

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.

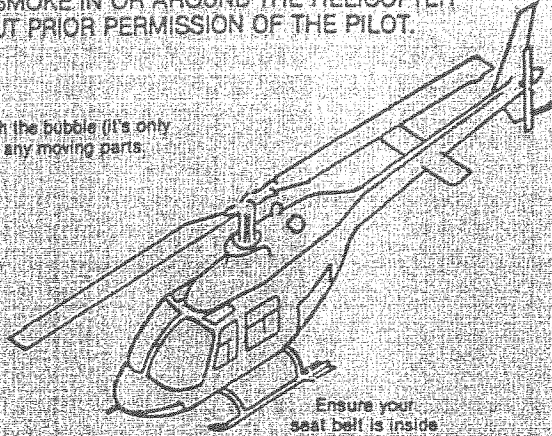
# BE ALERT AND LIVE

## AROUND THE HELICOPTER

# LIVE

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

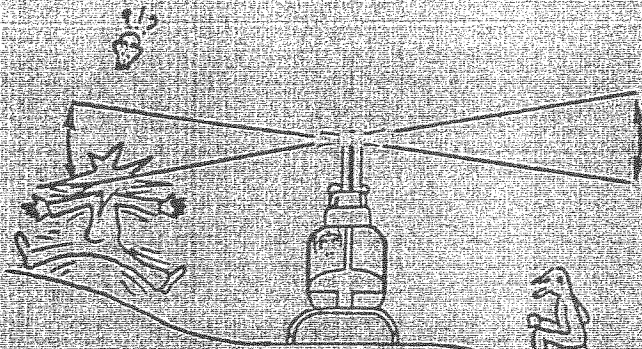
Don't touch the bubble (it's only plastic), or any moving parts.



Ensure your seat belt is inside before closing the door.

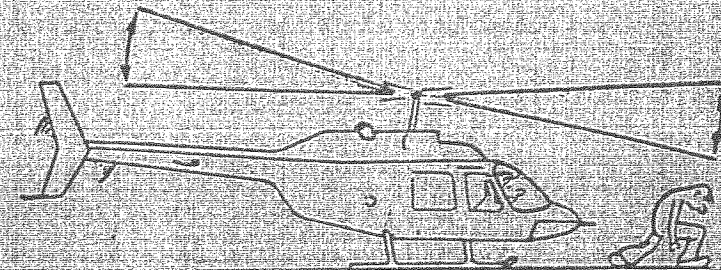
### PROTECT YOURSELF

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.



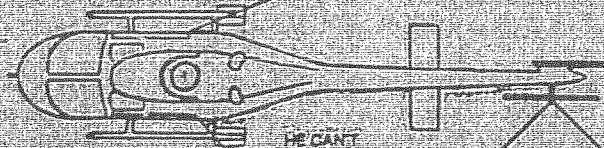
**NEVER APPROACH OR LEAVE UPHILL**  
(Rotor blades are expensive)

**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.

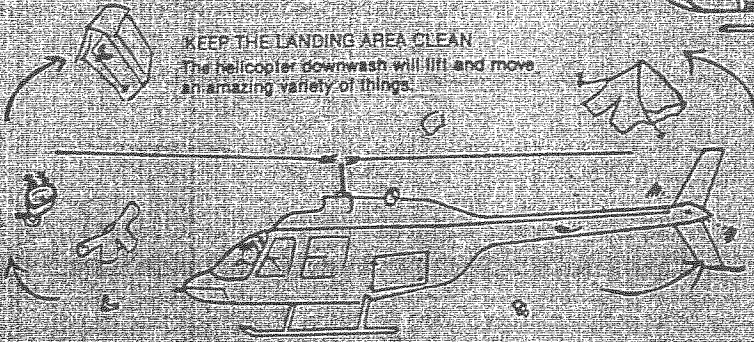


**ALWAYS**  
AVOID THIS BLIND AREA. THE PILOT CAN'T SEE YOU

HE CAN'T SEE YOU HERE EITHER

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

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



**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.

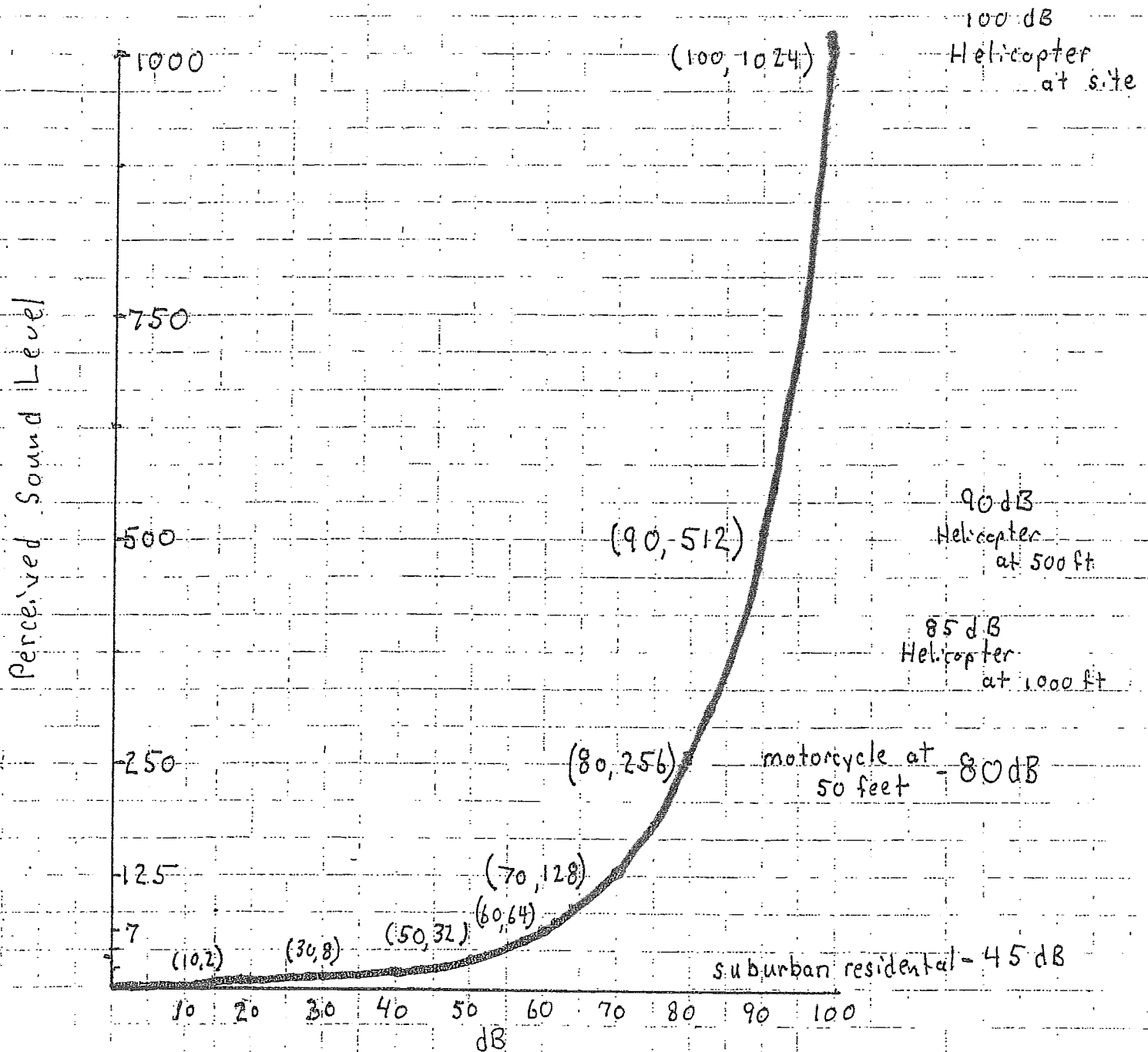
Hold on to your hat. Don't make campfires near the pad. — she makes great winds.

