

**Kemper Development Helistop
800 Bellevue Way NE
08-135262-LB**

Date: April 16, 2009

Community Concerns to date:

1. On the notice I received in the mail, what does this mean: "Minimum Comment Period Ends:" ?
Response: That is the minimum comment period for comment. The city cannot make a decision prior to that day. However, the public may comment up to and during the public hearing with the Hearing Examiner (anticipated to be within a couple of months). The earlier the city receives comments from the public, the sooner we can address your concerns.

2. Will there be 40 landings per day? That's what the newspaper said.
Response: There will not be 40 landings per day. That was a misprint. Helicopter landings/takeoffs are anticipated to be a maximum of 40 per month for private corporate, non-public, purposes. The hours of operation for flights in the application are requested to be between 8:00 am and 7:00 pm, Monday - Sunday. Both the cool down and the start up will be two minutes or less. The more modern the helicopter, the shorter the cool down and start up. The most modern helicopters such as the EC-135 have a 30-second cool down and about the same time for start up. The goal, always in these situations, is to limit cool down and start up to the times absolutely necessary.

3. Noise is the main concern of those who have provided comments.
Response: It is expected that indoor and outdoor noise levels during helicopter landings/departures will increase from ambient noise levels. This would be for offices/downtown residents, as well as neighborhoods near the flight path. The level of noise will depend upon the elevation of the helicopter. The applicant has prepared a noise study which is available in the file.

In order to mitigate the potential increase in noise levels, the number of landings/departures and hours of operation will be limited as a condition of City of Bellevue approval. In addition, flight paths will be restricted to major highway corridors (I-405, I-90 and SR 520) and NE 8th Street.

4. There is a concern that the 1st helicopter sound study was not reflective of different levels of the One Lincoln Tower condos (i.e. 20th floor, 42nd floor). Would upper levels experience more noise?
Response: There will be a helicopter sound test on Saturday, May 2nd at 3pm. Residents may observe at this time.

5. Won't it be too loud for people eating at Daniel's restaurant?
Response: Kemper Development has contacted Daniel's restaurant. They are fully aware of the project and listened during the 1st helicopter sound test. The noise level is acceptable to them. It is the applicant's understanding that few, if any, in Daniel's Restaurant knew that the test landing occurred. Further, the manager of the Hyatt Hotel was in the top floor of the Hyatt's south side during

the landing as Kemper Development Company wanted his opinion about potential disruption to hotel guests and activities. The manager did not have concerns.

6. There are too many landings per month. The hours should be revised so it's not so early or late.

Response: The applicant has indicated a "not to exceed" number of landings on the conditional use application. Actual usage is expected to be considerably less than those values. The applicant is open to community suggestions regarding hours of use and not-to-exceed frequency of operations.

7. What if the pilots do not follow a specific flight path, even if conditioned?

Response: If pilots who are authorized to use the helistop do not operate in a manner that is agreed to, that is consistent with the conditional use application and that is considerate of the community, their authority to use the helistop will be rescinded. The use agreement between Kemper Development Company and authorized users will contain an element that relates to flight paths.

8. Vibration could occur within residential units (condominiums, nearby single family homes).

Response: There will be a helicopter sound test on Saturday, May 2nd at 3pm. Residents may observe at this time.

9. How will pilots detect wind speed? What is the backup plan is if it's too windy/foggy to land?

Response: Kemper Development Company will install a weather-reporting station on the roof of the Bank of America Building. Pilots will be able to access, at minimum, information about wind speed and wind direction. It is anticipated that the applicant's security department will monitor conditions on the roof of the Bank of America Building and will be able to communicate with pilots before landings and before take-offs. General weather information is readily available to pilots from several government and commercial sources. If it is not safe to land, pilots will not land.

10. There was a request to have a dedicated complaint line if residents think the noise is too loud.

Response: Kemper Development Company anticipates that residents will use the existing 24-hour security line, 425-460-5730 for questions, comments or complaints. If residents believe the applicant is violating the conditions of approval for the project, they can call the city's complaint line, 425-452-4570.

