



SECTION 7

Part 135 GH 4A Part 133 GH 4L

NON- Congested Area Plan

Operator: Guardian Helicopters, Inc  
67 D STREET  
Fillmore CA. 93015

Phone (818) 442-9904

FAX (818) 442-9901

PROJECT: PG&E BHT BK117 CARGO WORK ORDER #: 26-02242

ADDRESS: WILLOW CREEK RD CITY: NORTH FORK STATE: CA ZIP: 93643

**SEE ATTACHED FLIGHT REQUEST AND KMZ**

CONTRACTOR: PGE FRESNO AUBERRY

CONTACT REQUESTOR: CHARLES FRALICK PHONE#: **530-205-0065**

CONTACT FORMAN: JASON PHILLIPS PHONE#: **559-430-5731**

CONTACT SUPERVISOR : CHARLES FRALICK PHONE#: **xxx-xxx-xxxx**

PILOT'S NAME(S):

|                   |                 |
|-------------------|-----------------|
| 1. MICHAEL KLINK  | CERT#: 3018828  |
| 2. BUCKEY MACKAY  | CERT #: 2778051 |
| 3. IAN GOODALE    | CERT#: 3741973  |
| 4. ROSS GOULET    | CERT#: 3396777  |
| 5. TREVOR NEEDHAM | CERT#: 3597688  |
| 6. DONOVAN OWENS  | CERT#: 3403431  |
| 7. JOHN OLSON     | CERT#: 27691766 |

TYPE OF AIRCRAFT:

|            |           |                        |
|------------|-----------|------------------------|
| BELL 407   | N# N407GH | A/C CATEGORY: STANDARD |
| BELL 407   | N# N447GH | A/C CATEGORY: STANDARD |
| BELL 407   | N# N111GH | A/C CATEGORY: STANDARD |
| BELL 407   | N# N718GH | A/C CATEGORY: STANDARD |
| BELL 407   | N# N829GH | A/C CATEGORY: STANDARD |
| BELL 205A1 | N# N216GH | A/C CATEGORY: STANDARD |
| BELL 205A1 | N# N211GH | A/C CATEGORY: STANDARD |
| BELL 205A1 | N# N205GH | A/C CATEGORY: STANDARD |
| BK 117     | N# N817DD | A/C CATEGORY: STANDARD |
| BK 117     | N# N1174U | A/C CATEGORY: STANDARD |
| BK 117     | N# N74GH  | A/C CATEGORY: STANDARD |

**IF SAFETY DICTATES AND OR THE CUSTOMER REQUESTS ADDITIONAL LIFTS THE LIFTS WILL BE CONDUCTED REMAINING WITHIN THE APPROVED TIME PARAMETERS.**

TYPE OF LIFT : 1800 LBS CARGO 3000 FT ELEV LOAD: EXT CL B TYPE OF ITEM LIFTING: ☐ AERODYNAMIC ☒ NON- AERODYNAMIC LONG LINE: (NO) XXX (YES) **LESS 200 FT** (LENGTH)

**DATE AND TIMES OPERATION WILL BEGIN AND TERMINATE:**

| FLIGHT DATES | TIME BEGIN | TIME END | TODAY'S DATE |
|--------------|------------|----------|--------------|
| 8-27-2026    | SUNRISE    | SUNSET   | 8-19-2026    |

**Evacuation**

**Crowd Control**

**Street Closure**

☒ No Evacuated Structures

☒ Operator

☐ Yes ☒ No

☐ Evacuated Structures

☒ Contractor

☒ Contractor

☐ Operator



**Part 135 GH 4A Part 133 GH 4L**  
NON-Congested Area Plan

LIST OF BUILDINGS THAT SHALL EITHER BE PARTIALLY OR ENTIRELY UNOCCUPIED PERSONS ALSO HOMES THAT WILL BE NOTIFIED OF ACTIVITY:

| BUILDING DESCRIPTION/ADDRESS    | REMARKS         | METHOD     |
|---------------------------------|-----------------|------------|
| <b>NONE</b>                     | NOTIFIED BY PGE | HAND CARRY |
| <b>STRUCTURES WITHIN 300 FT</b> |                 |            |

Narrative description of pick-up site, route, delivery site, and plan for ceasing operation if unauthorized persons enter operational area or real hazard occurs.