# Exhibit E

## Sources and Their Effects

Noise Source	Decibel Level	comment
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).	100	8 times as loud as 70 dB. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 h exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.
Conversation in restaurant, office, background music, Air conditioning unit at 100 ft	60	Half as loud as 70 dB. Fairly quiet
Quiet suburb, conversation at home. Large electrical transformers at 100 ft	50	One-fourth as loud as 70 dB.
Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area	30	One-sixteenth as loud as 70 dB. Very Quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible

[modified from <http://www.wenet.net/~hpb/dblevels.html>] on 2/2000. SOURCES: Temple University Department of Civil/Environmental Engineering ([www.temple.edu/departments/CETP/environ10.html](http://www.temple.edu/departments/CETP/environ10.html)), and *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise (August 1992). Source of the information is attributed to *Outdoor Noise and the Metropolitan Environment*, M.C. Branch et al., Department of City Planning, City of Los Angeles, 1970.



The perception of sound doubles for every 10 dB increase.

A 70 dB intensity level sounds TWICE as loud as a 60 dB sound.

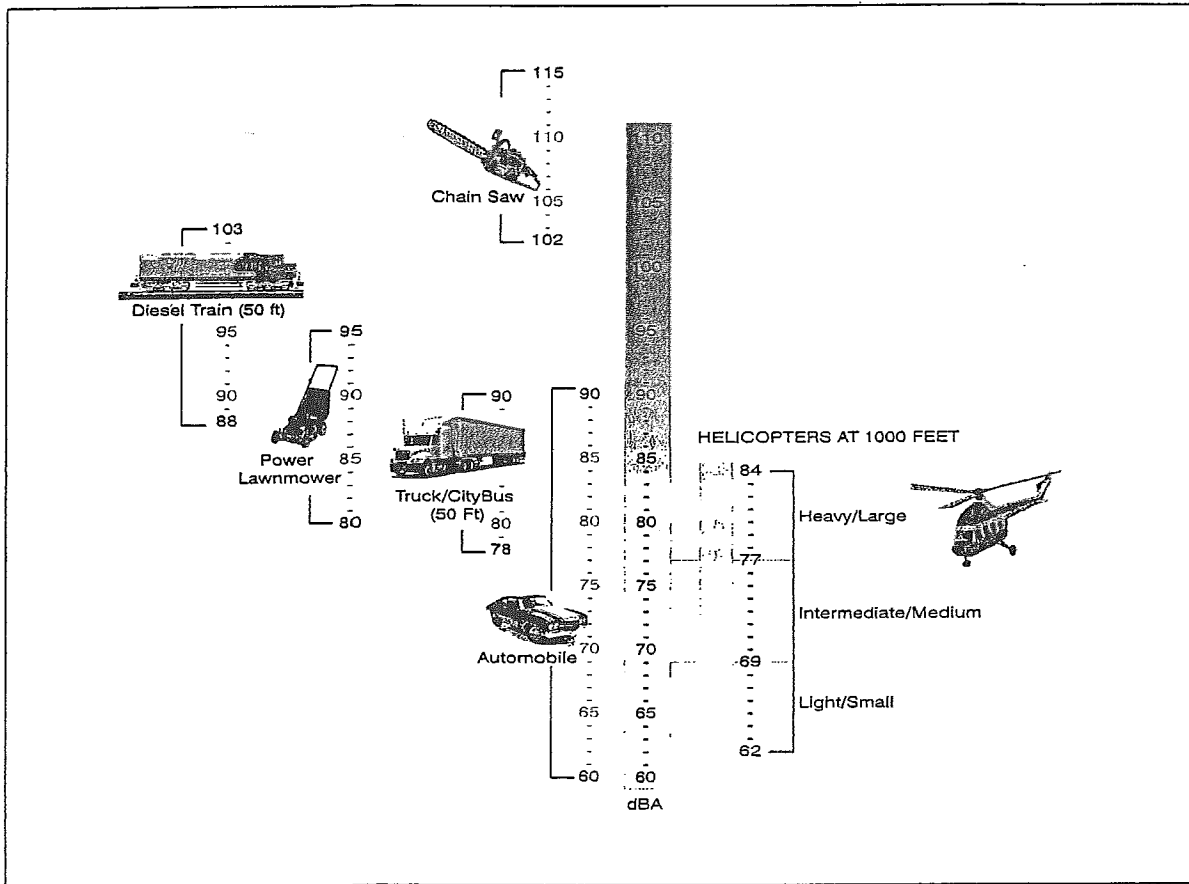
And an 80 dB sound is again TWICE as loud as 70 dB,

90 dB sounds TWICE as loud as an 80 dB

$$\beta = (10 \text{ dB}) \log \left( \frac{I}{I_0} \right)$$

Figure A2 provides some basis for comparing helicopter sound levels to other familiar sounds. Comparisons are made at representative distances from each sound source.