11. Paacar has a request for a noise analysis within their building which has single pane windows.

Response: There will be a helicopter sound test on Saturday, May 2nd at 3pm. Paacar employees may observe at this time.

12. There is already enough helicopter noise with the news helicopters. This project will add to the amount of noise that residents already have to experience.

Response: This application is separate from the flying activities of the news helicopters. However, there may be some overlap in the time period.

13. This project is a 19 story landing pad which is surrounded by 30-40 story buildings. There is the potential for a crash with the pilots winding through the buildings.

Response: Helicopter pilots are licensed and follow strict FAA requirements for safety. If the pilots use NE 8th Street, they will not be flying between 30-40 story buildings to get to the helistop.

14. There could be a forced landing in the downtown city park.

Response: This is not an option that the city will approve.

15. This creates a precedent for more helicopter landings in downtown Bellevue.

Response: Each application for a helistop will be reviewed according to the Land Use Code. The Land Use Code does not have a maximum number of helistops allowed. Each application would need to meet all Land Use Code requirements, as well as, meeting all FAA recommendations.

16. Is there a disaster plan if there is an explosion at the landing?

Response: The Fire Department has a pre-fire plan for each high-rise building in downtown Bellevue. They will add additional information to the Pre-fire plan that will assist fire crews in the event of a helistop incident at Bellevue Place. There will be no fueling at the helistop.

17. What is the flight pattern? Will it be restricted to not fly over residential areas?

Response: The flight path will be restricted to freeways and NE 8th Street.

18. Who of the U.S. government will have oversight of any flights -- permission, pilot credentials, helicopter maintenance, etc.?

Response: The United States of America authorizes the Federal Aviation Administration (FAA) to oversee most issues related to civilian use of airspace within the borders of our country and over the sea in areas where the U. S. claims jurisdiction.

The FAA certifies aircraft – including helicopters – for flight according to a strict set of guidelines. Both helicopters and fixed-wing aircraft must have current certificates of airworthiness which allow specific makes and models of aircraft to operate. In addition, all aircraft, except those operated by the military, must have current civilian registrations and must meet airworthiness standards which vary depending on the use to which the aircraft are put.

The FAA also certifies pilots. In doing so, the agency requires current medical certificates and licenses that are consistent with the operations that pilots conduct. (*Federal Air Regulation Part 67: Medical Standards and [pilot] certification*)

