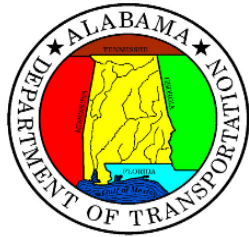


ALABAMA DEPARTMENT OF  
TRANSPORTATION  
AERONAUTICS BUREAU



**Administrative Code**

**Chapter 450-9-2**

*Procedures and Requirements for Construction and  
Licensing of  
Heliports*

Statutory Authority: Act 2000-220

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## **450-9-1-.01 PURPOSE OF CHAPTER**

The purpose of this chapter is to establish the procedures and minimum safety standards that shall govern the inspection, licensing and closure of heliports by the Alabama Department of Transportation Aeronautics Bureau.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-359

## **450-9-1-.02 DEFINITIONS**

(1) For the purposes of this chapter the following definitions, terms, words and phrases shall have the meanings given. These definitions are in addition to the definitions found in the Code of Alabama 1975, 23-1-353.

(a) Air Tour. Any sightseeing flight conducted under visual flight rules in a helicopter for compensation or hire.

(b) Air Tour Operator. Any person who conducts an air tour.

(c) Airway. A route in the navigable airspace over and above the lands or waters of this state, designated by ALDOT, or the United States Government, as a route suitable for air navigation.

(d) Approach and Departure Path. An area of navigable airspace defined by the rules and regulations of the Alabama Department of Transportation Aeronautics Bureau that ensure safe ingress and egress of a helicopter to and from a heliport.

(e) Bureau. The Aeronautics Bureau of the Alabama Department of Transportation.

(f) Department . The Alabama Department of Transportation.

(g) FAA. The Federal Aviation Administration.

(h) CFR. Code of Federal Regulations.

(i) Final Approach and Takeoff Area (FATO). A defined area over which the final phase of the approach to a hover, or landing, is completed and from which the takeoff is initiated.

(j) Helicopter. Any aircraft now known, or hereafter invented, used or designed for navigation of or flight in the air, which derives its flight characteristics from blades that rotate about an approximately vertical central axis.

(k) Heliport. An area of land or structure specifically prepared for the landing or taking off of helicopters.

(l) Heliport Hazard. Anything that obstructs the defined approach and departure paths FATO or Safety Area.

(m) Helicopter Operations Area. That portion of heliport property consisting of the landing area, parking pad and associated imaginary surfaces.

(n) Imaginary Surfaces, Heliports. The imaginary surfaces associated with helicopter operation areas, and airspace surrounding heliports that is used to identify obstructions to helicopter navigation and operation.

(o) Inspector. A merit system employee of Aeronautics Bureau charged with the physical inspection of landing areas within the State and enforcement of all rules and regulations of ALDOT.

(p) Instrument Approach. An approach to a heliport using an electronic aid providing directional guidance.

(q) Landing Area. Any site that has been specifically prepared for the landing of helicopters or aircraft.

(r) License. Permit for operation of heliport or any other designated landing area issued by the Alabama Department of Transportation Aeronautics Bureau.

(s) NOTAM. Notice to Airmen.

(t) Notice. Written or electronic communication between two parties.

(u) Obstruction. A penetration of the heliport imaginary surfaces as determined by 14 CFR, Federal Aviation Regulations Part 77, as amended.

(v) Person. A human being or organization with legal rights and duties.

(w) Personal Use Heliport. A restricted heliport on private property, designated for the use of the property owner and his, or her immediate family.

(x) Safety Area. A defined area on a heliport surrounding the FATO which is free of objects, other than those required for air navigation purposes.

(y) Taxi Route. A defined path established for the ground taxi of helicopters from one part of a heliport to another.

(t) (TLOF) Touchdown and Liftoff Area. A load bearing area on which the helicopter lands or takes off. .

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c).

### **450-9-1-.03 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF STATE FUNDED PROJECTS**

The Alabama Department of Transportation's Standard Specifications for Highway Construction, as amended, is adopted in its entirety.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, § 23-1-357 (c).

#### **450-9-1-.04 DESIGN STANDARDS FOR HELIPORT CONSTRUCTION**

The Federal Aviation Administration’s Advisory Circular 150/5390-2 (as amended), Heliport Design, is adopted in its entirety.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 41-22-9.

#### **450-9-1-.05 IMAGINARY SURFACES**

Federal Aviation Regulation, 14 CFR, Part 77 “Objects Affecting navigable Airspace”, as amended, is adopted in its entirety.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 41-22-9.

#### **450-9-1-.06 APPLICATION PROCEDURES**

(1) An application to construct a heliport is initiated by submission of the “State Heliport Registration Form”.