**Figure A2**  
Comparison of Sounds



The sound level is, however, only one of the aspects to be considered since the character of the sound - or the impulsive character of the sound - can be equally important. Fortunately, the impulsive character of the sound, as well as the actual level, can be controlled by using noise abatement procedures.





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## Sound Level Decibel Loudness Comparison Chart

Environmental Noise	
Weakest sound heard	0dB
Whisper Quiet Library	30dB
Normal conversation. (3-5')	60-70dB
Telephone dial tone	80dB
City Traffic (inside car)	85dB
Train whistle at 500', Truck Traffic	90dB
Subway train at 200'	95dB
<i>Level at which sustained exposure may result in hearing loss</i>	<i>90 - 95dB</i>
Power mower at 3'	107dB
Snowmobile, Motorcycle	100dB
Power saw at 3'	110dB
Sandblasting, Loud Rock Concert	115dB
<i>Pain begins</i>	<i>125dB</i>
Pneumatic riveter at 4'	125dB
<i>Even short term exposure can cause permanent damage - Loudest recommended exposure WITH hearing protection</i>	<i>140dB</i>
Jet engine at 100', Gun Blast	140dB
Death of hearing tissue	180dB
Loudest sound possible	194dB
OSHA Daily Permissible Noise Level Exposure	
Hours per day	Sound level
8	90dB
6	92dB
4	95dB
3	97dB
2	100dB
1.5	102dB
1	105dB
.5	110dB
.25 or less	115dB

**Perceptions of Increases in Decibel Level**

Imperceptible Change	1dB
Barely Perceptible Change	3dB
Clearly Noticeable Change	5dB
About Twice as Loud	10dB
About Four Times as Loud	20dB

**Sound Levels of Music**

Normal piano practice	60 -70dB
Fortissimo Singer, 3'	70dB
Chamber music, small auditorium	75 - 85dB
Piano Fortissimo	84 - 103dB
Violin	82 - 92dB
Cello	85 -111dB
Oboe	95-112dB
Flute	92 -103dB
Piccolo	90 -106dB
Clarinet	85 - 114dB
French horn	90 - 106dB
Trombone	85 - 114dB
Tympani & bass drum	106dB
Walkman on 5/10	94dB
Symphonic music peak	120 - 137dB
Amplifier rock, 4-6'	120dB
Rock music peak	150dB

**NOTES:**

- One-third of the total power of a 75-piece orchestra comes from the bass drum.
- High frequency sounds of 2-4,000 Hz are the most damaging. The uppermost octave of the piccolo is 2,048-4,096 Hz.
- Aging causes gradual hearing loss, mostly in the high frequencies.
- Speech reception is not seriously impaired until there is about 30 dB loss; by that time severe damage may have occurred.
- Hypertension and various psychological difficulties can be related to noise exposure.
- The incidence of hearing loss in classical musicians has been estimated at 4-43%, in rock musicians 13-30%.

Statistics for the Decibel (Loudness) Comparison Chart were taken from a study by Marshall Chasin , M.Sc., Aud(C), FAAA, Centre for Human Performance & Health, Ontario, Canada. There were some conflicting readings and, in many cases, authors did not specify at what distance the readings were taken or what the musician was actually playing. In general, when there were several readings, the higher one was chosen.

## Sound pressure level depending on the distance for point-shaped sound sources

Enter the three gray boxes and you get the amount of attenuation, you can expect with a change in sound source distance, in a free field.

Reference distance $r_1$ from sound source 100 m or ft	Sound level $L_1$ at reference distance $r_1$ 100 dB SPL	The $1/r$ law. There really is no square and no power! Sound pressure.
Another distance $r_2$ from sound source 3500 m or ft	Sound level $L_2$ at another distance $r_2$ 69.12 dB SPL	Sound level difference $\Delta L = L_2 - L_1$ -30.88 dB
<input type="button" value="calculate"/>		<input type="button" value="reset"/>

$$L_2 = L_1 - 20 \cdot \lg \left( \frac{r_2}{r_1} \right)$$

Given sound levels and calculation of the distance:  $r_2 = r_1 \cdot 10^{\left(\frac{L_1 - L_2}{20}\right)}$

The sound level depends on the distance between the sound source and the place of measurement, possibly one ear of a subject.

The sound pressure level  $L_p$  in dB without the given distance  $r$  to the sound source is really useless. Unfortunately this error (unknown distance) is quite often.

Exhibit F

**Wilkinson, Sean**

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**From:** Lewis.C.Olson@faa.gov  
**Sent:** Tuesday, March 16, 2010 1:26 PM  
**To:** Wilkinson, Sean; mnickl@classicaviation.net  
**Cc:** William.J.Hughes@faa.gov  
**Subject:** Heli-ski operations

As we discussed today via phone, it is my opinion, as an FAA Aviation Safety Inspector in the SLC Flight Standards District Office, the seasonal heli-ski operations conducted in your area are not subject to FAR 157. The primary reason is, nothing is being constructed or deactivated. It has been described to me that the staging area is to and from an existing parking lot and the operator has the permission of the owner to use that land for the purpose of transporting heli-ski personnel to and from that area on a seasonal basis.

I hope this resolves any issues you were concerned about.

Regards,

Lewis C. Olson

Aviation Safety Inspector

Salt Lake City - Flight Standards District Office 1020 North Flyer Way Salt Lake City, UT 84116

PH: (801) 257-5053

FAX: (801) 257-5066

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## Electronic Code of Federal Regulations

e-CFR<sup>TM</sup>

e-CFR Data is current as of January 11, 2012

### Title 14: Aeronautics and Space

#### PART 157—NOTICE OF CONSTRUCTION, ALTERATION, ACTIVATION, AND DEACTIVATION OF AIRPORTS

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##### § 157.1 Applicability.

This part applies to persons proposing to construct, alter, activate, or deactivate a civil or joint-use (civil/military) airport or to alter the status or use of such an airport. Requirements for persons to notify the Administrator concerning certain airport activities are prescribed in this part. This part does not apply to projects involving:

(a) An airport subject to conditions of a Federal agreement that requires an approved current airport layout plan to be on file with the Federal Aviation Administration; or

(b) An airport at which flight operations will be conducted under visual flight rules (VFR) and which is used or intended to be used for a period of less than 30 consecutive days with no more than 10 operations per day.

(c) The intermittent use of a site that is not an established airport, which is used or intended to be used for less than one year and at which flight operations will be conducted only under VFR. For the purposes of this part, *intermittent use of a site* means:

(1) The site is used or is intended to be used for no more than 3 days in any one week; and

(2) No more than 10 operations will be conducted in any one day at that site.

