Gerhard, Yes it's approximately 1000 feet from end of runway.

Commissioner Logue, I'm just looking at the runway it's supposed to be 5000 feet long. That's how I visualized it. If I visualize 5000 feet it looks more like it's only 200, 500 feet maybe. I just worry about the drilling. I know it's only going to be there 45 days but if someone tries to use that as an emergency landing they won't know it's there till it's way too late.

Jake Gerhard, The FAA has to be notified for temporary obstruction so we're required to get a permit for this from the FAA.

Harold Walk, We will have lighting on this tower also.

Commissioner Logue, I'm sure you will and a flag because it's around the airport. The other ones don't bother me much at all, it's just that one seems very close to threshold end of the runway.

Jake Gerhard, It also depends on the rig that we decide to ultimately use for drilling. It could be a shorter mast. I'm a drilling expert. We have drilling rigs that range from 170 feet and even shorter masts.

Commissioner Haugh, So the max would be 170 feet? That would be your biggest rig?

Jake Gerhard, Correct.

Commissioner Logue, I mean I know it is a low use airport but we're concerned with the emergency use of the airport. It is on the chart as an available airport. Even though it's an R airport, private, but I'm very concerned about that particular spot there. Is there any way you could move that spot further? This map is very strange. It does not really show where north and south are.

Commissioner Carver, Have you sent the forms in to the FAA?

Jake Gerhard, I'm not sure if that's been done as of yet.

Commissioner Logue, Does 87-6 have to be there? Looking at this map here could it possibly be done further south, further away from the runway. So if you see what I'm talking about, when I look at this and they say its 5000 feet so then 1000 feet would be about there. This tells me this is a lot less than 1000 feet, in the hundreds of feet. I worry about that spot. Is there any way it could be moved further south and still give you the data that you need, the drilling?

Jake Gerhard, I'm sure we could move it if it's problematic.

Commissioner Logue, If you could indeed move that to 1000 feet from the centerline, and I'm sure the FAA will have something to say about it too. That would be my suggestion is if we could at least get it 1000 feet from the projected centerline of the runway. I think that would be safe and of course, we pass final judgment to the FAA. Do the other commissioners understand what I mean and why I'm concerned about it?

Commissioners, (nodding) Yes.

Chairman Goodsell, In the interest of abundance of caution if you have any shorter drilling, maybe you want to do that too. The approach, the runway, the lower height would be an advantage.

Commissioner Logue, We actually have someone on the commission who is familiar with airport obstructions like trees. And what was the limitation they made you chop the tops off on those? They are kind of in a similar position to this, aren't they Sandy? The trees we had to take out in Imperial.

Commissioner Carver, They're closer to the runway.

Commissioner Logue, Oh, are they closer to the runway? Okay.

Chairman Goodsell, Are there any more questions from the panel? Thank you for sharing. We'll consider it. We need to hear if there are any opponents on the project. Opponents please come to the mic.

Bryan Pond, My name is Bryan Pond. The reason why I wanted to come up I have a question in regard to the packet the map that you were pointing out and the map they are presently showing. According to this map that they put inside the packet, this section is part of the project not this green area. So is the green area actually the area that you're going to be doing the drilling or not?

Jake Gerhard, Yes there will be drilling on private land.

Bryan Pond, So is the green just the private land?

Jake Gerhard, Right. That's just the private land around the airport

Bryan Pond, So it's this entire area?

Harold Walk, All the green.

Bryan Pond, Just the green. So this section, no?

Jake Gerhard, Yes we have a proposed well site on that section.

Bryan Pond, So its outside of just the green? Because according to the map you currently have, there is a well, just going off your map here, there is a well pad somewhere in this vicinity.

Commissioner Logue, That's the one we've been talking about.

Bryan Pond, Correct. Exactly and then there's one right down in this vicinity. There's one here and another one right down here. Now if you look in this section right here in the northeast corner, there is the Truckhaven I Geothermal Well, which is also part of ORNI 5, that is an older well that was drilled back in the 1980's. This section, as well as this section, my family and I sold to the State of California for the off-road vehicular park with retention of all subsurface rights and the ability to access said subsurface rights. And so I'm curious if it's proposed right here and the recommendations from the board is to move it an additional 1000 feet roughly south you're going to be very close in the proximity of the existing well that's already there. I just want to get a better understanding. I did not realize that when I first had seen it. I thought that the green was the only area that you're going to be drilling in. It's actually this entire section and some of the other areas that aren't in the green. Thank you and I appreciate it.

Chairman Goodsell, Someone else?