(2) Before the Department will consider an application for a proposed heliport, the applicant must receive a determination of no objection to the site location from the FAA. To obtain such a determination, the applicant must complete and submit FAA Form 7480-1 (“Notice of Proposed Landing Area”) to the appropriate FAA office.

(3) A drawing depicting the proposed development, property boundaries, and a location map must be submitted to the Department with the “State Heliport Registration Form”. The drawing shall show the proposed heliport location and

orientation on the property. Authenticated documentation from all local zoning entities stating all zoning requirements have been satisfied and approval received from the appropriate government agency shall be included with the submittal. In the event that no zoning ordinances exist for the proposed location, a written statement of confirmation thereof from the appropriate government agency shall be submitted.

(4) An Inspector shall visit the proposed site to determine the appropriateness of the location and, that if a heliport is constructed, will conform to standards set forth in this chapter.

(5) The Inspector shall file a report and recommendation with the Department that a site approval certificate be issued or denied. A copy of the report will also be forwarded to the applicant.

(a) Denial - A recommendation of denial shall include the deficiencies causing the denial.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359, 23-1-372, 23-1-373.

## **450-9-1-.07 CONSTRUCTION REQUIREMENTS**

### **450-9-2-.07 CONSTRUCTION REQUIREMENTS**

(1) After a site approval certificate is issued, the owner must submit detailed construction drawings to the Department for approval. The drawings must include a summary of quantities sheet that show the materials to be used and the estimated quantities of these materials. A typical section of the proposed construction of the



helipad, along with a layout plan of the heliport and other appurtenances shall be included with the drawings. The layout plan must be to scale. The owner must present an obstruction evaluation analysis that meets the requirements of Section 450-9-2.11. The physical layout of all Public Use heliports and appurtenances must meet the standards set forth in FAA Advisory Circular 150/5390-2, (“Heliport Design”), as amended. The requirements for the physical layout of the heliport and appurtenances for all Private-Use and Hospital heliports must meet the requirements of Section 450-9-2.11 for the license category for which application has been made. Once the plans and specifications have been approved, the owner is authorized to proceed with the construction of the facility.

(2) Once the heliport has been completed, the owner must contact the Department for a final inspection. An Inspector shall conduct the final inspection to determine if the facility was constructed according to the plans and specifications submitted to the Department. A final inspection report will be submitted to the Department with a recommendation to grant or deny the license. A recommendation of denial shall specify the items to be corrected and the necessary corrective action to be taken. Once the owner meets all construction requirements, the owner may request licensure.

(3) The materials and construction standards for all Private and Medical heliports shall meet or exceed the requirements of the Alabama Department of Transportation Standard Specifications for Highway Construction, as amended.

(4) Heliports constructed for a Public Use license and all elevated heliports shall meet the requirements set forth in Federal Aviation Regulations Advisory Circular 150/5390-2C (“Heliport Design”) as amended.

Author: ADA

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

## **450-9-1-.08 WAIVERS**

(1) Waivers pertaining to design or minimum licensing standards may be obtained from the Bureau on a case by case basis. When considering a waiver request, the Chief will determine if such a modification will have an adverse effect on the safety of the users of the facility or the future plans of the facility.

(2) Requests for waivers will be made by written request to the Chief of the Aeronautics Bureau.

(3) The waiver request must be specific. The request must include a justification for the waiver. The request must be accompanied by a report from a licensed professional engineer if waivers from material, constructions standards or testing requirements are desired.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

## **450-9-1-.09 LICENSE CATEGORIES and REQUIREMENTS**

(1) Public Use Heliport that is open to the public with no restrictions. This license category also applies to landing areas used to conduct air tours by an air tour operator that is providing helicopter flights under 14 CFR Parts 91, 121, and 135. To be licensed in a Public Use category, a helicopter landing area shall meet the requirements of the most recent publication of the FAA AC150/5390-2 “Heliport Design.”

(2) Private Use Heliport that is for the owner’s use and is available to others with the owner’s permission.

(3) Hospital. - Heliport that is used exclusively for the transportation of medical patients and/or medical purposes.

(4) Special Event - This type license is issued for specific events that require a license to meet local zoning ordinances.

(5) Change of license category – A change of the category of an issued license is permissible if the heliport meets the requirements for that license category to which the change is requested. The request for a change of category will be made on a completed FAA Form 7480-1 forwarded to the Department.

(6) Exemptions from licensing and inspection requirements -

(a) Heliports owned or controlled by the Federal government are not required to be licensed.

(b) Personal-Use heliports are not required to be licensed.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359.

