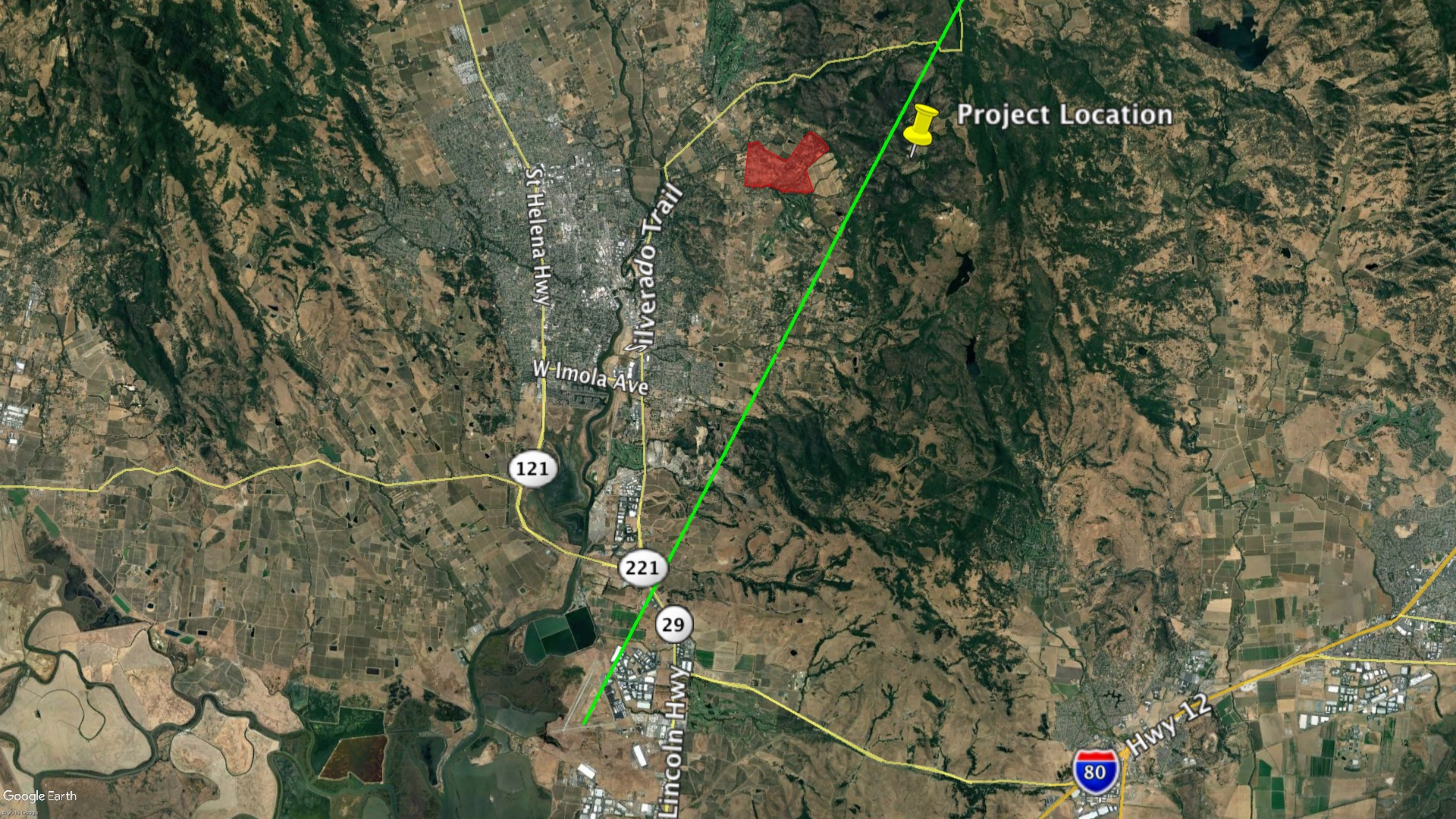


Current Operations



Project Location

St Helena Hwy

Silverado Trail

W Imola Ave

121

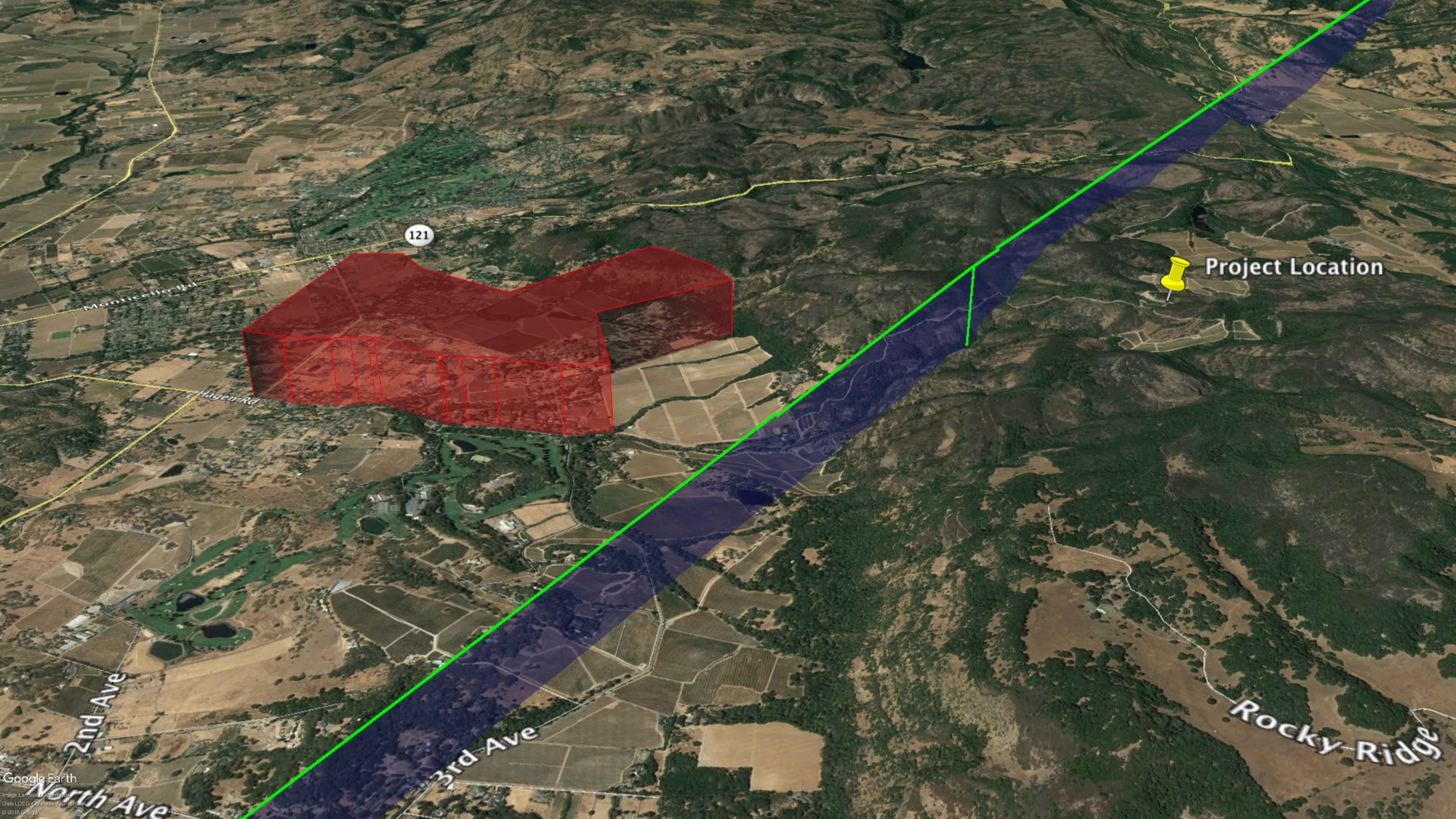
221

29

Lincoln Hwy

80

Hwy 12



121

Monticello Rd

Hagen Rd

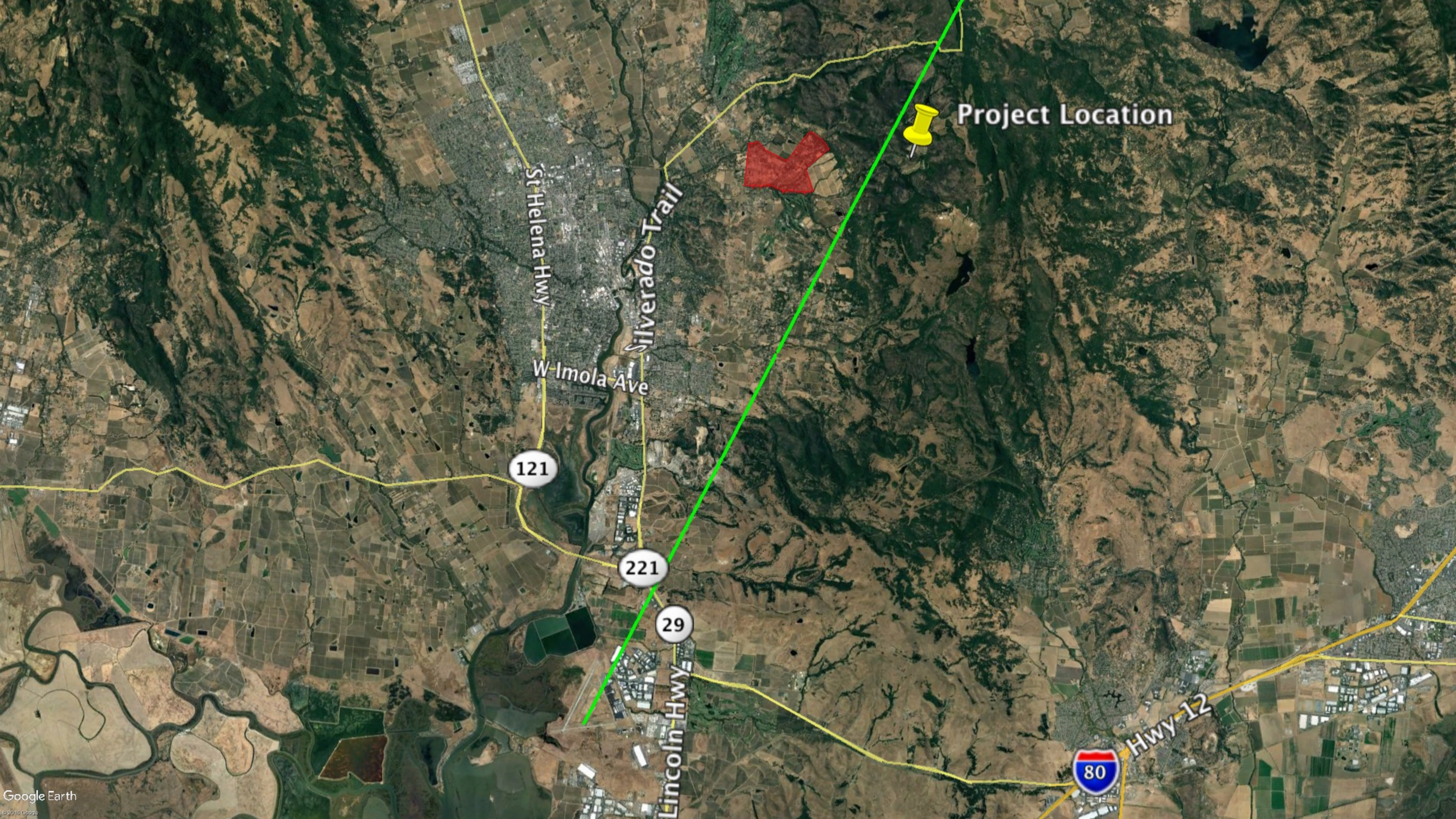
2nd Ave

3rd Ave

North Ave

Project Location

Rocky Ridge



Project Location

St Helena Hwy

Silverado Trail

W Imola Ave

121

221

29

Lincoln Hwy

80

Hwy 12

Project Approval will
Diminish Noise over
Community

Project Location

121

221

29

80

Hwy 12

W Imola Ave

Silverado Trail

Lincoln Hwy



Emergency Use Provides “Public Benefit”

- Collaboration with first responders
- Emergency use considered in facility design
- “Asset” in remote location



April 25, 2017,

The Honorable Alfredo Pedroza, District 4
Chairman
Napa County Board of Supervisors
County Administration Building
1195 Third Street, Suite 310
Napa, CA 94559

Dear Chairman Pedroza:

REACH Air Medical Services, headquartered in Santa Rosa, California, provides air medical transports for critically ill and injured patients. Patients receive an ICU-level of care from our highly skilled nurses and paramedics. Our experienced pilots fly patients aboard our medically equipped helicopters and airplanes. REACH has more than 43 air ambulance bases located in California, Oregon, Nevada, Montana, Wyoming, Colorado and Texas.

