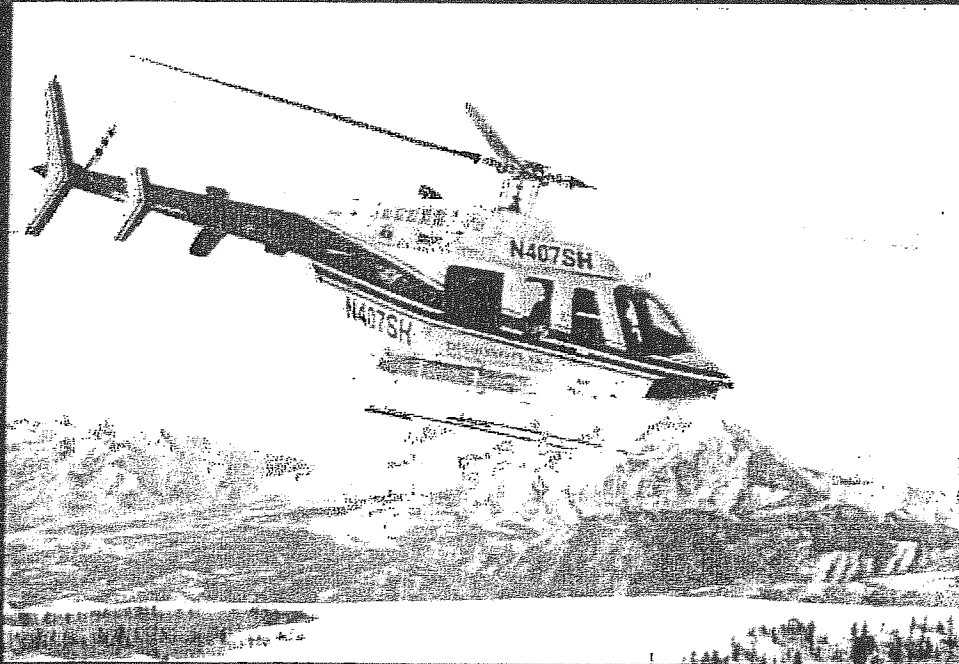


Exhibit D

DIAMOND PEAKS
HELI-SKI ADVENTURES



HELIBASE - HELIPORT
OPERATIONS STANDARDS

CLASSIC HELICOPTERS LIMITED, L.C.
HELIBASE – HELIPORT OPERATIONS STANDARDS

1. Introduction:

The proper selection and construction of landing areas is essential to both the safety and efficiency of helicopter operations. Landing areas that are poorly located or constructed may contribute to or be the cause of an accident. At a minimum, inadequate areas heighten risk, increase pilot workload, and result in inefficient operations.

The purpose of this document is to establish the requirements and specifications for heli-bases, heli-ports and heli-spots that are intended to be used frequently.

2. Planning:

The selection of an area or areas on which to land the helicopter(s) is an important factor in the planning activity. When possible the pilot(s) should have input. The following general requirements should always be considered:

- The types of activity and volume of traffic will affect selection.
- The site should lend itself to economic and environmentally sensitive development to the size which will accommodate the type of helicopters and volume of traffic expected.
- Site planning and construction shall be in accordance with local, state and federal regulations.

3. Site Ownership and Approval:

Assure that the land under consideration, whether a meadow, field, airport, or airstrip, is owned by an individual or entity that supports the operation being conducted.

- Private Ownership: If the land is owned by an individual or corporation, contact must be established prior to landing in order to request permission.
- Public Ownership: If the land is owned by a federal, state, or local land management agency, permission must be granted by that agency, prior to use of that property for helicopter operations.
- Use of Private Airports and Airstrips: The use of such facilities requires the permission of the owner(s), Airport Manager or responsible agency, such as the Federal Aviation Administration.

4. Landings at Unimproved Sites:

The Pilot in Command is responsible for making the decision to utilize unimproved landing sites. Prior to landing for the first time at an unimproved site, the pilot shall make a high-level reconnaissance of the area to determine suitability of the area, the location of any aerial hazards in the approach or departure corridors, the location of

emergency landing areas and escape routes, wind conditions, ground slope and stability, rotor clearances, ground hazards and size of landing zone.

