

8800.2100 PRIVATE HELIPORT LICENSING.

Subpart 1. **Application.** A "private heliport" is a private airport as defined in part 8800.0100.

Subp. 2. **Minimum requirements.** A private heliport must be granted a license when it has met the general provisions of parts 8800.1400 and 8800.1500 and the minimum requirements of this part.

Subp. 3. [Repealed, 30 SR 215]

Subp. 3a. **Obstructions.** An object is considered an obstruction to a private heliport if it is of greater height than any of the following heliport imaginary surfaces:

A. heliport primary surface, that coincides in size and shape with the final approach and takeoff area (FATO) as defined in the latest edition of the FAA Heliport Design Advisory Circular, which is incorporated by reference in part 8800.1800, subpart 3;

B. heliport approach surface as defined in Code of Federal Regulations, title 14, part 77, and for heliports with instrument approaches, the latest edition of the FAA Heliport Design Advisory Circular;

C. heliport safety area as defined in the latest edition of the FAA Heliport Design Advisory Circular; or

D. traverse ways, but only after their heights have been increased as described in part 8800.1200, subpart 2.

Subp. 4. **Touchdown and liftoff area (TLOF).** The touchdown and liftoff area (TLOF) is a load-bearing, generally paved area, normally centered in the FATO, on which the helicopter lands or takes off. The TLOF minimum size is as defined in the latest edition of the FAA Heliport Design Advisory Circular.

Subp. 5. [Repealed, 30 SR 215]

Subp. 6. [Renumbered subp. 3a]

Subp. 7. **Approach-departure paths.** Approach-departure paths must be selected with consideration for prevailing winds and the availability of emergency landing areas along the paths. These paths begin at the edge of the FATO and extend outward and upward as described in subpart 3a, item B.

A visual approach surface may be curved. If the approach-departure path is curved, its centerline must have a turning radius of not less than 700 feet and the curved portion of the path must begin at a distance not less than 300 feet from the FATO.

A private heliport must have at least two approach-departure paths, which must be separated by an arc of at least 90 degrees.

Subp. 8. **Fuel.** All fuel dispensed on the heliport for aircraft use must be filtered to be free of solid matter in excess of five microns particle size and to have a free water content of less than 30 parts per million parts of fuel.

Subp. 9. **Fire extinguishers.** At least one properly maintained fire extinguisher must be available if fuel is dispensed. It must be a minimum of 20-B rating or its equivalent.

Subp. 10. **Wind sock.** All private heliports must be equipped with a wind sock.

Subp. 11. **Safety barriers.** Access to the FATO and the safety area, if any, must be fenced or protected to keep unauthorized persons out of these areas. Suitable placards warning of the dangers of turning rotors must be prominently displayed in pedestrian access areas. If a fence is used, it must not penetrate the heliport imaginary surfaces described in subpart 3a.

Subp. 11a. **Rooftop egress.** Rooftop heliports must have exits on different sides of the TLOF.

Subp. 12. **Hazards.** A private heliport shall not impose undue hazards upon adjoining property or its occupants or endanger the user or use of existing surface transportation or power and communication transmission lines.

Subp. 13. **Commercial use.** A private heliport may be used for limited commercial operations as provided in parts 8800.3100 and 8800.3200.

Statutory Authority: *MS s 14.388; 360.015; 360.018; 360.03; 360.90*

History: *30 SR 215; 31 SR 350*

Published Electronically: *October 2, 2007*