As a first responder and Bay Area disaster response team member, REACH consistently strives to improve its ability to provide fast initial response care to disaster victims in need of medical attention. When available, helicopter specific landing zones located in strategic locations can provide safe operations and help save critical minutes in a patient's treatment.

Recently I visited the private helipad site currently being proposed to the Napa County by the Palmaz Family. The Palmaz Family has offered the helipad's use to first responders to assist in emergency medical and disaster response.

Due to the remote location of the proposed helipad on top of the eastern mountains and near Highway 121, REACH believes it could serve as a useful alternative during an emergency to existing landing locations such as Queen of the Valley Hospital and the Napa County Airport. Because Highway 121 is a critical road connecting communities East of the Napa Valley with emergency care, in the event that road becomes impassible the Palmaz Family helipad could serve as an ad hoc rendezvous point for medical airlift operations. In certain circumstances, landing there could be safer and likely more time saving than attempting to set up an impromptu landing zone on a portion of Highway 121.

REACH has also identified that the high elevation of the proposed helipad provides an alternative landing option when ground fog makes landing at the Queen of the Valley or even the Napa County airport impossible. Additionally, it should be noted that the remote nature of the proposed helipad allows helicopter operations to occur without disturbing nearby communities. While our first goal is to provide effective medical care to our patients, REACH is sensitive to conducting helicopter operations quietly and neighborly.

It is our understanding that the Napa County Supervisors may soon consider the application for the Palmaz Family Helipad. Given the strategic location and provided access to first responders, REACH recommends that the supervisors grant approval of the Palmaz family's Mt George helipad. While we hope a situation never warrants its use, we believe the Palmaz helipad could assist REACH when providing emergency medical care for Napa County.

REACH is committed to saving lives, and we believe that the Palmaz heliport helps our organization achieve this goal.

Sincerely,
Matthew Higginbotham,
Northern California Assistant Chief Pilot

“Due to the remote location of the proposed helipad on top of the eastern mountains and near Highway 121, REACH believes it could serve as a useful alternative during an emergency to existing landing locations such as Queen of the Valley Hospital and the Napa County Airport. Because Highway 121 is a critical road connecting communities East of the Napa Valley with emergency care, in the event that road becomes impassible the Palmaz Family helipad could serve as an ad hoc rendezvous point for medical airlift operations. In certain circumstances, landing there could be safer and likely more time saving than attempting to set up an impromptu landing zone on a portion of Highway 121.”

“REACH has also identified that the high elevation of the proposed helipad provides an alternative landing option when ground fog makes landing at the Queen of the Valley or even the Napa County airport impossible. Additionally, it should be noted that the remote nature of the proposed helipad allows helicopter operations to occur without disturbing nearby communities. While our first goal is to provide effective medical care to our patients, REACH is sensitive to conducting helicopter operations quietly and neighborly.”



› LIFTING EXPECTATIONS.™

May 4, 2016

The Honorable Alfredo Pedroza, District 4
Chairman
Napa County Board of Supervisors
County Administration Building
1195 Third Street, Suite 310
Napa, California 94559

Dear Chairman Pedroza:

HELIMAX AVIATION, Inc. is a major helicopter operator providing a wide range of rotary-wing services to both public and private sector clients, to include helicopter fire-fighting services for Federal and State agencies. Due to the growing likelihood of major wild-land fires throughout Northern California, and the concurrent potential for loss of life and/or property improvements, HELIMAX has established a major base of operations at McClellan Airport in Sacramento, California where we maintain an extensive fleet of light, medium and heavy helicopters that are assigned to Federal and State fire-fighting contracts during California's fire season.

Our managers, helicopter crews, and support personnel are proven professionals in the highly specialized arena of helicopter fire fighting, especially in the various topographic landscapes and environmental conditions encountered in Northern California. In responding to requests from Federal, State and local governmental authorities for fire-fighting assistance, we can confirm that the availability of a nearby airport or heliport, which offers a source of water and/or vehicular accessibility, greatly enhances the helicopter's operational effectiveness and our ability to support ground crews in their efforts to control and ultimately suppress wild-land fires, especially in mountainous or hilly terrain.

It is our understanding that the Napa County Board of Supervisors will soon consider an application by the Palmaz family to develop a "private-use" helistop on their vineyard in eastern Napa County. While members of the HELIMAX staff have not directly collaborated with the Palmaz family regarding the technical details of their proposed ("private-use") helistop, we are confident in encouraging the Board of Supervisors to consider this proposal in the broader context of being a "quasi-public safety" project that benefits not just the Palmaz family, but also urge the Board to recognize the "public safety" merits of

› LIFTING EXPECTATIONS.™

allowing for the establishment of a new helicopter landing area in the Napa County foothills that can be utilized by fire-fighting helicopters during future emergency operations.

The development of a helicopter landing area on the Palmaz family property will allow fire-fighting helicopters to more efficiently access water supplies and will also allow fire-fighting vehicles accessibility to the helistop site, both of which are important operational considerations for suppressing a wild-land fire in the early "initial attack" phase of operations. Accordingly, from a "tactical" perspective, the development of a new helicopter landing area in Napa County which affords water supplies and vehicular accessibility for fire-fighting operations is a valuable "public safety" asset with the potential to play a decisive role in limiting the scope and damage of future wild-land fires in Napa County, or the surrounding area, notwithstanding the helistop's primary (and more limited) function as a "private-use" helistop.

Sincerely,

Josh Beckham
General Manager

“The development of a helicopter landing area on the Palmaz family property will allow fire fighting helicopters to more efficiently access water supplies and will also allow fire fighting vehicles accessibility to the helistop site, both of which are important operational considerations for suppressing a wild-land fire in the early “initial attack” phase of operations. Accordingly, from a “tactical” perspective, the development of a new helicopter landing area in Napa County which affords water supplies and vehicular accessibility for fire-fighting operations is a valuable “public safety” asset with the potential to play a decisive role in limiting the scope and damage of future wild-land fires in Napa County, or the surrounding area, notwithstanding the helistop’s primary (and more limited) function as a “private-use” helistop.”