Sandra Kukla, Hi my name is Sandra Kukla, I am a homeowner in the area that's surrounded by the proposed wells, and I have a few questions. I noticed in your studies you have done, there's not been any studies regarding seismic events or anything like that. I know were a community that has a lot of faults. I'm concerned that the activity of the drilling, and the seismic testing that you stated in there would possibly cause some seismic event that would damage our properties. I'm also concerned it might bring down property value and raise home insurance. Can you maybe help me with some of these concerns?

David Black, Planner IV, Let me interrupt on that. This is an Airport Compatibility Plan Land Use Hearing. We have an environmental hearing next week that we can talk about any concerns you might have on it.

Sandra Kukla, I was unsure because we all did receive this paper stating to come.

David Black, Planner IV, This commission is only reviewing the compatibility with the runway and issues like that. I'd be more happy to talk to you next week.

Sandra Kukla, Okay then I will probably see you next week. Thank you.

Chairman Goodsell, This often happens. Our purview is usually what impacts the airport, what certain height is closest to the airport but there are other concerns projects have to pass through and other entities look at that. Anybody else who would like to speak?

Richard Snow, I'm Richard Snow. I was here at the previous meeting. My wife and I, we own property right by the airport. The home that is closest, the private residence closest to airport, Mr Riddleman and I sort of got permission to drop his name, couldn't come because of health reasons. He is an ex-marine and happily stated that military lands there all the time, every week? Isn't that what he said? (looks over to Mrs. Snow for confirmation) The other point would be that I am a licensed pilot and the standard pattern is to the left. Now that could be modified I suppose on charts or whatever, in a left hand pattern that would put planes flying over where you're talking about these wells being to the left coming around. I have landed at that airport a number of times. Thank you.

Chairman Goodsell, Thank you for the info. We'll bring it back to the panel. Any other concerns or questions?

Commissioner Logue, My understanding is that the pattern altitude I think is 900 feet

David Black, Planner IV, It's 800 feet.

Commissioner Logue, Was that MSL?

David Black, Planner IV, Yes, above ground.

Commissioner Logue, The altitude of the airport is not HEL, which is above ground. It's MSL, which means it going to be 1100 feet. Even if we were to offset that one tower 1000 feet, think it would be well under traffic.

Chairman Goodsell, So we necessarily weigh this as to the compatibility report for our commission so what do you feel we should do?

Commissioner Logue, I would motion with the proviso that 87-6 be moved at least 1000 feet from the centerline, the extended centerline of the runway and the proper NOTAMs and FAA approval of such. The drilling process is my major concern. Because the project is only supposed to be about 35 feet high after that.

Jake Gerhard, Correct.

Commissioner Logue, That's a one and half, two story building. That's not of concern. 87-6 is my only real concern about it.

David Black, Planner IV, Mr. Chairman, the project is for the water well or the exploratory well not the 35 foot building.

Commissioner Logue, Understand.

David Black, Planner IV, That's a whole another project down the road. The well I understand is only going to be approximately 8 feet off the ground once its finished.

Commissioner Logue, Even so, I'm concerned about the exploratory drilling right there which is up to 175 feet.

Chairman Goodsell, Although it isn't permanent, it will stand there for about 45 days.

Commissioner Logue, And of course it also has to be approved by FAA. That would be my suggestion with that stipulation that we guarantee that it's at least 1000 feet from the extended centerline of the runway then I would find this compatible with the proper FAA approvals and waivers.

Chairman Goodsell, Do we have a motion?

David Black, Planner IV, Just on that one well?

Commissioner Logue, Yes the other ones don't bother me. That's the only pad I'm concerned about 87-6.

Chairman Goodsell, You'd be comfortable with that? Trying to work that?

Mrs. Snow, We have property out there. I think my concern is the total, total, total lucidness of the whole thing. Number one, I didn't even know they were doing it, the drilling. Now I know it's a common thing, the drilling. Now I wonder, are they going to move it here or there but obviously somehow they've gotten permits to drill. They got permits to do it. And that lady said her house is shifting, the one that just left, her house is shifting and the bottom of her one part of her foundation is moving. So obviously there is something happening. She said it's always been seismic but now the seismic feelings are a lot more productive. It's moving things. I just don't know how this got started to begin with. That's my concern. All of a sudden they're talking about drilling holes over our airport that jets are flying in, little airplanes are flying in, helicopters are coming in. He said sometimes there's 4 or 5 helicopters waiting to come in so it's not something that's a little piece of land somewhere. These are young kids learning to fly, learning to practice things in a safe place. And now they're putting wells. They say oh it's only 35 feet, it's only going to be over here, but I just don't understand the whole thing. The concept just blows my mind.