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[Section 508 / Accessibility](#)

Exhibit G

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## Engineering

**Project:** Heliport Landing Zone – Timothy Charlwood  
**User:** Michael Tuttle  
**Department:** Weber County Engineering Division  
**Created:** 2012-01-17 09:22:08  
**Modified:** 2012-01-17 09:27:48  
**Approved:** Yes

### Notes

I have had a chance to review the plan(s) and have the following comment(s):

1. The applicant may want to consult with the DWR to minimize impact on the wildlife. Their land is used for Winter Habitat, and they may not like the additional impact on the wildlife.
2. Any structures built will need to meet the requirements of the Weber County Building Official.
3. A Storm Water Construction Activity Permit is required for any construction that:
  1. disturbs more than 5000 square feet of land surface area, or
  2. consist of the excavation and/or fill of more than 200cubic yards of material, or
  3. requires a building permit for which excavation or fill is a part of the construction, and less than five acres shall apply for a county permit.

I have tried to address all items of concern from the Engineering Department. However, this review does not forego other items of concern that may come to this department's attention during additional reviews or during construction of improvements. If you have any comments or questions concerning this review, feel free to contact me.

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## Weber Fire District Review

**Project:** Heliport Landing Zone - Timothy Charwood  
**User:** Ted Black  
**Department:** Weber Fire District  
**Submitted by:** Sean Wilkinson  
**Created:** 2012-01-26 14:54:40  
**Modified:** 2012-01-26 14:54:40  
**Approved:** Yes

### Notes

After discussion with the Planning Division it is my understanding that the re-fueling operation has been removed from the heliport application. Therefore, there are no exceptions with the application and it stands approved. No site visit is required due to the refueling operation being removed.

(This review was entered by Sean Wilkinson of the Planning Division at the request of Ted Black after a discussion on Thursday January 26, 2011 at 2:30 PM. Ted is out of town and does not currently have access to the Miradi System).

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# Exhibit H

Wilkinson, Sean

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**From:** Tim Charwood [timcharwood@gmail.com]  
**Sent:** Thursday, January 26, 2012 8:35 AM  
**To:** Wilkinson, Sean  
**Subject:** Heli zone

Sean,

I am good for Saturday morning 10.00a.m. at the Sanctuary. Do give me a call when you have a moment.

I am somewhat confused by a number of issues and maybe you can give guidance.

As we have learnt Helicopters are governed by the FAA, they give permission to fly over dense residential towns, land on buildings including Hospitals right here in Ogden and Salt Lake City. They do this every day. They give guidance rules for operations on private property with limitation to the number of flights. Heli skiing is granted on private property and they operate on National Forest lands with full consent, Cottonwoods is one example and does have huge habitat of wildlife and for years has not been seen as a problem by the DWR.

Hel skiing has been going on for over 25 years on private land with approval of the FAA and no ordinance restricts this, indeed it encourages it. My land is no different and is considered under the zoning as good for recreational use including various forms of skiing and would appear to not require any permit for a helicopter to land and take off to assist in that recreation. Indeed it seems a Helicopter or Hot Air Balloon is free to land and take off with owners consent, there is no ordinance to restrict this. I am not wishing to operate as a business or on a commercial basis simply as a private recreation. Under the guidelines of a landing zone the FAA apply restrictions to any one specific landing zone with limitations of operations, I assume for safety reasons.

What noise level is regarded as acceptable, it appears no level has been suggested and no means of controlling such noise levels, no time limit has been applied to any noise level that is acceptable. The past meetings suggested cutting grass for three hours right up to the

property boundary done every week is annoying but has been accepted.

Very noisy trucks driving up the Canyon to home owners property is accepted. 4 wheeler ATV's roaring up and down the roads is acceptable, motor bikes are part of life. Grass cutting, snow blowers all make a high level of noise and goes on, snowmobiles operate on the hills and trails overlooking Greenhills. It has been clear a number of Greenhill's residents do not like or approve of the ATV/motor bike.snowmobile activity but accept it as part of the community life.

It has been described at the last meeting a helicopter 2/3rd of a mile away in line of sight would generate the sound of a Harley Davidson motor bike. The commission response was not to ban Harley Davidson motor bikes but to mention they had no problem with that level of noise. There are far nosier machines/vehicles operating in the Greenhills area. Large trucks are driven up there and stored including heavy equipment, snow plows drive hard to clear snow, much more noise than a Harley.

I am as concerned as anyone not to spoil the environment and any ruling on noise needs to be seen in the context of the every day noise levels. There is no suggestion to ban all machines and there is nothing in place to decide unacceptable noise levels.

It would appear I am entitled to land and take of at random sites on my land for private recreational use and need no permit. I have made an application for limited seasonal use at one site as far away as possible for recreational use, we do not need to get confused with a



re fuelling site which should remove any concerns with the agencies.  
The ordinance talked of a property set back of 200 feet to take into account noise impact, is this the level to judge by.

One member of Greenhills living at the top of Kelly Canyon has confirmed he cannot see the take off site even if the helicopter was 2/300 hundred feet airborne. He was unaware we were flying up there recently for 20 minutes right over the landing zone. he is utterly embarrassed by the vandalism and trespassing undertaken by Greenhill's members and has asked that I prosecute them in the strongest terms and offered his help and support.

When doing sound tests comparisons need to be made with snow plow truck, locals big pick ups, ATV.s and possible a snowmobile and a clearly defined unacceptable sound level. Iphones have an app that can measure noise if it helps.

Tim

## Wilkinson, Sean

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**From:** Tim Charlwood [timcharlwood@gmail.com]  
**Sent:** Wednesday, January 25, 2012 9:10 AM  
**To:** Wilkinson, Sean  
**Subject:** Heli permit meeting

Sean,

Thank you for your support and presentation, I am understanding the commission want to see and understand more detail and reports. I am trying to focus on the ordinance and to make clear I believe I have complied in full.

My understanding is we will have reports from the Health Dept., Fire Dept in a day or so which I feel we can fully comply with. A site inspection by all members of the commission will be undertaken, can we arrange a day say Friday 3rd February, or Saturday 4th February or Monday 6th February, I have no problem with Sunday if preferred.

It was suggested the commission want to arrange for a Helicopter to fly in and out following our suggested flight path and for commissioners with Greenhills HOA present. Maybe it can be explained how and when this is to be done.