Enforcement Tracking as Condition of Approval

Flight Monitoring

- In-Cockpit Voice and Video Recordings
- Flight Track Recordings
- Spacial / Graphical Representation

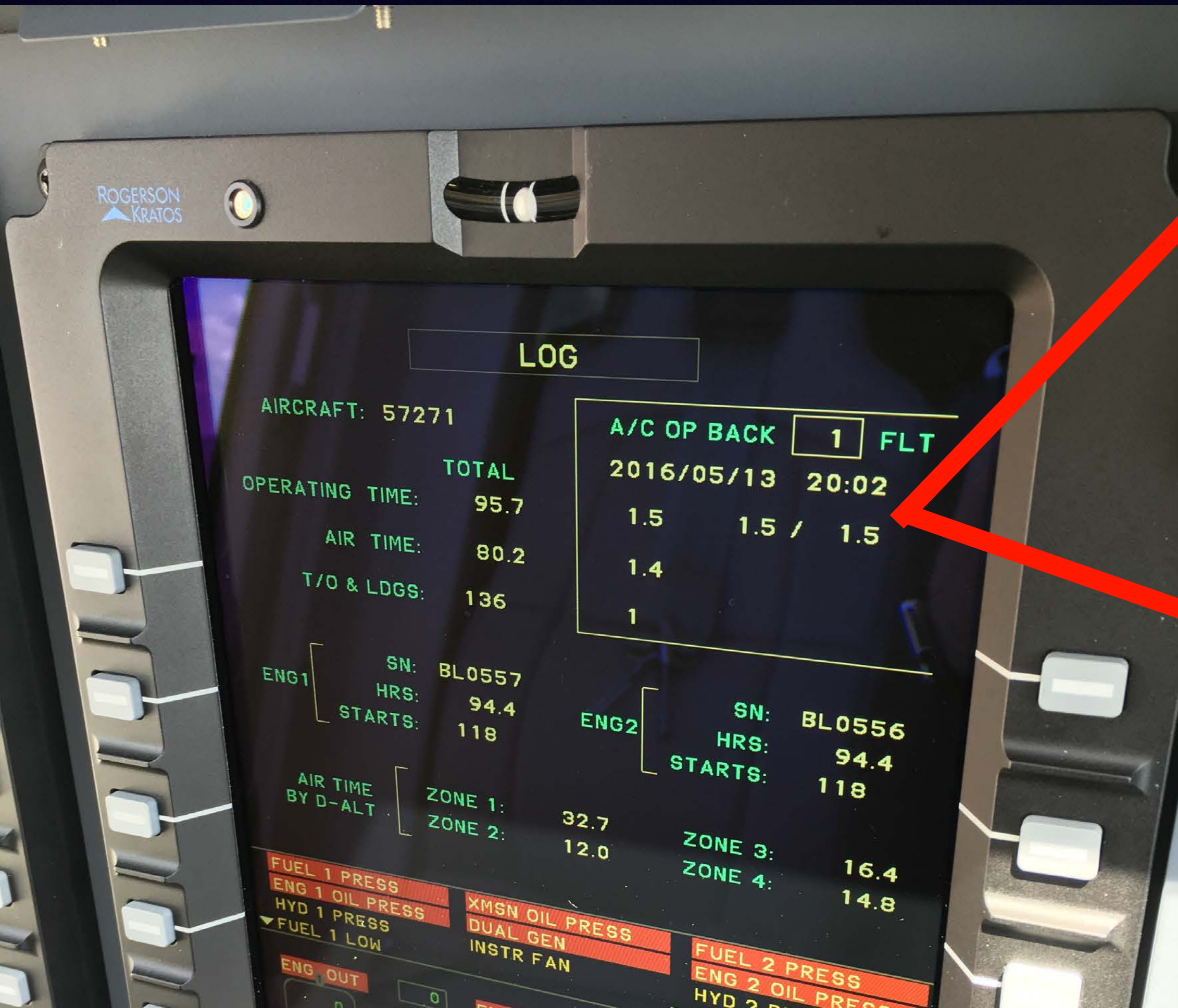
- Logs provided to the county on quarterly basis