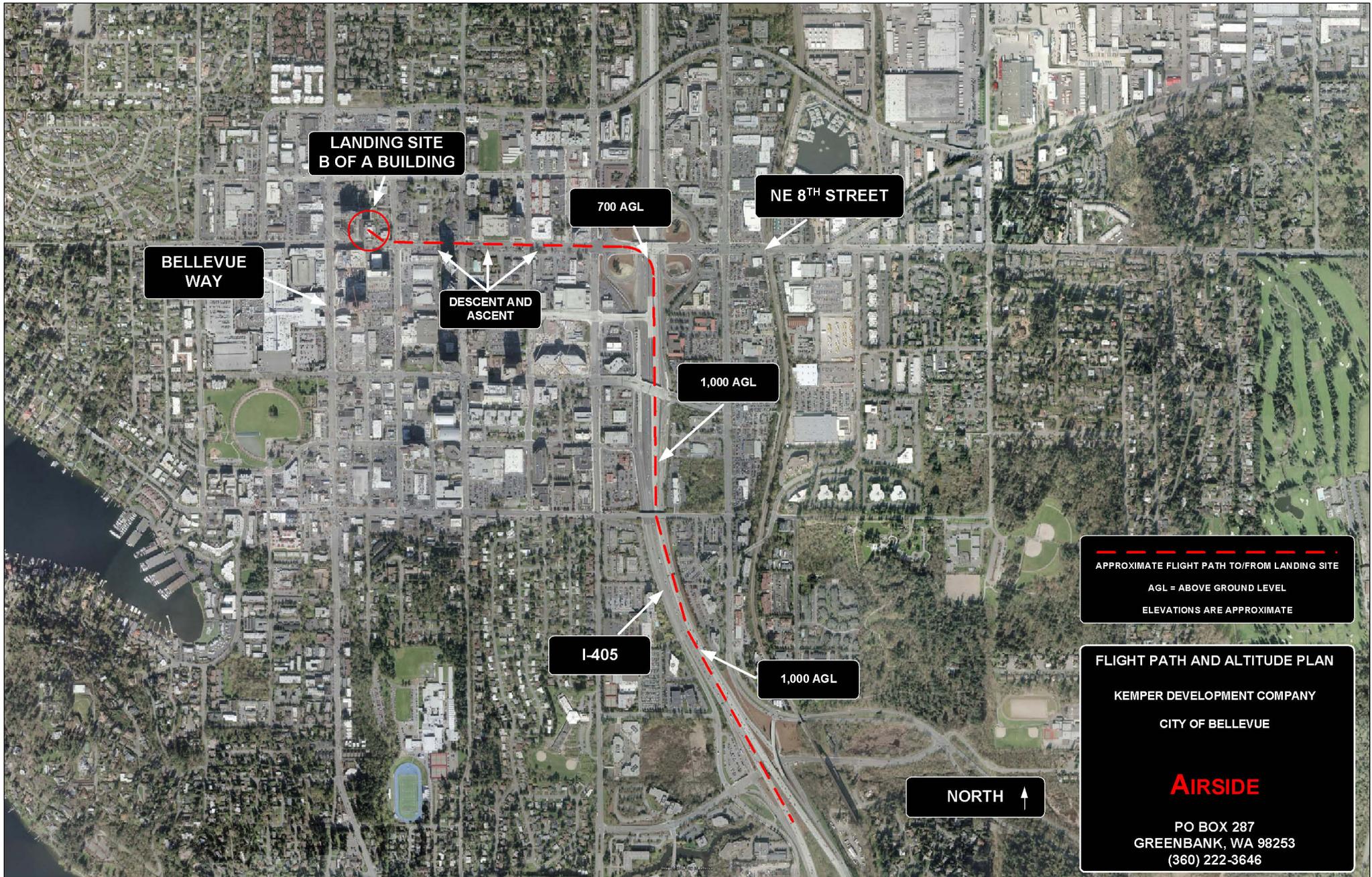
The FAA does not, with the exception of commercial flights that operate into medium and large airports and within certain kinds of airspace, oversee individual operations, conducted by helicopters. However pilots are required to operate according to rules established by *Federal Air Regulation Part 91: General Operating and Flight Rules*. Flights in helicopters that are conducted for hire (on a charter basis) must also follow rules established in *Federal Air*

Regulation Part 135: Operating Requirements: Commuter and on-demand operations and rules.

Helicopters are maintained according to a strict set of guidelines as established in *Federal Air Regulation Part 43: Maintenance, preventive maintenance, rebuilding and operation.*

Pilot credentials – including operating histories and experience - are the responsibility of individual pilots except those flying on behalf of commercial operators. In those cases, individual pilots share that responsibility with their employers.

In terms of evaluating credentials of pilots and providing permission to operate to the proposed helistop, Kemper Development Company would assume this responsibility as operator of the facility. Kemper Development Company, for obvious reasons, would have a keen interest in seeing that its Bank of America Helistop is used in a safe manner and in a ways that are consistent with its conditional-use approval. The company would therefore exert careful judgment over those allowed to use the facility, the kinds of helicopters that would be used and, in general, the purpose of missions.



--- APPROXIMATE FLIGHT PATH TO/FROM LANDING SITE
AGL = ABOVE GROUND LEVEL
ELEVATIONS ARE APPROXIMATE

FLIGHT PATH AND ALTITUDE PLAN
KEMPER DEVELOPMENT COMPANY
CITY OF BELLEVUE

AIRSIDE
PO BOX 287
GREENBANK, WA 98253
(360) 222-3646



TYPICAL HELICOPTER



NOT THIS