



August 18, 2021

TO: Oregon Department of FOres  
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**NOTICE OF HELIPORT AIRSPACE ANALYSIS DETERMINATION  
ESTABLISH PRIVATE USE HELIPORT  
\*\*NO OBJECTION\*\***

The Federal Aviation Administration(FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

RE: *(See attached Table 1 for referenced case(s))*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Heliport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Heliport Elevation (feet)
2021-ANM-2656-NRA		ODF Heliport	LAP ASN # 2021-WSA-101-LAP Oregon Department of Forestry helipads.	John Day, OR	44-24-32.00N	118-57-55.00W	3680

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 1 nautical miles S of John Day, OR.

This is a Flight Standards approved virtual evaluation (temporary) solution to the 7400.2 on-site heliport evaluation requirement.

The actual on-site evaluation will be conducted upon the removal of the COVID-19 travel restrictions. The virtual evaluation is preliminary only and the final provisions are based on the results of the on-site evaluation by the local FSDO or FPAG.

Recommendations -

- Flight Standards has conducted a virtual evaluation of this heliport regarding the safety of helicopter operations.
- The proponent should meet all state and local requirements, the landing area should be limited to private-use only. Because this is a private-use heliport, all operators proceed at their own risk, and, to enhance the safety of operations, we recommend the following:
- The heliport meet and maintain the standards of FAA Advisory Circular 150/5390-2 (current version) Heliport Design and establish an acceptable level of safety for helicopter operations.

- Check Heliport dimensions at: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afx/afs/afs400/afs420/heliport\\_eval\\_tools/](https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs420/heliport_eval_tools/) Maintain a wind indicator adjacent to the heliport, away from the approach and departure routes, and outside the safety area.
- Do not conduct night helicopter operations unless the heliport and wind indicator are lit in accordance with the current edition of AC 150/5390-2, paragraphs 411c and 415 The takeoff/landing area is appropriately marked, including the standard "H" marking, gross weight/overall length markings, and properly aligned with the preferred approach and departure routing.
- Any heliport on-site aircraft refueling operations should be conducted in accordance with FAA guidelines, National Fire Protection Pamphlet (NFPA) 418 and local Fire Marshall recommendations. Fire protection is provided in accordance with the NFPA 418, local fire code and AC 150/5390-2.
- Unauthorized persons are restrained from access to the takeoff/landing area during helicopter flight operations. If a barrier is utilized locate it outside the Safety Area and not penetrate the FAA AC 150/5390-2 approach/ departure surface area. CAUTION HELICOPTER OPERATIONS type signage be affixed near entrance(s) and parameter of heliport. Refer to FAA AC 150/5390-2 figure (2-34 GA acft) for example.
- Establish communication plan between John Day Airport and the helicopter. Publish and distribute helicopter operational procedures to heliport operators and users.
- The heliport proponent will reexamine obstacles in the vicinity of the approach/departure paths on an annual basis in accordance with AC 150/5390-2. Any new obstacles noted will be forwarded to the Airport District Office, Flight Standards District Office or Flight Standards Division.
- A Flight Standards post construction heliport evaluation should be completed within 15 days of construction completion and prior to operational use of the heliport. Contact Airports Division, Flight Standards District Office, or Flight Standards Division to schedule the evaluation when nearing completion.

Our aeronautical study has determined that the subject private use heliport will not adversely affect the safe and efficient use of airspace by aircraft. Therefore, we have no objection to the proposal.

This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of airspace by aircraft and with respect to the safety of persons and property on the ground. In making the determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal.

The FAA cannot prevent the construction of structures near a heliport. The heliport environs can only be protected through such means as local zoning ordinances or acquisitions of property in fee title or aviation easements, letters of agreement, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

Please complete, sign, date, and return the enclosed Airport Master Record 5010 Form. Instructions for completing the form can be found online at <https://www.faa.gov> in Advisory Circular 150/5200-35, "Submitting the Airport Master Record in Order to Activate a New Airport" (current version). This action will ensure your heliport is activated and assigned a private use location identifier. Please indicate on the Airport Master Record Form if you desire to have your heliport charted. Please be advised that charting of private use heliports is not guaranteed. Additionally, if charted, there is no guarantee your heliport will remain on FAA published charts. Charting of private use heliports relies heavily on landmark value and chart clutter. The inclusion on a chart may take several charting cycles and does not coincide with the issuance of a location identifier.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until 02/17/2023. Should the Airport Master Record 5010 Form not be returned by 02/17/2023, an extension of our determination should be requested by 02/03/2023.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to, or abandonment of the subject heliport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration, and Deactivation of Airports".

If you have any questions concerning this determination or completion of the Airport Master Record 5010 Form, please contact me at [deepeka.munoz@faa.gov](mailto:deepeka.munoz@faa.gov) or at (231) 231-4114.

Sincerely,

Deepeka Munoz

DivUser

**Signature Control No: 487544670-491897803**

Attachment: Airport Master Record 5010 Form