Christian Palmaz Pilot Logbook

Updated by: Christian Gastón Palmaz
Last Updated: Thursday, January 21, 2016

| flight_date | flight_number | flight_from | flight_to | flight_selectedCrewPIC | flight_selectedCrewInstructor | flight_totalTime | flight_pic | flight_night | flight_crossCountry | flight_actualInstrument | flight_simulatedInstrument | flight_dualReceived | flight_dualGiven | flight_simulator | flight_solo | flight_picNight | flight_dualReceivedNight | flight_p1usNight | flight_dayLand |
|-------------|---------------|-------------|-----------|-------------------------|-------------------------------|------------------|------------|--------------|---------------------|-------------------------|----------------------------|---------------------|------------------|------------------|-------------|-----------------|--------------------------|------------------|----------------|
| 2015-12-15 | 201512151931 | CSWS | CSWS | Christian Gastón Palmaz | | 0.5 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-16 | 201512161832 | CSWS | KMHT | Christian Gastón Palmaz | Greg Matten | 1.6 | 1.6 | 0 | 1.6 | 0 | 0 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-16 | 201512162140 | KMHT | KIPT | Christian Gastón Palmaz | Greg Matten | 2.2 | 2.2 | 2.2 | 2.2 | 1 | 0 | 2.2 | 0 | 0 | 0 | 2.2 | 0 | 2.2 | 0 |
| 2015-12-17 | 201512172014 | OZS | KSNL | Christian Gastón Palmaz | Greg Matten | 2.1 | 2.1 | 0 | 2.1 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-17 | 201512171142 | KIPT | KPKB | Christian Gastón Palmaz | Greg Matten | 2.1 | 2.1 | 0.8 | 2.1 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0.8 | 0 | 0.8 | 0 |
| 2015-12-17 | 101512171416 | KPKB | KBMG | Christian Gastón Palmaz | Greg Matten | 2 | 2 | 0 | 2 | 1.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-17 | 201512171643 | KBMG | OZS | Christian Gastón Palmaz | Greg Matten | 2.2 | 2.2 | 0 | 2.2 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-17 | 201512172243 | KSNL | KAMA | Christian Gastón Palmaz | Greg Matten | 1.8 | 1.8 | 0.9 | 1.8 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0.9 | 0 | 0.9 | 0 |
| 2015-12-18 | 201512180054 | KAMA | KABQ | Christian Gastón Palmaz | Greg Matten | 1.9 | 1.9 | 1.9 | 1.9 | 0 | 0 | 1.9 | 0 | 0 | 0 | 1.9 | 0 | 1.9 | 0 |
| 2015-12-18 | 201512181403 | KABQ | KPGA | Christian Gastón Palmaz | Greg Matten | 2.1 | 2.1 | 0 | 2.1 | 0 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-18 | 201512182019 | KPGA | KTPH | Christian Gastón Palmaz | Greg Matten | 2 | 2 | 0 | 2 | 0 | 1.4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-18 | 201512182238 | KTPH | KAPC | Christian Gastón Palmaz | Greg Matten | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-23 | 201512231818 | KAPC | KHWD | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-23 | 201512232200 | KHWD | KAPC | Christian Gastón Palmaz | | 0.5 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2015-12-26 | 201512261930 | GENESEE | KAPC | Christian Gastón Palmaz | | 0.9 | 0.9 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 |
| 2015-12-26 | 201512261801 | KAPC | GENESEE | Christian Gastón Palmaz | | 1.2 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-02 | 201601021732 | KAPC | GENESEE | Christian Gastón Palmaz | | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-02 | 201601021926 | GENESEE | KAPC | Christian Gastón Palmaz | | 1.2 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-04 | 201601041636 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-04 | 201601041714 | KSFO | KAPC | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 |
| 2016-01-08 | 201601081649 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-08 | 201601081745 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-10 | 201601101714 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-10 | 201601101714 | KSFO | KAPC | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-11 | 201601111917 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-11 | 201601120101 | KSFO | KAPC | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-13 | 201601132214 | KAPC | KSFO | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 |
| 2016-01-13 | 201601132321 | KSFO | KAPC | Christian Gastón Palmaz | | 0.4 | 0.4 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-13 | 201601132321 | KAPC | KHWD | Christian Gastón Palmaz | | 0.7 | 0.7 | 0 | 0.7 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-13 | 201601152139 | KHWD | KAPC | Christian Gastón Palmaz | | 0.5 | 0.5 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-20 | 201601201855 | KAPC | KRNO | Christian Gastón Palmaz | | 1.5 | 1.5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016-01-20 | 201601210024 | KRNO | KAPC | Christian Gastón Palmaz | | 1.6 | 1.6 | 1.6 | 1.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 0 |



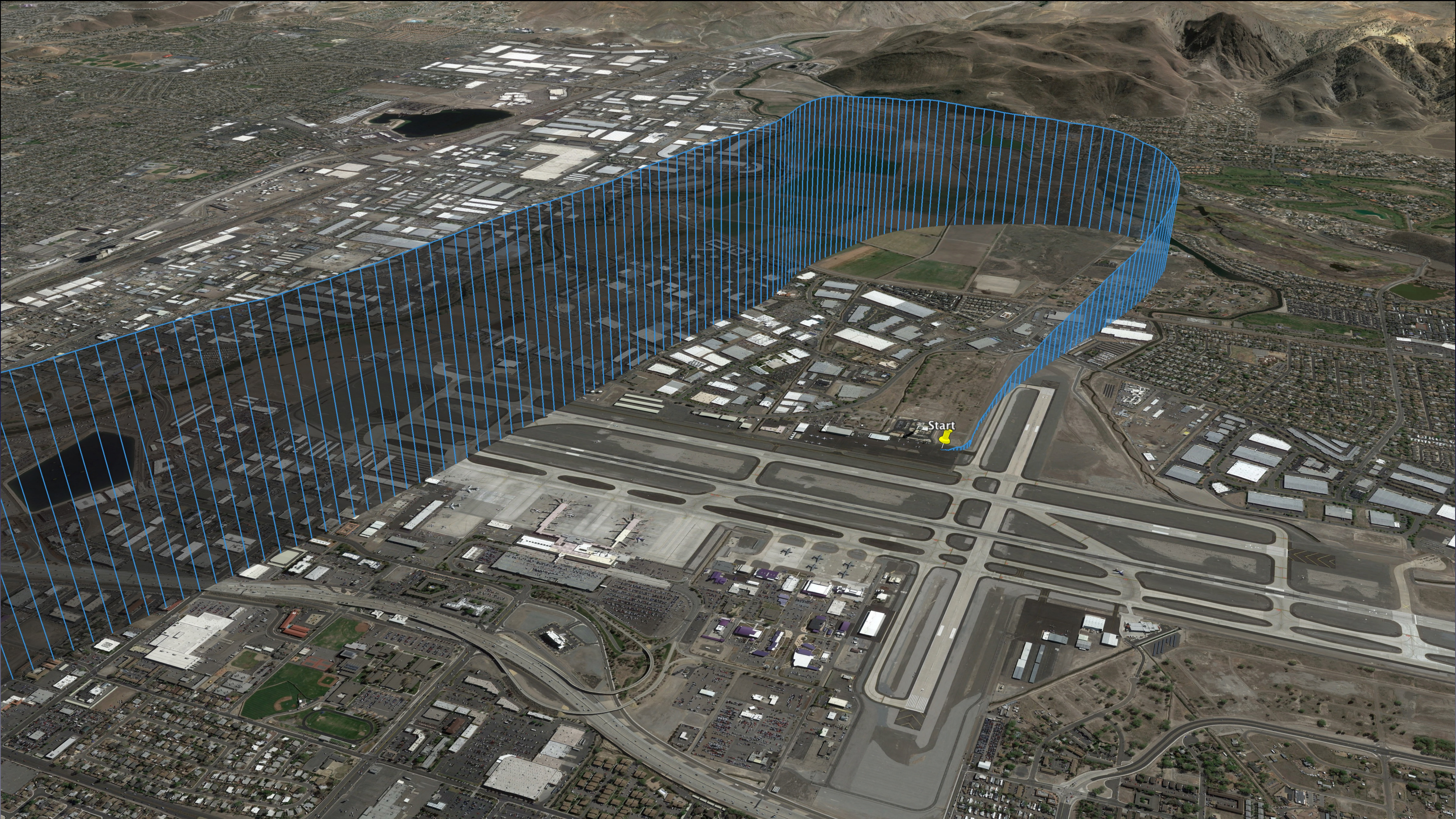
Palmaz Bell 429 Maintenance Log

Right Log for N665PV (57271 ENG1 BL0557 ENG2 BL0556)
Updated by: Christian Gastón Palmaz
Last Updated: Wednesday, August 31, 2016