5. Specifications for Landing Zones:

- Fuselage Clearance: Ensure that the Touch Down Zone (TDZ) is free of brush or other obstructions and large enough to accommodate both skids. There must be adequate clearance under the fuselage to clear antennas, cargo hook, or externally supported accessories.
- TDZs must be as level as possible and firm enough to support the type of helicopter being used. For most helicopters a 5 – 8 degree lateral slope is the maximum allowable slope limit.
- The Landing Zone (LZ) must be able to safely accommodate the aircraft being used. The typical formula used for determining the size of the LZ is to take the overall length of the aircraft and multiply it by 2.

6. Approach and Departure Path:

Ideally, site selection should provide for approaches and departures in several directions. If the site is not located on a ridge top, an approach-departure path aligned with the prevailing wind would be preferred. If possible, avoid one-way Landing Zones, although these landing sites are not inherently unsafe, provided correct pilot techniques are utilized.

- Wind Direction: Always attempt to locate landing areas so that take-offs and landings may be made into the prevailing winds.
- Almost Vertical (Max. Performance) Take-Offs and Approaches: Maximum performance take offs are not inherently unsafe, but should be avoided if possible, especially on an extended-use basis. Most small helicopters must be at approximately 400 feet above ground level at zero forward airspeed to execute a safe autorotation in the event of engine failure.
- Minimum Width: An adequate minimum width for an approach-departure path is the diameter of the Landing Zone. Safety is increased if the path can be wider.
- Approach: The approach should be free of obstructions which would prevent a normal approach profile. However, due to terrain features and other obstacles in the approach path, if the only option is a steep approach, the pilot shall adjust his/her payload and fuel loading accordingly to be able to descend with adequate power so that a go-around could be accomplished.
- Departure: There should be enough level running space to permit normal acceleration from hover to translational lift and initial climb. If environmental considerations restrict this from being accomplished, a maximum performance take off will be required. The pilot shall adjust his/her payload and fuel loading accordingly, so that there is adequate power reserve when leaving ground effect.

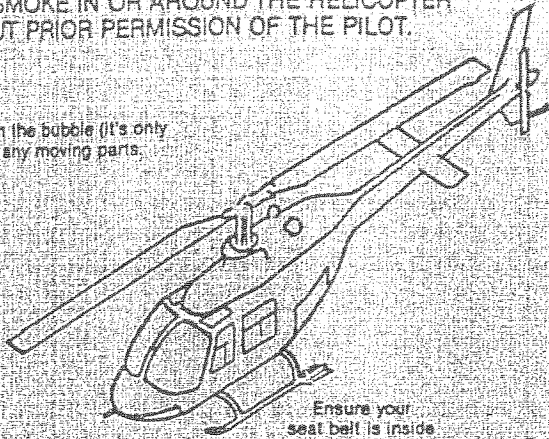
7. Public Safety:

It is of utmost importance to ensure that bystanders or others who happen to come upon the landing site be kept from harm and danger, as a result of helicopter operations. The pilot in command will ensure that all available precautions are taken and that the area will be secured with cones, caution tape, vehicles that block access, etc... It is understood that not all these tools may be available at all sites, but it is the intent to utilize all available resources.

BE ALERT AND LIVE AROUND THE HELICOPTER

DON'T SMOKE IN OR AROUND THE HELICOPTER WITHOUT PRIOR PERMISSION OF THE PILOT.

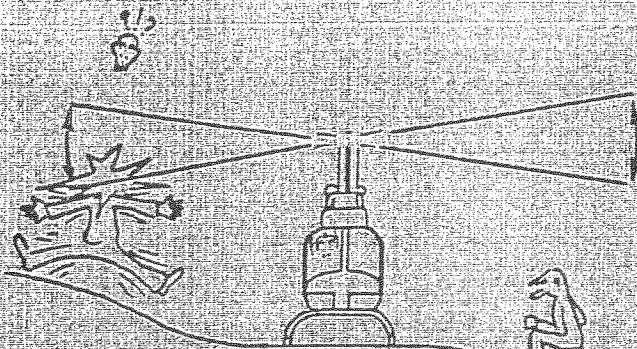
Don't touch the bubble (it's only plastic), or any moving parts.