I am not operating a business of any kind, I am inviting people to my land, the land stands in F40 zone with recreational use. At the time the ordinance was passed comments were made that made clear it was intended Heli Skiing was to be promoted providing it met with the ordinance law. My use is seen as a taxi stop or pick up point, no income, no agreements with any operator simply by my invitation within the rules. I am keen on helping some disabled skiers to ski, I gave up much of my time helping these organizations in the past and enjoyed some of the best ski experiences of my life. My land adjoins the back country ski grounds making this a practical option.

It is clear the access issue is outside of any consideration, I reiterate the agreement is clear in providing free access for F40 use and construction of up to 13 homes, road contributions are a part of the agreement.

Dust is not an issue.

Mitigation of noise has been dealt with in the strongest of terms.

The landing site is set back 2/3rd of a mile from the Greenhills roads, it is elevated 600 feet above them. There is a ledge extending from the landing site at the same elevation of 6,300 feet for 1/3rd of a mile. Greenhills is hundreds of feet below this a further 1/3rd of a mile totally out of sight. There is no way the site can be seen from any homes even at 100 foot elevation. Sounds travel in line of site, the extended ledge set back so far more than offsets any noise concerns. When the ordinance was agreed discussion centered around a set back to mitigate noise which was set at 200 feet. I am 600 feet higher and set back another 3,300 feet. Noise levels have been accepted as a guide by the commission comparing a Helicopter to other noise creators. It was suggested a helicopter in the line of site at 3,300 would equate to a Harley bike, not very scientific but clearly a guide. We are not only 3,300 feet away but out line of sight with considerably less noise. Greenhills is full of big Pick Up trucks, some with straight through exhausts, many home operate noisy ATVs and motor bikes on the roads, snowmobiles are operated on the land overlooking Greenhills, all of these are substantially noisier than a Harley and they operate all day every day. The helicopter (call it a Harley) passes by in less than 3 minutes with the landing and take off out of site, if any vehicle, ATV or snowmobile is operating in Greenhills the Helicopter would operate unheard or seen. I believe I have mitigated the noise effect fully. The ordinance does not give

specific acceptable noise limits but as it has been confirmed I would not create any more noise than a bike on the road it is hard to argue I have not fully mitigated the issue.

Impact on wildlife applied to my land has been discussed at length with the same heli ski pilots that fly over these lands to inspect and count all the wildlife for the DWR the much preferred way to operate with studies showing minimal response from livestock. They do this regularly and the pilots report no reaction, in the pilots words they do not even flinch. They have to fly low to inspect them particularly after storms. Rock Mountain Power fly very low often weekly alongside my land inspecting the power lines. What does cause concern to wildlife is the irresponsible behavior of Greenhills in running very loud snowmobiles and ATV's up on my land not to mention the damage to trails and their re fueling on my land I have worked hard to protect and preserve the environment and enjoy the rights to use my land for recreational purposes. Above ground is controlled by the FAA and not a consideration for the county. The proposed flight path in and out extends over my land for about 1.2 miles at which point they would be flying above 9,500 feet.

Heli skiing involves 3 skiers and a guide at any one time, car pooling is encouraged and so we are talking of 5 pick ups maximum in a day often fewer. Average flights in the past have been 2 flights a week, not all will want to come to my land. We are talking minimal traffic at the busiest of times maybe 6 cars over a period of time.

Pollution does not apply in any way from a landing zone, they operate daily in sensitive areas and are fully controlled by authorities.

I am more aware than anyone of the environment and the balance of enjoying recreational use which I am entitled to on my land which I would like to include the ability to heli ski with my chosen invitees. I am also always keen to work with the HOA, the board have respected my privacy and I have worked in creating trails for mutual use in the past.

Perhaps you can give me a call with where we go from here.

Many thanks

Tim

## Wilkinson, Sean

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**From:** Tim Charlwood [timcharlwood@gmail.com]  
**Sent:** Friday, January 27, 2012 10:38 AM  
**To:** Wilkinson, Sean  
**Subject:** Re: Wildlife Counting with Helicopters

Sean,

The helicopter used by UHP is identical to the Classic Helicopter and indeed is fully maintained by Classic. The pilot flying for DWR confirms they fly right down to 8 feet above the livestock which does not move at all, they need to identify the male/females, the young and check they are in good shape. It cannot possibly be argued flying over my land does any harm whatsoever. The DWR have confirmed they do this and is self defeating in any argument. It should be noted the DWR operations take place for long periods of time right above Greenhills, It appears they are oblivious to these flights , no complaints at all over the past 25 years. Flying at 8 feet is every bit as loud as they can go. Amazingly they also fly very close to large birds of prey nests to check them, again they do not react or they would not do this.

The sound test for this helicopter at 200 feet is measured at 93 db. The DWR chain saws are 120 db and they use at least 10 of them. The wood chipper is substantially louder. anyone near this has to wear head set ear protection it is extremely harmful to hearing and operated by the DWR representatives for Greenhills. What does a flight test prove beyond what is scientifically proven which would stand the test of law. We know the helicopter at 200 feet is measured below the sound levels created in Greenhills. What possible justification can be made to pay \$2,000 for a flight test that is to be measured at 3,300 feet and out of sight when the proven and accepted tests are in place and even accepted by representatives of Greenhills as being no more than traffic noise.

Mis information and emotion have driven a few ill informed people to be concerned, we are not doing anything different to operations over the past 25 years. .

The ironic fact is currently flying from Mountain Green over Greenhills, which is the established flight path, makes more noise at 1,000 feet above them, there has not been a complaint and many flights have taken place. The pilots are so aware and considerate of people below to avoid any upsets.

I should point out the lifeflight helicopter seen around running on 2 engines is twice the weight and three times louder than than the small machines used by skiers, they are not a comparison even they fly every day at roof top heights over local towns. and often in ski resorts.

## Wilkinson, Sean

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**From:** Stanley Schwartz [wymicreek@gmail.com]  
**Sent:** Thursday, February 02, 2012 9:37 PM  
**To:** Sillitoe, Sherri L.  
**Cc:** Wilkinson, Sean  
**Subject:** Proposed Heliport project near Green Hills, Huntsville

Dear County Commissioners,

I very much appreciate your taking the time to visit the proposed Heliport site in back of the Green Hills residential subdivision up in Huntsville. I am sure you will enjoy your visit as this is a special area. This time of the year we usually have a large herd of deer that are overwintering in the conservation lands behind us.