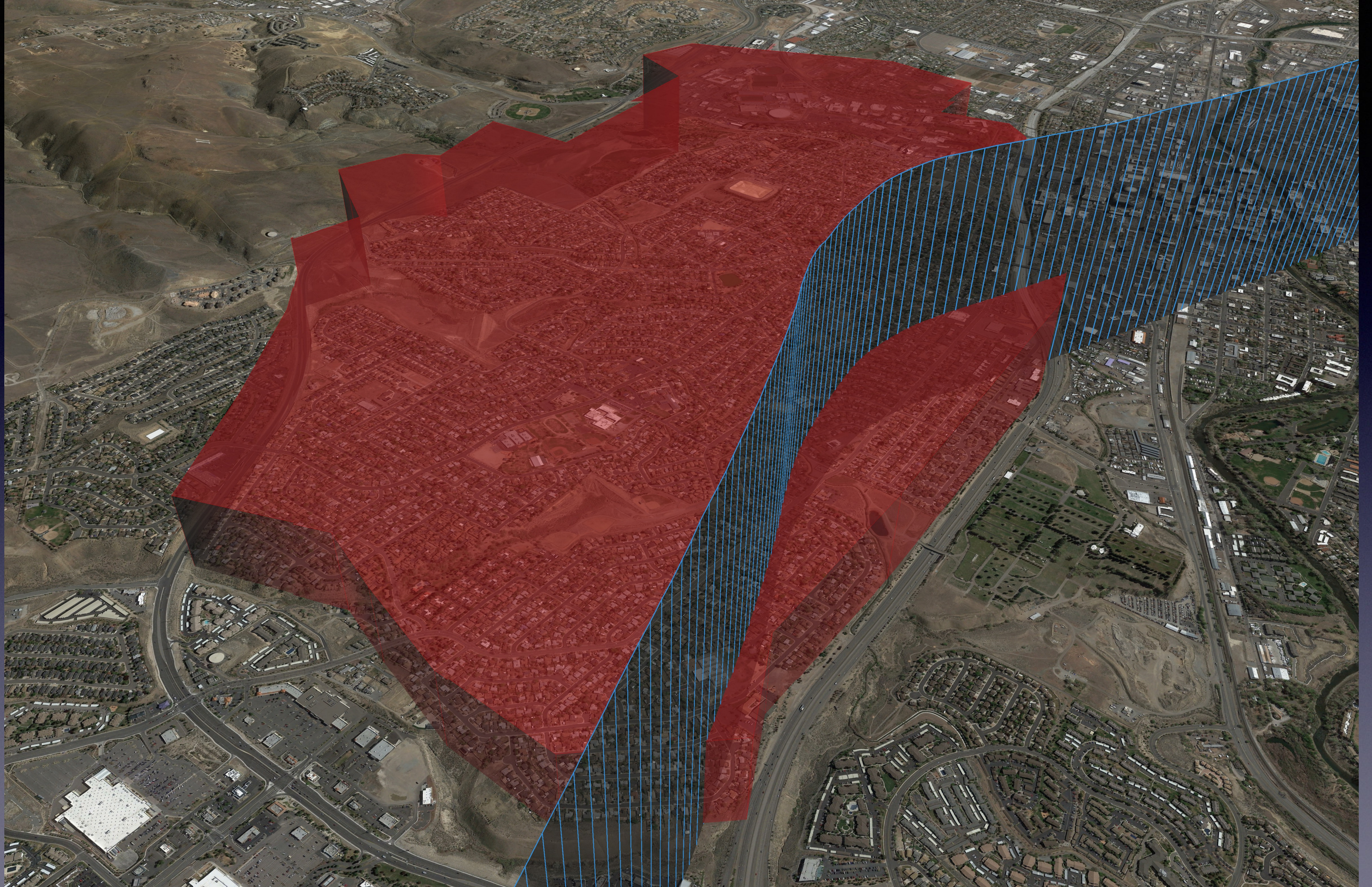
| Flight ID | Depart | Arrive | Operating Time | Engine 1 Time | Engine 2 Time | Air Time | Landing Cycles | Total Operating Time | Total Air Time | Total Landing Cycles | ENG1 Total Time | ENG1 Total Starts | ENG2 Total Time | ENG2 Total Starts | Air Time Zone 1 | Air Time Zone 2 | Air Time Zone 3 | Air Time Zone 4 | Remarks |
|--------------|--------|--------|----------------|---------------|---------------|----------|----------------|----------------------|----------------|----------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 201503301714 | CSWS | CSWS | 0.4 | 0.4 | 0.4 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201503301802 | CSWS | CSWS | 0.3 | 0.3 | 0.3 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201503301803 | CSWS | CSWS | 0.1 | 0.0 | 0.1 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201503301803 | CSWS | CSWS | 0.8 | 0.8 | 0.8 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201504061812 | CSWS | CSWS | 0.4 | 0.4 | 0.4 | 0.0 | 3 | | | | | | | | | | | | Bel test flight |
| 201504061808 | CSWS | CSWS | 0.2 | 0.2 | 0.2 | 0.0 | 2 | | | | | | | | | | | | Bel test flight |
| 201504061803 | CSWS | CSWS | 0.1 | 0.1 | 0.1 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201504071007 | CSWS | CSWS | 0.5 | 0.5 | 0.5 | 0.0 | 4 | | | | | | | | | | | | Bel test flight |
| 201504071431 | CSWS | CSWS | 0.8 | 0.8 | 0.7 | 0.0 | 4 | | | | | | | | | | | | Bel test flight |
| 201504071649 | CSWS | CSWS | 1.3 | 1.3 | 1.3 | 0.0 | 4 | | | | | | | | | | | | Bel test flight |
| 201504071649 | CSWS | CSWS | 0.8 | 0.8 | 0.6 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201504071649 | CSWS | CSWS | 2.2 | 2.2 | 2.2 | 1.0 | 3 | | | | | | | | | | | | Bel test flight |
| 201504061851 | CSWS | CSWS | 0.2 | 0.2 | 0.2 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201504021817 | CSWS | CSWS | 0.8 | 0.8 | 0.4 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201506061805 | CSWS | CSWS | 0.4 | 0.4 | 0.4 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201506281700 | CSWS | CSWS | 0.2 | 0.2 | 0.2 | 0.1 | 1 | | | | | | | | | | | | Bel test flight |