Chairman Goodsell, This committee doesn't deal with many things that you're bringing forth here.

Mrs. Snow, How'd they get the permit?

Chairman Goodsell, They didn't get it from us.

Mrs. Snow, They didn't get it from me either.

Harold Walk, We have not done any drilling.

Jake Gerhard, We haven't done any drilling. We haven't got the geothermal permits to drill.

Mrs. Snow, Well there's something happening somewhere and even if you're using the machine to find the areas to drill, the whole thing to me just isn't the right place to do it.

Chairman Goodsell, Well there will be more discussions about the issues you are talking about.

Mrs. Snow, I appreciate you guys discussing this because I think it needs to have a lot more discussion because to me it's the most insane thing I've ever heard of. So I thank you very much for discussing it.

Harold Walk, Just to clarify, we are requesting to do the seismic testing. It's not been done. And if you take a look at earthquake map of Imperial Valley, there's faults everywhere.

Commissioner Logue, Back on topic, we're concerned with the airport. This is a compatibility with the airport. As the gentleman next to you mentioned, he's a pilot, our major concern is how it affects the airport, the safety for civilians around the airport, the safety for aircraft that's use it regularly, or might have to use it in an emergency which is why we're asking in the motion to get it moved at least 1000 feet from the centerline of the runway. If its properly flagged and LIT, people use cranes all the time near airports and we put up notes. The FAA has a way to notify pilots that they're going to be there. So our major concern is just the function of, I know as a property owner its bothersome, but we just do this little piece guaranteeing the safety of the public from aviation and any damages might happen if something were to be of safety hazard around the airport. That's our major objective. That's the motion we have now and then it goes on from here to the environmental people, and everybody else that get involved.

Chairman Goodsell, Can you state your name please?

Anthony May, Anthony May, property owner, one of those little steamy wells on my property. My big question was these geothermal plants, are they against more water going into Salton Sea? Is it going to affect geothermal plants if water is brought in? I know its something totally different but you might know that. A friend of mine told me that the geothermals don't want water because it'll affect their existing buildings and what they're doing already.

Commissioner Logue, Could you maybe take that offline and after the meeting possibly?

Anthony May, I thought maybe they'd just say yes or no.

Commissioner Logue, My suggestion would be for the property owners who have questions get with them after the meeting and talk about your property issues, environmental and all those other things. This is just the beginning of quite a few steps before they can do anything there. Like I said, all we're concerned about airplanes, people around the airport, and that kind of stuff. So maybe it would be better if you talk to them offline. I'm sure they'll stick around for you and they'll even probably let you know when the rest of the hearings are. You can come too to voice your opinion when it actually has some impact on decisions.

Chairman Goodsell, We're not trying to dismiss your concerns it's just they can't be addressed here. They have a few more hurdles to clear.

Richard Snow, I have one more question if I may. Is there any way this activity could compromise the existence of that airport in the final analysis?

Commissioner Logue, Not that I know of. That's why we're here to protect the airport.

Richard Snow, I appreciate that. I love that airport. It would be a tragedy to lose it, that's the reason for my question. Worst case scenario, is it still going to be there 20 years from now?

Chairman Goodsell, More than likely.

Commissioner Haugh, That's our intention.

Richard Snow, They did say at the last meeting. They did imply that. You guys were here I think.

Commissioner Logue, No.

Chairman Goodsell, This is the first time this has been presented.

Commissioner Logue, Not this commission.

Richard Snow, That's right there was a fire guy and they did say yes, could lose it.

Chairman Goodsell, Well we have a motion.

Commissioner Haugh, And a second.

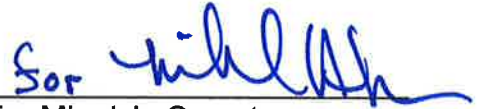
Chairman Goodsell, and a second so roll call here.

Roll Call: Goodsell (yes) Carver (yes) Haugh (yes) Logue (yes)

Chairman Goodsell, Motion passes and it'll move on to another committee. Yes sir, is there something you'd like to say?

Marvin Matsuda, Hi im Marvin Matsuda with NAF El Centro. I was mentioned in this packet not by my own choice. I'd just like to correct for the record and also, not be hindrance to this project moving forward, I got an unsolicited call and email from ORMAT. They wanted to set up a meeting and I thought that was not a good idea because we want to do it in public. So I stated that and I'd like to state that for the record. I also emailed them and told them this was the proper venue for it and that we would look into all the material presented by ORMAT. We did and it checked out. Thank you.

Chairman Goodsell, We don't have any other non-action items so with that, we will be adjourned.



Jim Minnick, Secretary
Airport Land Use Commission