If you have a chance please park your vehicle at the end of Maple circle or Kelly drive and turn off the engine. As you enjoy the view of the valley below, pine view reservoir, the front range and the Ogden Canyon listen to the sounds you hear as you exit the vehicle for a few moments. You will hear the wind, perhaps some birds, but not very many mechanical sounds.

This tranquility is the reason that most of us chose to live here. Quite simply it is the peace and quiet we enjoy when we walk outside our homes. This sort of place is becoming increasingly rare. I believe if you take a moment to enjoy this tranquil environment you will agree that it is worth preserving.

Imagine the sound of a helicopter taking off about one half mile away.

I think a heliport with helicopters taking off and landing up to ten times a day would spoil the tranquility of our residential neighborhood. As you know helicopters are loud and tend to produce alot of vibrations at close distances.

I am also concerned about the impacts on the abundant wildlife in adjoining conservation lands. Perhaps the deer, elk, moose, fox, turkey and other animals that frequent our area would need to seek other places to live if they were subjected to helicopters taking off and landing so close by.

Another issue is safety with helicopters taking off and landing so close to our homes.

Since both the Sanctuary and Green hills are residential areas and the Sanctuary was approved as a low density residential development I am not sure why a potentially disruptive and noisy commercial enterprise such as a heliport should be permitted here, especially against the will of the current residents.

I hope you will decide not to allow a heliport to be permitted in our back yard.

If you do decide to grant permission for this Heliport I would hope at least that it would be a conditional permit which is subject to review and revocation if indeed it disturbs the peace or has detrimental effects on wildlife, safety issues etc.

Thank you again for your consideration and time.

Sincerely,

Stan Schwartz  
9141 E 1000N

Huntsville, Ut  
84317

239 565 4232

January 30, 2012

Sherri Sillitoe (ssillito@co.weber.ut.us), Secretary of Planning for  
Ogden Valley Planning Commission  
Weber Center  
2380 Washington Blvd.  
Ogden, Utah 84401

Dear Commissioners:

Let me start by thanking each of you for your public service which takes considerable time away from your personal lives. It is reassuring to have Ogden Valley residents weighing issues that impact the lives of other Ogden Valley residents.

For 13 wonderful years, my husband Tom and I have lived year-round at the top of Kelly Drive which is the other canyon road in Green Hills. We are deeply concerned that the proposed commercial heliport and helicopter flights would adversely affect the wildlife and silence that are such a magical part of our daily lives.

We are enclosing two maps to illustrate the impact of the heliport on the lives of those of us living on upper Kelly Drive. The first is a Google Earth view of our lots and the heliport. Our home is located at the back property line on the triangular lot on the map. Our lot is just left of the notch above the word "DR" (in Kelley Dr.) The second map establishes that the heliport would be 0.62 miles from our house.

We are concerned that the most direct and likely most-used flight pattern from Diamond Peak's airport in Mountain Green to Mr. Charlswood's commercial heliport would be along the ridgeline directly behind our homes. The helicopters would start their descent as they approach the heliport, so they would also be low along our ridgeline. The proximity of the flight path to our homes raises serious concerns about safety should the helicopter experience mechanical problems during takeoff or landing.

Furthermore, I am puzzled as to why Diamond Peak would not use the commercial airport and parking at Mountain Green to fly skiers directly to James Peak on the back side of Powder Mountain. What is gained by making a commercial helicopter stop at Mr. Charlsworth's property? It boggles the mind.

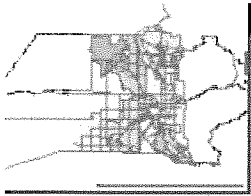
I ask that during your upcoming site visit to Mr. Charlswood's property, you actually bring in a helicopter and measure its noise level as it would be experienced from the cul-de-sac at the top of Kelly Drive. I understand from Sean Wilkinson that this site visit is tentatively scheduled for this coming Saturday, Feb. 4, at 10:00 AM. We greatly appreciate your inviting Green Hills neighbors to this site visit since it will substantiate the nature of our multiple objections to this commercial venture in our peaceful rural neighborhood.

Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Roxanne and Tom Taylor  
9704 Kelly Drive  
Huntsville Utah 84317  
[tomroxanne@aol.com](mailto:tomroxanne@aol.com) 801.388.6130

cc: Sean Wilkinson, Planner [swilkinson@co.weber.ut.us](mailto:swilkinson@co.weber.ut.us)  
2 Enclosures



Middlefork WMA

33

7N2E

34

35

Utah DWR

USA

Middlefork Ranch LLC

Unincorporated

Charlwood

05

04

03

02

6N2E

MAPLE ST.