| 201508150211 | CSWS | CSWS | 0.1 | 0.1 | 0.1 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201508150213 | CSWS | CSWS | 0.2 | 0.2 | 0.2 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201512111802 | CSWS | CSWS | 0.3 | 0.3 | 0.2 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201512111835 | CSWS | CSWS | 0.7 | 0.7 | 0.7 | 1.4 | 1 | | | | | | | | | | | | Bel test flight |
| 201512130208 | CSWS | CSWS | 0.3 | 0.3 | 0.3 | 0.0 | 1 | | | | | | | | | | | | Bel test flight |
| 201512130213 | CSWS | CSWS | 0.8 | 0.8 | 0.8 | 0.0 | 0 | | | | | | | | | | | | Bel test flight |
| 201512141857 | CSWS | CSWS | 0.2 | 0.2 | 0.2 | 0.1 | 1 | | | | | | | | | | | | Bel test flight |
| 201512181801 | CSWS | CSWS | 0.5 | 0.5 | 0.5 | 0.1 | 2 | 13.1 | 6.8 | 48 | 10.8 | 24 | 10.7 | 24 | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| 201512181802 | CSWS | KMHT | 1.8 | 1.8 | 1.8 | 1.5 | 1 | 16.7 | 9.1 | 48 | 14.4 | 28 | 14.3 | 28 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 201512182140 | KMHT | KIPT | 2.2 | 2.2 | 2.2 | 2.1 | 1 | 16.9 | 10.1 | 47 | 16.7 | 26 | 16.6 | 26 | 8.3 | 0.1 | 1.5 | 0.0 | 0.0 |
| 201512171142 | KIPT | KPKB | 2.1 | 2.1 | 2.1 | 1.9 | 1 | 19.0 | 12.0 | 48 | 18.8 | 27 | 18.6 | 27 | 9.7 | 0.5 | 1.5 | 0.0 | 0.0 |
| 201512171416 | KPKB | KBMG | 2.0 | 2.0 | 2.0 | 2.0 | 1 | 21.1 | 14.0 | 48 | 20.8 | 28 | 20.8 | 28 | 10.2 | 1.8 | 1.5 | 0.0 | 0.0 |
| 201512171643 | KBMG | OZS | 2.2 | 2.2 | 2.2 | 2.1 | 1 | 23.3 | 16.1 | 50 | 23.0 | 29 | 22.8 | 29 | 12.3 | 1.8 | 1.5 | 0.0 | 0.0 |
| 201512172014 | OZS | KSNL | 2.1 | 2.1 | 2.0 | 2.0 | 1 | 25.5 | 16.1 | 51 | 25.1 | 30 | 24.5 | 30 | 14.3 | 1.8 | 1.5 | 0.0 | 0.0 |
| 201512172243 | KSNL | KAMA | 1.8 | 1.8 | 1.8 | 1.7 | 1 | 27.1 | 19.7 | 52 | 26.8 | 31 | 26.6 | 31 | 15.0 | 2.8 | 1.5 | 0.0 | 0.0 |
| 201512180054 | KAMA | KABQ | 1.9 | 1.9 | 1.9 | 1.8 | 1 | 29.0 | 21.5 | 53 | 28.7 | 32 | 28.3 | 32 | 16.0 | 3.2 | 2.3 | 0.0 | 0.0 |
| 201512181403 | KABQ | KPGA | 2.1 | 2.1 | 2.1 | 2.0 | 1 | 31.1 | 23.5 | 54 | 30.6 | 33 | 30.4 | 33 | 17.0 | 3.4 | 3.0 | 1.5 | 1.5 |
| 201512182019 | KPGA | KTPH | 2.0 | 2.0 | 2.0 | 1.9 | 1 | 33.0 | 24.4 | 55 | 32.7 | 34 | 32.4 | 34 | 18.0 | 3.4 | 3.4 | 1.5 | 1.5 |