Ensure your seat belt is inside before closing the door.

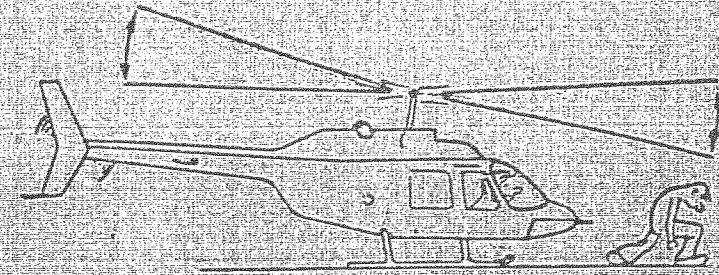
PROTECT YOURSELF

1. FASTEN SEATBELT on entering helicopter and leave it done up until the pilot signals to get out.
2. ASK THE PILOT about emergency exits and escape procedures.
3. DRESS for the operating environment.
4. KEEP WELL CLEAR of landing areas when the helicopter is landing or taking off, especially with external loads.
5. SHIELD YOUR EYES near a helicopter when it is landing or taking off.



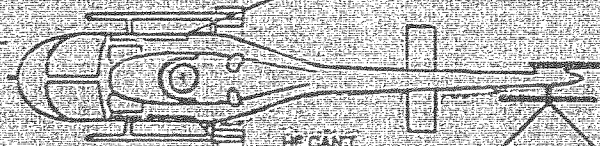
NEVER APPROACH OR LEAVE UPHILL
(Rotor blades are expensive)

ALWAYS
Approach from the downhill side



Approach and leave the helicopter in a crouched manner.

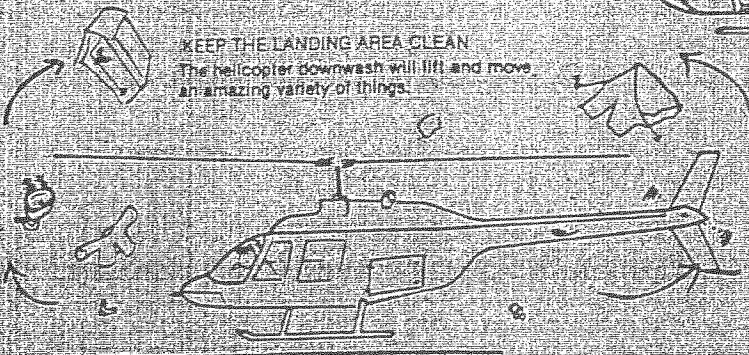
When directing the helicopter, stand with your back to the wind, arms outstretched in the direction of the pad.



HE CAN'T SEE YOU HERE EITHER

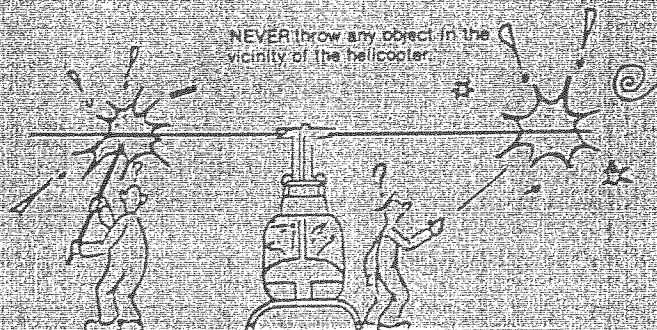
ALWAYS
AVOID THIS BLIND AREA.
THE PILOT CAN'T SEE YOU.

KEEP THE LANDING AREA CLEAN
The helicopter downwash will lift and move an amazing variety of things.



DON'T EVEN GET CLOSE TO THE TAIL ROTOR
(It bites hard)

NEVER throw any object in the vicinity of the helicopter.



DON'T SLAM THE DOORS but close them gently and don't let them swing in the wind.

Carry tools and other long objects horizontally below waist level, not upright or over the shoulder.

Hold on to your hat. Don't make campfires near the pad.
— she makes great winds.