## **450-9-1-.10 UNLICENSED HELIPORTS**

The operation of an unlicensed heliport is a violation of State law (Code of Alabama 1975, 23-1-375). When an unlicensed heliport is discovered the

Department will notify the owner of the property and request that operations cease until the heliport is licensed.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

## **450-9-1-.11 OPERATING LICENSE RENEWAL**

(1) A license shall be renewed on an annual basis if the issuance standards are met as described in 450-9-2.11.

(2) The heliport owner will be notified of any violation(s) of the requirements noted during an inspection. Failure to correct these noted violations within a maximum of 180 days will result in the revocation of the operating license. Once the Department has verified that corrective action has been taken, the license will be reissued.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359.

## **450-9-1-.12 MINIMUM REQUIREMENTS FOR OPERATING LICENSE RENEWAL**

(1) *Approach and Departure Path free of obstructions.*

*a. Approach and Departure Paths shall begin at the edge of the FATO and expand to a width of 125 feet at a distance of 400 feet beyond. The approach and departure path shall slope up a rate of one (1) foot in vertical rise for every eight (8) feet in horizontal distance.*

*(2) TLOF*

(a) Public Use - Minimum of 1.0 times the rotor diameter of the design helicopter.

(b) Private Use – Minimum of 20 feet in regard to its least dimension, i.e., length, width, or diameter.

(c) Hospital - Minimum of 20 feet in regard to its least dimension, i.e., length, width, or diameter.

(d) Special Event –Dimensions shall be as approved by the Department.

*(3) FATO*

(a) Public Use - Minimum of 1.5 times the overall length of the design helicopter.

(b) Private Use – Not less than 14-foot width shall surround the TLOF.

(c) Hospital - Not less than 14-foot width shall surround the TLOF.

(d) Special Event - The FATO shall be as approved by the Department.

*(4) HELIPORT SAFETY AREA*

(a) Public Use –Equal to 1/3 the rotor diameter of the design helicopter, but not less than 20 feet in width, surrounds the FATO.

(b) Private Use –Not less than 10 feet shall surround the FATO.

(c) Hospital –Not less than 10 feet shall surround the FATO.

(d) Special Event – The safety area size shall be as required by the Department.

*(5) HELIPORT MARKING*

(a) HARD SURFACE HELIPORTS:

(1.) The TLOF of all hard surface heliports shall be identified by a 12-inch-wide solid white line along the perimeter.

(i) Public Use – A white H centered in the TLOF and aligned with the preferred direction of approach.

(ii) Hospital – A red H centered on a white cross, centered in the TLOF and aligned with the preferred direction of approach.

(iii) Private Use – A distinctive marking, such as a company logo, identifies the facility as a private use heliport.

(2.) FATO –Marked by 12 inch wide, 5-foot-long segments.

(b) TURF HELIPORTS:

(1.) TLOF - A continuous 12 inch in-ground marking.

(2.) FATO – Marked by 12-inch-wide, 5-foot-long in-ground marking.

*(6) WIND DIRECTION INDICATORS*

(a) Operational wind direction indicator.

(b) Installed in a highly visible area.

(c) Night operations require that the indicator be lighted.

*(7) HELIPORT LIGHTING*

Heliports that install TLOF lighting shall meet the dimensions, intensity, placement and lens color requirements of FAA AC 150/5390-2, as amended.

*(8) HELIPORT BEACONS*

A beacon shall have green/white/yellow lens and not obstructed by objects of natural growth or manmade structures.

*(9) HELIPORT CONDITIONS*

(a) The TLOF, FATO, and taxi lane surfaces must be kept free of any defect or obstruction.

(b) The TLOF, FATO, and taxi lane surfaces of turf heliports shall be graded. Grass surfaces shall not exceed a height of more than twelve (12) inches above the graded surface.

(c) Helicopter Parking Area Requirements

(1.) Parking of helicopters only.

(2.) The apron surface shall be graded and free of any defect or obstruction.

*(10) FUELING AREA REQUIREMENTS*

(a) Sign(s) posted to prohibit open flames or smoking in fueling area.



(b) Grounding cables.

(c) Accessible fire extinguisher approved for the purpose of extinguishing petroleum product(s).

(d) Hoses for the dispensing of fuel shall not be frayed, cracked, or subjected to any condition that could cause a rupture or leaking of fuel.

(e.) Fuel tanks must be clearly labeled for contents.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

History:

### *(11) TRANSITIONAL SURFACES*

(a) A transitional plane shall surround the FATO for the purpose of identifying obstructions as defined in Rule 450-9-2.05.

