

Appendix AA

HELICOPTER SAFETY PLAN

HELICOPTER USE PLAN

Easley Renewable Energy Project

Prepared for



IP Easley, LLC

a subsidiary of Intersect Power, LLC

Submitted by



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1. PROJECT DESCRIPTION

Helicopters will be used for wire stringing activities and bird diverter installation for the 6.7-mile 500 kilovolt (kV) generation-tie (gen-tie) line that would mainly traverse across the adjacent Oberon Renewable Energy Project site and connect into the Oberon substation (owned by Intersect Power) (see Figure 2, Project Area, in POD Appendix A). Helicopter activities are proposed over a temporary period within the proposed 2-year construction of the Project. The precise months and timeframe for helicopter use will be determined and provided to/approved by the BLM and other agencies, as needed, during pre-construction compliance. The Helicopter Landing Zone (HLZ) would be located within the disturbed project footprint. A water truck will be onsite to water the HLZ prior to helicopter activities to prevent fugitive dust from rotor wash. While the helicopter may land within approved disturbance areas on the gen-tie ROW to pick up equipment, materials, or personnel, helicopter refueling will only be conducted within the HLZ from a construction vehicle equipped as a fuel truck. Refueling may also occur at the Desert Center Airport or other regional airport with the necessary support facilities, where the helicopter will be hangered overnight, before and/or after each day the helicopter is utilized.

No helicopter operations will occur within the gen-tie ROW without an avian biologist present.

The Applicant will contract with an outside contractor (Applicant's Helicopter Contractor) for helicopter operations who will abide by all requirements in the Helicopter Use Plan. All aircraft, pilots, linemen, and mechanics will be in full compliance with applicable FAA requirements and standards. The Helicopter crew will comprise of a qualified Helicopter Pilot and mechanic and lineman required for project activities. All Lineman will be experienced Journeyman Lineman performing tasks from the Helicopter from the helicopter skid. The Applicant's Helicopter Contractor will utilize a helicopter capable of performing light lift and other construction support operations. The flight crew will utilize VHF radios to communicate with the Desert Center Airport common traffic frequency as well as ground crews within the project and Helicopter Landing Zones. All helicopters would be equipped with GPS tracking units to track helicopter flight paths.

No helicopter use is proposed during routine operations although helicopters may be used for emergency maintenance or repair activities.

2. SCOPE OF WORK

Helicopter-related project activities for the construction of the gen-tie line will include wire stringing activities: hanging travelers, pulling conductor and OPGW wire, transporting materials, dead-end activities, and bird diverter installation, working up to 6 days per week. The helicopter will be staged overnight at the nearby Desert Center Airport or another regional airport with the necessary facilities (see Figure 2 in POD Appendix A). All flight paths from the overnight staging area to the ROW will be over open desert areas to the designated Helicopter Landing Zone (HLZ). While the helicopter may land within approved disturbance areas on the gen-tie ROW to pick up equipment, materials, or personnel, helicopter refueling will only be conducted within the HLZ from a construction vehicle equipped as a fuel truck and in compliance with all applicable laws and regulations and in accordance with the Project Stormwater Pollution Prevention Plan and BMPs described in the Project EIR and EA for Hazards and Hazardous Materials and Hydrology and Water Quality. The Project will have an Emergency Action Team on-site to lead hazardous material or spill release response procedures as outlined in the Release Reporting Guidelines published by the Riverside County Department of Environmental Health, Hazardous Materials Management Branch. Refueling will also occur at the Desert Center Airport before and/or after each day the helicopter is utilized. Dust control measures will be utilized in accordance with the Project Dust Control Plan during

helicopter operations. All Helicopter activities will occur within the typical construction hours Monday through Friday 7:00am to 6:00pm, and Saturdays as necessary.

The Applicant's Helicopter Contractor will abide by all requirements in this Helicopter Use Plan. All aircraft, pilots, linemen, and mechanics will be in full compliance with applicable FAA requirements and standards, including navigation around existing power lines. The Helicopter crew will comprise of a qualified Helicopter Pilot and mechanic and lineman required for project activities. All Lineman will be experienced Journeyman Lineman performing tasks from the Helicopter via Human External Cargo (H.E.C) and/or from the helicopter skid.

A copy of the final Helicopter Use Plan will be provided to the Bureau of Land Management (BLM) and Riverside County.

2.1. Helicopter Landing Zones

The Helicopter Landing Zone (HLZ) would be located within the approved Project footprint. In addition, helicopters may land within the approved ROW wire sites and other approved disturbance areas. Temporary use and staging of materials and equipment related to helicopter activities outside of approved disturbance areas will be strictly prohibited without prior approval from BLM and Riverside County.

Dust control measures to prevent fugitive dust from rotor wash at helicopter activity sites will be implemented. A water truck will be onsite and water the HLZ prior to helicopter activities and as needed. Helicopter flight paths will be at a sufficient elevation above ground to eliminate dust emissions from rotor wash when travelling between the HLZ, work sites, and Desert Center Airport. Helicopter refueling will be conducted within the HLZ from a construction vehicle equipped with Department of Transportation-approved fuel tanks, as well at Desert Center Airport. This truck will be relocated off the Project at the end of each day.

The Helicopter Landing Zone will be swept daily for biological resources by onsite biological monitors and in compliance with all Project mitigation measures. In addition, a full-time avian monitor will be onsite to specifically monitor helicopter activities. All sensitive resource areas will be appropriately marked, and all personnel will be made aware of any biological or culturally sensitive areas to avoid.

2.2. Congested Area Plan

A Congested Area Plan (CAP) is required by the FAA if helicopter operations are taking place in any congested area accessible by the public. The Project is located outside of any congested area, so therefore, no CAPs are required. Flight crews will comply with all 14 CFR Part 91 and Part 133 FAA regulations.

2.3. Flight Paths

All flight paths from the overnight staging area to the ROW will be over open desert areas and completed in the most direct manner without overflying any residence within the Desert Center, California area. Flight paths will be at the pilot's discretion to either the east or west of Desert Center and at an elevation that will eliminate dust emissions from rotor wash.

2.4. Traffic Control Plan

Traffic control will be used with proper notifications to local, state, and federal officials to ensure the safety of general public for any helicopter operations planned over or near commonly used roadways.

Approved traffic control plans and associated permits will be made available to BLM and Riverside County prior to implementation.

2.5. Flight Notifications

Prior to helicopter operations, email notifications will be sent to dispatch centers to detail Project helicopter activities should airspace need to be cleared for emergency situations. These notifications will be sent at least one day (24 hours) prior to planned activities and will include the type of craft used, where the helicopter will be operating, and the timeframe within which operations will be performed. Notifications will be sent to the dispatch center and unit aviation managers at the following addresses:

- sm.fs.ficc@usda.gov
- strueman@blm.gov
- rucha@blm.gov