Green Hill HOA

09

950 N. ST.

10

11

PINEVIEW DR

KELLEY DR

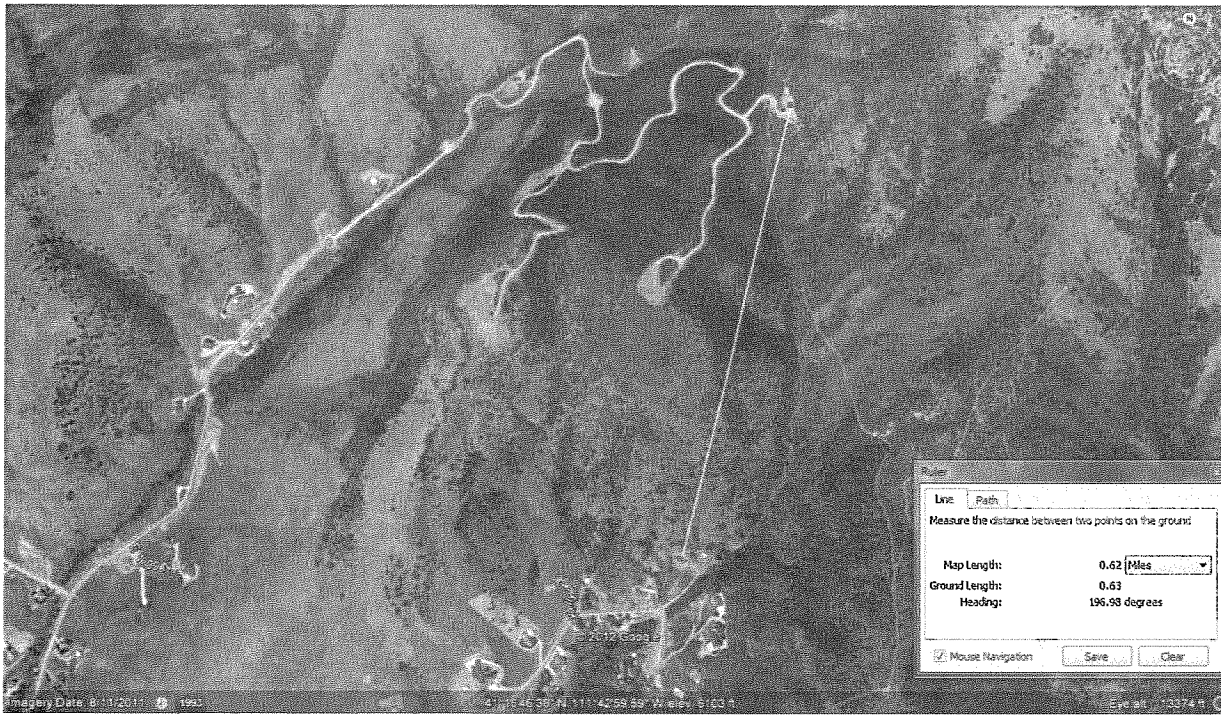
1.65 Miles



08

Unofficial Map





Date: January 31, 2012

To: Ogden Valley Planning Commission and Weber County Commissioners

From: Green Hills Water and Sewer District, Huntsville, Utah

Subject: Proposed Commercial Heliport

Green Hills Water and Sewer District is located in Huntsville, Utah in Weber County. Green Hills has filed its Well Head Protection Plan and Delineation report with the State of Utah and Weber County. Included in the report is Wells No's 1 and 2. Well No 2 is located on North Maple Drive and it is in close proximity to the proposed location of this Heliport.

The boundaries of our drinking water source protection are in zones 1-4. This planned heliport is located in our Zone 2 and 3 protection zones. These are sensitive areas which should be protected from any possible contamination.

Weber County adopted a Drinking Water Source Protection Plan and the purpose and intent of this plan was "to ensure the provision of a safe and sanitary drinking water supply to the residents of Weber County.....the county will establish drinking water source protection zones surrounding the wellheads and springs....and the county will designate and regulate the property uses and conditions that may be maintained within such zones." Attached are maps of the area which shows the protected zones and a description of each zone.

The District has concerns about the appropriateness of a commercial operation next to our protected zones and to a residential neighborhood. We are against the approval of a Heliport in our area. We believe that the Planning Commission and others who worked on the new Ordinances did an excellent job but feel that the first Heliport should be in a better location. The Heliport should be located at the ski resorts, not in a residential or sensitive water shed area. The resorts are better situated to handle a commercial Heliport.

The heliport has potential for impacting safety, fuel pollution, adverse effect of the wildlife in a wildlife protection zone, and of course our protection of our drinking water.

If the Heliport is approved for this location, then the Planning Commission and whatever other agencies are involved need to put in several severe restrictions and conditions to protect the watershed area, our water sources, wildlife, noise restrictions, quality of life, etc.

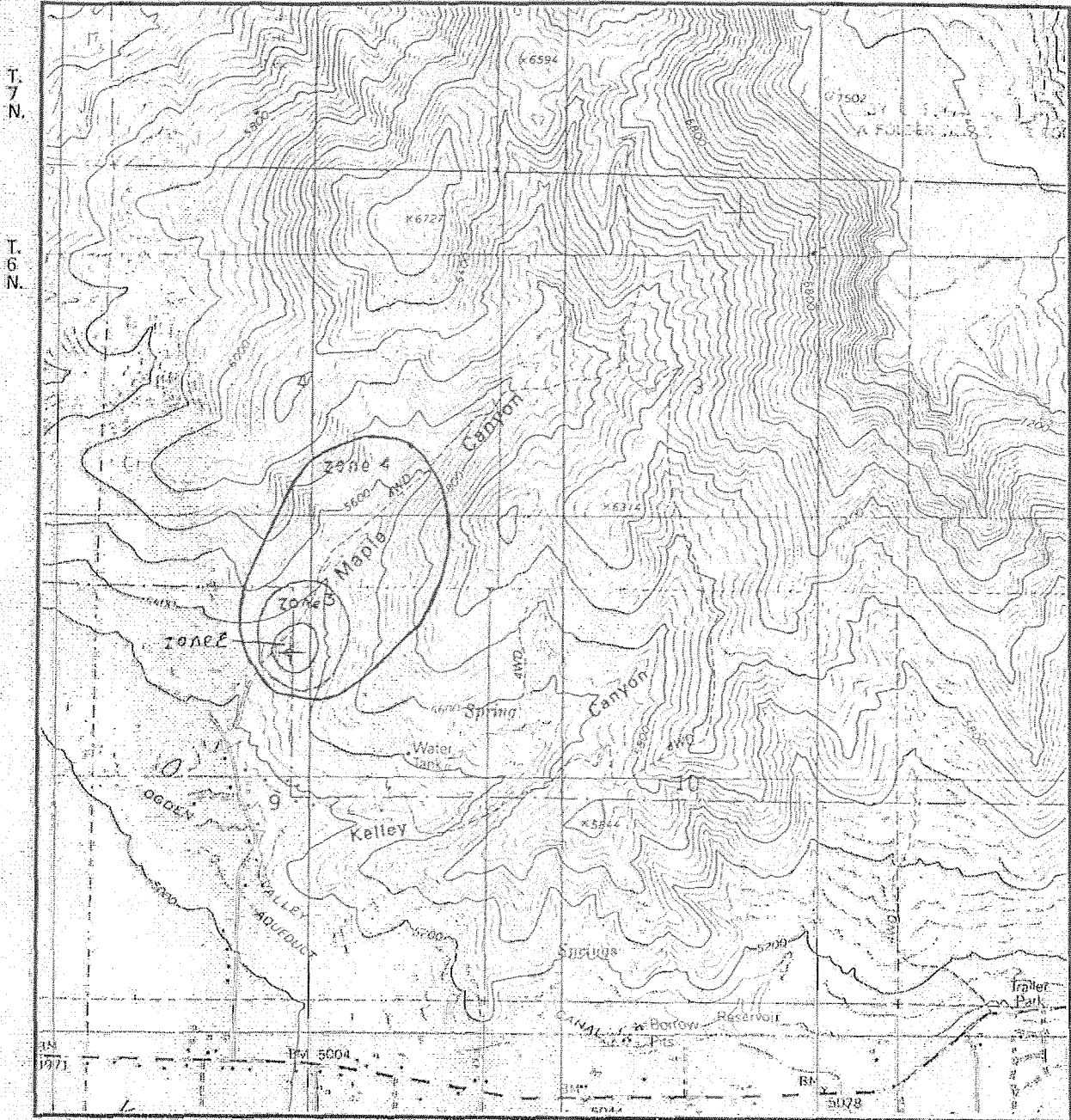
We do not believe this operation should be permitted.