## **450-9-1-.13 CONSTRUCTION OR ALTERATIONS OF AN EXISTING FACILITY**

(1) Any construction or alteration that meets the requirements for notification as described in 14 CFR Part 77 or Part 157, as amended, shall be preapproved by the Department. Notification to the Department shall be made on FAA Form 7460-1.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

#### **450-9-1-.14 NOTICE TO AIRMEN (NOTAMS)**

(1) The heliport owner is required to notify the Bureau and the FAA of any circumstance that affects the safe use of the facility. The subject of the notification shall include any planned or unplanned situation of a temporary or long-term nature that poses a potential safety hazard. The FAA notification will be accomplished by contacting the proper Flight Service Station. The Bureau notification will be accomplished by contacting the Bureau of Aeronautics of the Department.

(2) The heliport owner or an Inspector are the only persons authorized to issue NOTAMS. An Inspector will issue NOTAMS at any heliport where a safety problem is noted during an inspection by contacting the proper Flight Service Station. The NOTAM can be cancelled by the heliport owner after corrective action has been taken.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

#### **450-9-1-.15 AIRPORT CLOSURE PROCEDURES**

##### **MANDATORY CLOSURE PROCEDURES**

(1) Any heliport licensed by the Department may be closed in one of the following ways:

(a) License Revocation - The Director is authorized to issue a written “Mandatory Closure Notice” to any heliport owner that fails to maintain the licensed heliport within the requirements prescribed by this chapter. The notice will contain a specific description of the violations and the action that must be taken by the heliport owner. The mandatory closure is effective immediately upon the issuance of the “Mandatory Closure Notice”.

(b) Emergency Closure - In consultation with the Bureau Chief, an Inspector is authorized to issue an “Emergency Closure Notice” when it is determined, by an on-site visit, that conditions exist that constitute a threat to the safety of helicopters operating to, from or on a licensed heliport. An emergency closure shall take effect immediately. The Inspector shall notify the heliport owner of the observed safety violation(s) and contact the FAA for the issuance of a closure NOTAM. It shall be the heliport owner’s responsibility to notify all heliport tenants and users of the closure. Within twenty-four (24) hours of the emergency closure, the Inspector shall provide the heliport owner with written verification of the closure action. The written verification will contain a specific description of the safety violations giving cause for the emergency closure and actions to be taken by the heliport owner. The emergency closure will be rescinded only when the corrective actions have been taken by the heliport owner and verified by the Department.

#### VOLUNTARY CLOSURE PROCEDURES.

(1) Any heliport licensed by the Department may be closed by the licensee in one of the following ways:

(a) License Surrender – A voluntary closure is an action initiated by the heliport

owner to permanently close a heliport. The heliport owner's written notification of voluntary closure must set forth the reasons for closure and the proposed date of closure.

(b) Maintenance/Construction Closure - A heliport may be temporarily closed by the heliport owner for the purpose of performing maintenance or construction work. It is the responsibility of the heliport owner to contact the FAA for the purpose of issuing a NOTAM. The heliport owner shall notify the Department in writing about the work to be performed and anticipated beginning and ending dates of the closure.

#### **450-9-1-.16 PROHIBITED ACTIVITIES**

(1) The use of any portion of the helicopter operations area, or heliport property for any purpose other than the operation of a helicopter.

(2) Use of the heliport, taxiway, apron, or any area of heliport property for the flying of a radio-controlled model helicopter.

(3) The discharge of firearms on heliport property except by authorized heliport personnel as required for varmint or bird control.

(4) The use of heliport property within the Helicopter Operations Area for the seating, or congregating of pedestrians, or the erection of booths for the distribution of goods, food, or beverages.

(5) The destruction of any part of the helicopter operations area without the proper notification.

(6) The removal or destruction of any lighting fixtures directional sign, or navigation equipment without approval of the heliport owner.

(7) The erection of any structure or planting of vegetation that meets the definition of a heliport hazard.

(8) Pertaining to Public Use heliports; the closure of, or limiting of access to, any part of the helicopter operations area for the use of certain groups or individuals. The only exceptions being operations requiring exceptional safety or security as deemed appropriate by the heliport owner.

Author: Aeronautics Bureau

Statutory Authority: Code of Alabama 1975, 23-1-357(c), 23-1-359

History:

#### 450-9-2-2.19 FORMS

- (1) FAA Form 7480-1 “Notice of Proposed Landing Area”.
- (2) FAA Form 7460-1 “Notice of Proposed Construction or Alteration”.
- (3) State Heliport Registration Form “Form AB 1000”

*This document was prepared by the Alabama Department of Transportation*

*Aeronautics Bureau*

*1409 Coliseum Boulevard*

*Montgomery, AL 36130-3050*

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