**SITE INSPECTION NOTES**

1. ALL OPERATIONS WILL BE IN ACCORDANCE WITH GHI AND CONTACTOR'S POLICIES AND PROCEDURES.
2. ALL PERSONNEL ESSENTIAL TO COMPLETING THE JOB SAFELY WILL PARTICIPATE IN THE SAFETY TAILBOARD. ALL PARTICIPANTS MUST SIGN THE GHI SIGN IN SHEET.
3. ONLY ESSENTIAL PERSONNEL WILL BE PERMITTED TO PARTICIPATE IN THE EVOLUTION AND TO ENTER THE SAFETY ZONE.
4. IN THE EVENT AN UNAUTHORIZED PERSON ENTERS THE SAFETY ZONE OR A POTENTIAL HAZARD IS IDENTIFIED THE PILOT WILL HOLD THE AIRCRAFT IN RELATIVE POSITION AND ALL OPERATIONS WILL CEASE UNTIL THE PROBLEM IS RECTIFIED.
5. THE PILOT WILL MAINTAIN RADIO COMMUNICATION WITH THE GROUND CREW. IN THE EVENT OF LOSS COMMUNICATION, THE CREW WILL USE STANDARD HEAD AND HAND SIGNALS. WHEN THE PILOT IS CLEAR HE WILL MOVE THE AIRCRAFT TO A SAFE LOCATION TO ALLOW THE COMMUNICATION PROBLEM TO BE RECTIFIED.
6. IN THE EVENT OF AN AIRCRAFT EMERGENCY THE PILOT WILL NOTIFY THE GROUND CREW AND WILL ATTEMPT TO LAND THE AIRCRAFT IN THE EMERGENCY LANDING AREA.
7. NO PERSONNEL WITHIN THE OPERATING AREA WILL BE PERMITTED TO TAKE PICTURES, NO CAMERA OR CELL PHONE USAGE.
8. EVACUATIONS AND STREET CLOSURES ARE IN ACCORDANCE WITH DIAGRAMS BELOW.
9. ANY DEVIATION FROM THE FLIGHT PLAN OR TAILBOARD MUST BE RE TAIL BOARDED
10. ANY DEVIATION OR ADDITIONAL WORK MUST BE APPROVED BY CONTRACTOR
11. ALL PERSONNEL HAVE WORK STOP AUTHORITY AND MUST EXERCISE THIS AUTHORIZATION

**PRIOR TO BEGINNING OPERATIONS, A TAILBOARD SAFETY BRIEF WILL BE CONDUCTED.**

1. HELICOPTER WILL LAND AT THE LANDING ZONE TO CONDUCT TAILBOARD
2. EQUIPMENT WILL BE STAGED AT LZ
3. REMOTE AREA NO EVACUATIONS
4. REMOTE ARE NO STREET CLOSURES
5. WATER TRUCK IS REQUIRED AT LANDING AREAS

**LEGEND**

| <b>SITE PLAN SYMBOLS: EVACUATION FLIGHT PATH</b> |                                        |                       |
|--------------------------------------------------|----------------------------------------|-----------------------|
| LANDING AREA = (LZ)                              | STREET BLOCKED = XXXX                  | TOP TWO FLOORS = UBT2 |
| ATTACH AREA = (A)                                | RELEASE AREA = (R)                     |                       |
| FLIGHT PATH = >>>>                               | EMERGENCY LAND = (ELZ)                 |                       |
| UNOCCUPIED BUILDING = (UB)                       | UNOCCUPIED BUILDING TOP FLOOR = (UBT1) |                       |





8-19-2026

DATE OF SUBMISSION

*Jeffrey M. Teubner*

---

COMPANY OFFICIAL / TITLE  
Jeffrey M. Teubner Flight Coordinator