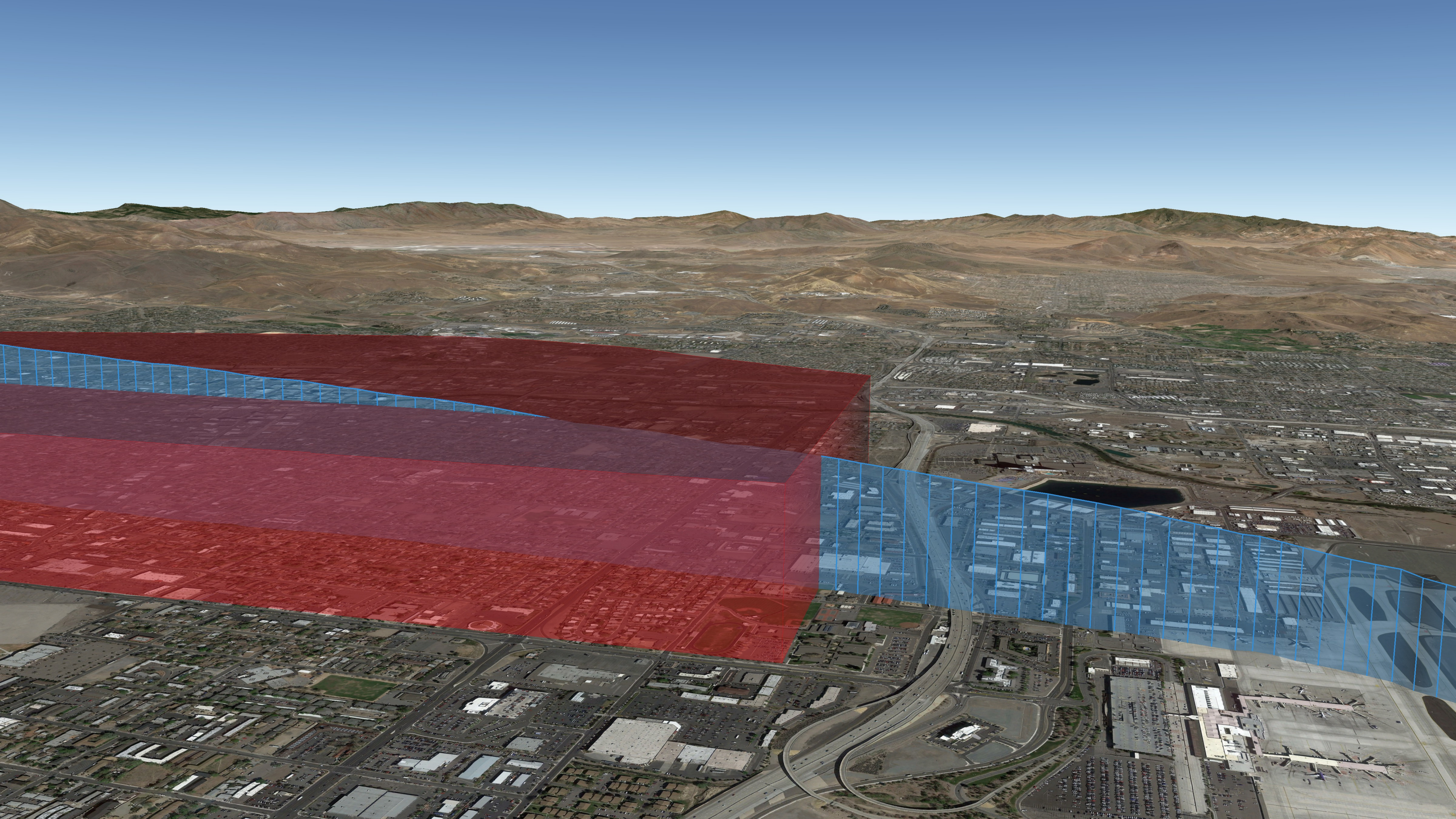
5/13/16, 2:26 PM



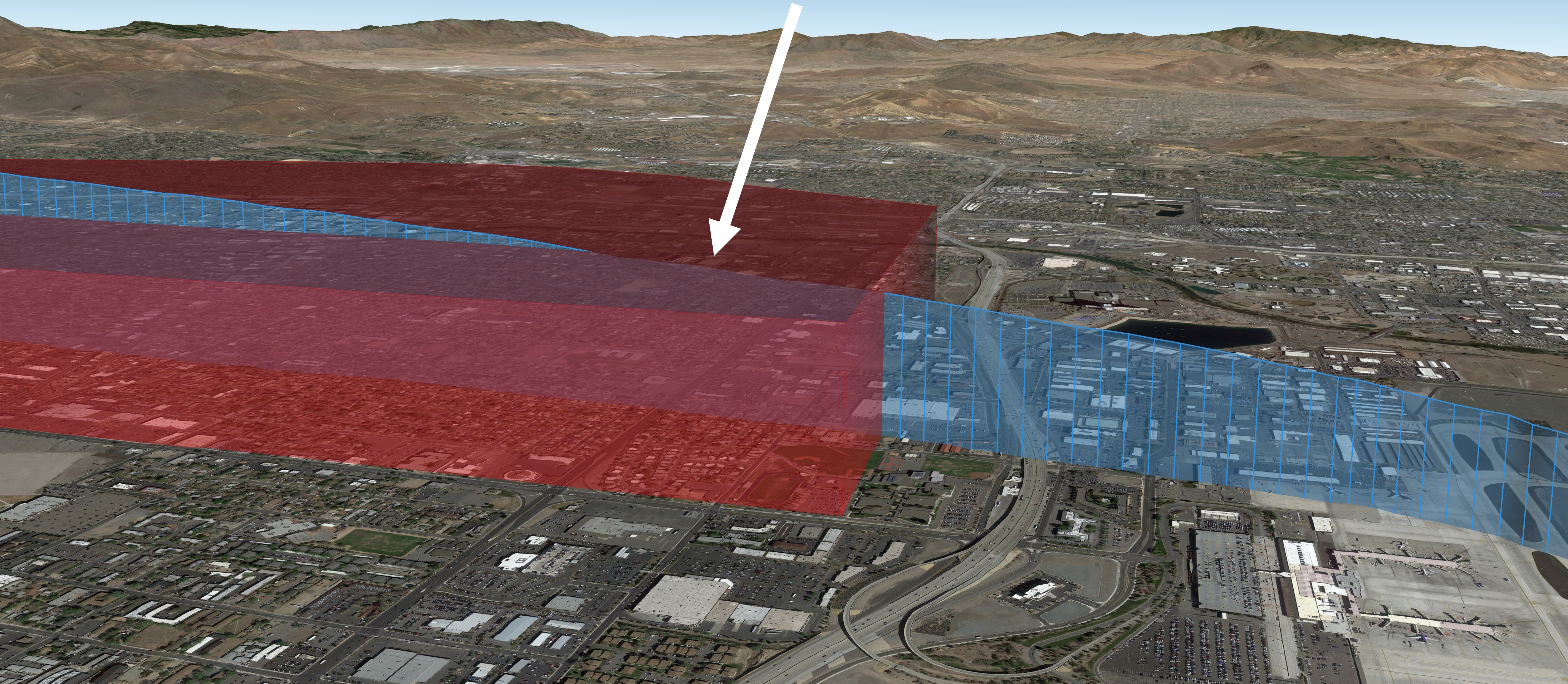


Start





Clear indication of violation



Real Consequence

- If the aircraft entered “no-fly zone”, factual and technical data is reviewed
- Determination is made whether operator was in compliance with conditional use permit
- Violations lead to possible revocation of use permit

Concern of Orphaned Parcel

Committed to...

- Project never being orphaned to a single parcel
- If applicant parcel holdings diminish below current total contiguous acreage and end outside Palmaz family management/control, use permit is suspended until reviewed

This means that the project parcel can never be sold out of the family's management/control with the project in place.

Collaboration Model

- Improved project with unique features
- Objective and Comprehensive EIR
- Continued feedback after approval

Approving this project...

- Makes other operators think twice before landing without a permit
- Creates a high-level benchmark
- Follows the established rules and guidelines

Thank you