

Aircraft

Comment # Comment

- 0018-008 Keep heliskiers limited - maybe one time in AM for drop off to avoid disturbing the peace.
- 0024-008 8) Keep the NOISY helicopters OUT. I just came back from 7 days camping in the Grand Canyon. The Hermit & Boucher trails were NOISY. DAMN helicopters.
- 0132-001 Please put me on the public comment list for the Chugach Nat'l Forest Master Plan. One early comment: I support Heliskiing in Chugach Nat'l Forest.
- 0146-005 The growing need for Increased access, Including helicopter flightseeing and landings, should be provided. Statistics show helicopter flightseeing and landings are among the most popular and highest-rated activities for Alaska visitors. Helicopter landings often afford the only viable access to remote areas. It is often the only way for the physically Impaired, aged or a traveler on a tight time schedule to experience remote, rugged lands up close and
- 0152-002 No, increased helicopter flightseeing & landings!
- 0154-003 Helicopter flightseeing and landings should also be allowed.
- 0188-002 Now our people need to eat, work and play. Tourism is a growing and sustainable economic "blessing" for our area of the state. We hope your new plan will encourage this industry by allowing helicopter tours and landings along with improved access for visitors.
- 0256-004 Air traffic - need to restrict to prevent ruining experience of others.
- 0256-010 Air traffic - designate areas where helicopter & planes are not allowed. Create (ILLEGIBLE) to support a floor on flight level. Work with other organizations/
- 0309-001 Heliskiing! I took advantage of Chugach powder guides. Don't let ACE shut them down! It's a sport that leaves only
- 0333-009 The growing need for increased access, including helicopter flightseeing and landings, should be provided. Statistics show helicopter flightseeing and landings are among the most popular and highest-rated activities for Alaska visitors. Helicopter landings often afford the only viable access to remote areas. It is often the only way for the physically impaired, aged or a traveler on a tight time schedule to experience remote, rugged lands up close and personal.
- 0443-006 The categorical exclusion allowing helicopter landings in the mountains in the greater Turnagain Arm drainage has significantly increased the level of intrusive noise experienced by backcountry recreationists. The USFS should reassess its assumption that these landings would have no significant impact on people and the mountain goat population, and conduct a study of the actual impacts before making any further commitment to allow helicopter
- 0450-002 2. Flight Seeing Access should be provided for the operation of helicopter flight seeing and heli-skiing. With the increased number of tourist requesting access in this manner, the Chugach should make these opportunities available. These facilities are most critical for those physically impaired and the aged on tight tour schedules. While area designated for primitive recreation are important there must be accommodations made for the majority of tourist which are inhibited from taking advantage of primitive recreational opportunities.
- 0464-012 All Chugach Forest lands, including Wilderness Study Areas, that allow landings by commercial fixed wing operators must allow landings by commercial helicopter operators as well. Assignments which differentiate between types of aircraft are unfair and are not based on factual studies. - Aircraft access must be allowed wherever possible due to the lack of roads and alternative accesses.
- 0479-064 Helicopters: Landings in the forest should be restricted to a small number of areas that are designated by the Forest Plan as possible landing areas. Permits should be granted for landing in those areas only after an appropriate level of analysis has been completed in compliance with NEPA. Permittees should be required to follow designated routes at designated minimum altitudes, and comply with other conditions established to minimize their impacts on "Natural Quiet," residents, cabin owners, other users and wildlife.
- 0479-065 Fixed-wing airplanes: Common sense monitoring and controls should be established and addressed in the Forest
- 0486-003 but also maintain the restrictions of access of aircraft to lakes along those trails. Those of us who seek to further the Quiet Rights have a strong voice and would very much appreciate your support.
- 0487-010 A plan for restricting access of aircraft to lakes on hiking trails.

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- 0487-011 A plan for prohibiting helicopters in wilderness areas and in wildlife sensitive areas. Minimum altitudes need to be established.
- 0487-016 17) A plan that requires state-of-the-art quiet technology from any helicopter companies applying for permits. 18) A plan that requires an EA prior to any helicopter permit. The noise impact of helicopter takeoff, flight path, altitude, and landing areas on neighboring homeowners, quiet recreationalists, tourists seeking solitude, and wildlife needs to be analyzed prior to permitting.
- 0719-001 Quiet areas also serve as reservoirs for wildlife. Please work with the FAA to restrict flightseeing to above 2,000 for both fixed wing & especially helicopters. Don't allow helicopter landings for recreational purposes, whether sightseeing, rafters, or whatever. It is not allowed for hunting transportation & it has worked well. Just because something is possible & can make money does not justify the drawbacks associated with man's inventions.
- 0812-015 All Chugach Forest lands, including Wilderness Study Areas, that allow landings by commercial fixed wing operators must allow landings by commercial helicopter operators as well. Assignments which differentiate between types of aircraft are unfair and are not based on factual studies. - Aircraft access must be allowed wherever possible due to the lack of roads and alternative accesses.
- 0817-018 Helicopter Flights Guidelines need to be established for helicopter flights within the Chugach Forest so wildlife are not adversely impacted by flightseeing. In general, helicopters should not be used as a viewing platform for wildlife.
- 0820-046 Helicopters: Helicopters are both noisier and far more irritating to wildlife and humans than other aircraft. It has been documented, for example, that bears will move their winter den in order to avoid helicopter noise and during summertime use will leave valleys where helicopters are present. Landings in the Forest should be severely restricted. The Forest should be closed to helicopter landings except for a small number of areas that are designated by the plan as possible landing areas. Permits should be granted for landing in those areas only after an EA has been completed in compliance with NEPA. Permittees should be required to follow designated routes at designated minimum altitudes, and to comply with other conditions established to minimize their impacts on residents, cabin owners, other users, and wildlife. Fixed-wing airplanes: Although fixed-wing airplanes are generally less obtrusive than helicopters, they are hardly without their impacts (especially when flying frequent fixed flightseeing routes) when they are. left unregulated. In addition to common sense monitoring and controls, especially on flightseeing, and a carrying capacity analysis, landings should not be allowed on lakes with road accessible hiking trails (like
- 0862-009 Plans for heli-access – consistent with motorized/non-motorized
- 0880-009 Look at helicopter openings and closures on the Forest
- 0886-002 PWS is changing regardless of our actions – I do not think the agency is prepared for helicopter access, motorized/non-motorized affect wildlife and peoples values. Internal collaboration is weaker than it should be – it gives a bad impression to public.