Howard Ratcliffe

Brad Nelson

Patti Danks



Attachment 8.



R. 2 E.

Base from USGS, 1991, Browns Hole 7.5 minute Quadangle

EXPLANATION

-  Well
-  Boundary of DWSP zones 2, 3, and 4

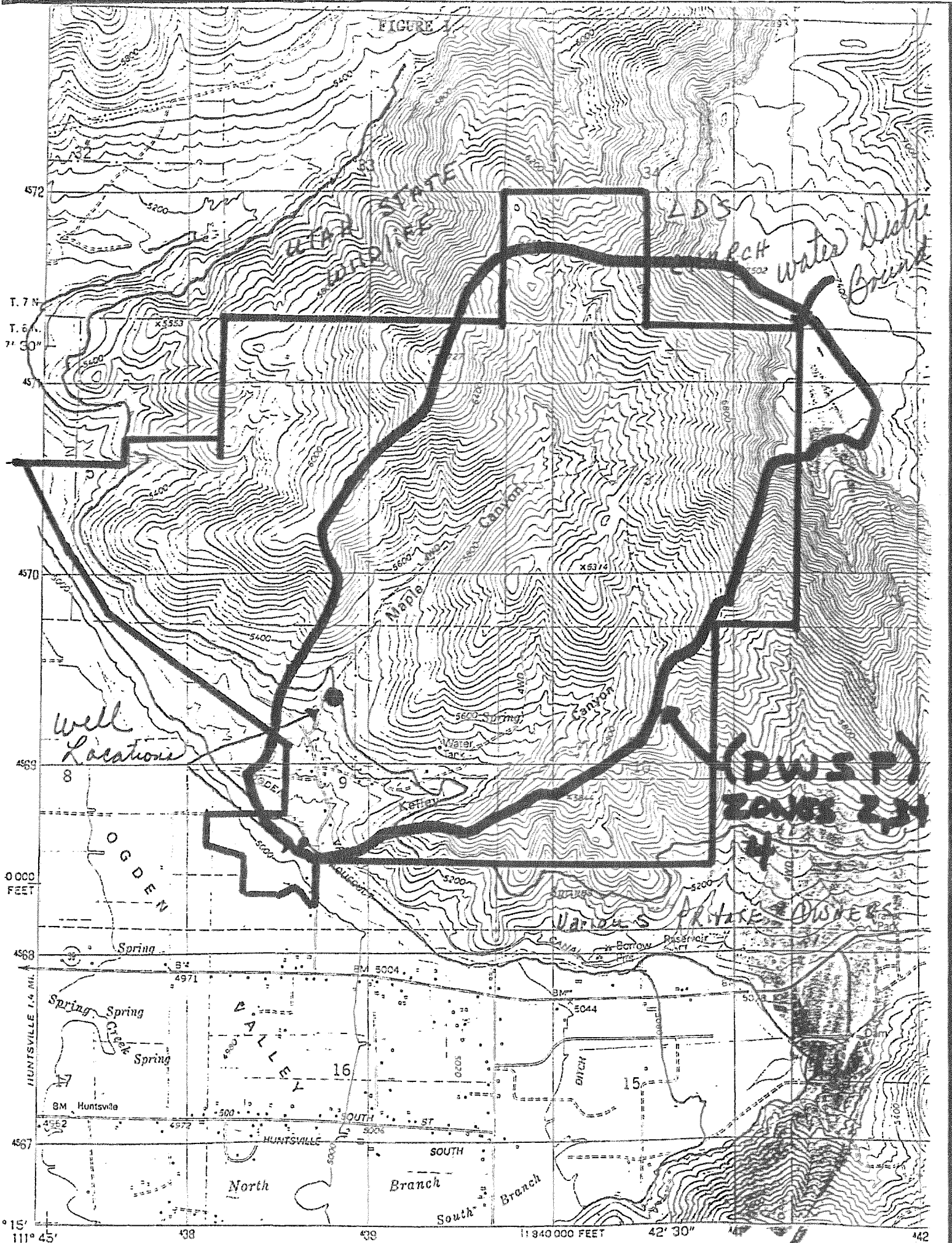
Scale  
2,000 ft



Attachment 8. Map showing boundary of drinking-water-source-protection (DWSP) zones 2, 3, and 4.

29053-02

FIGURE 1



Delineation of Drinking Water Source Protection Zones  
for the Green Hills Country Estates Well 02, Weber County, Utah

By  
Charles Bishop and  
Mike Lowe

INTRODUCTION

This report describes our delineation of drinking-water-source-protection (DWSP) zones for a public-supply well (Utah Division of Drinking Water system number 29053, source number 02) in the SW $\frac{1}{4}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  section 9, T. 6 N., R. 2 E., Salt Lake Base Line and Meridian (SLBM), in eastern Ogden Valley, Weber County (attachment 1). The Green Hills Country Estates Water Company (GHCEWC) will become the owner of the well when completed and requested this delineation. The scope of work included a literature search, review of water-well logs, field reconnaissance, an aquifer test, interpretation of test data, delineation of the DWSP zones, and preparation of this report.

Public-water suppliers in Utah are required by Utah's Drinking Water Source Protection Rule (R309-113, Utah Administrative Code; administered by the Utah Division of Drinking Water) to develop a DWSP plan for each well or spring used as a public drinking-water source. A part of this plan involves delineating DWSP zones. Utah's DWSP Rule (R309-113-9 [1]) defines four DWSP zones:

- Zone 1 - the area within a 100-foot (30-m) radius from the wellhead;
- Zone 2 - the area within a 250-day ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well;
- Zone 3 (waiver zone) - the area within a three-year ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well; and
- Zone 4 - the area within a 15-year ground-water time of travel to the wellhead, the boundary of the aquifer(s) which supplies water to the well, or the ground-water divide, whichever is closer to the well.

Delineation of DWSP zones 1, 2, and 4 are required by the DWSP Rule. A waiver zone, zone 3, is included to assist the water supplier with future monitoring waivers (see R309-1104).