

APA-1

TRANSMITTAL SHEET FOR NOTICE OF INTENDED ACTION

Control: 450
Department or Agency: Alabama Department of Transportation
Rule No.: Chapter 450-9-6
Rule Title: Minimum Standards for Heliport Pads
Intended Action: Amend

Would the absence of the proposed rule significantly harm or endanger the public health, welfare, or safety? No

Is there a reasonable relationship between the state's police power and the protection of the public health, safety, or welfare? Yes

Is there another, less restrictive method of regulation available that could adequately protect the public? No

Does the proposed rule have the effect of directly or indirectly increasing the costs of any goods or services involved? No

To what degree?: N/A

Is the increase in cost more harmful to the public than the harm that might result from the absence of the proposed rule? NA

Are all facets of the rule-making process designed solely for the purpose of, and so they have, as their primary effect, the protection of the public? Yes

Does the proposed action relate to or affect in any manner any litigation which the agency is a party to concerning the subject matter of the proposed rule? No

Does the proposed rule have an economic impact? No

If the proposed rule has an economic impact, the proposed rule is required to be accompanied by a fiscal note prepared in accordance with subsection (f) of Section 41-22-23, Code of Alabama 1975.

Certification of Authorized Official

I certify that the attached proposed rule has been proposed in full compliance with the requirements of Chapter 22, Title 41, Code of Alabama 1975, and that it conforms to all applicable filing requirements of the Administrative Procedure Division of the Legislative Services Agency.

Signature of certifying officer

William F. Patty
William F. Patty

Date

Tuesday, February 17, 2026

REC'D & FILED
FEB 18, 2026
LEGISLATIVE SVC AGENCY

ALABAMA DEPARTMENT OF TRANSPORTATION

NOTICE OF INTENDED ACTION

AGENCY NAME: Alabama Department of Transportation (Formerly Alabama Highway Department)

RULE NO. & TITLE: Chapter 450-9-6 Minimum Standards for Heliport Pads

INTENDED ACTION: Amend

SUBSTANCE OF PROPOSED ACTION:

To amend the Heliports chapter to update the purpose of ALDOT's administrative rules related to heliports, and add rules regarding the procedures and minimum safety standards governing the inspection, licensing, and closure of heliports.

TIME, PLACE AND MANNER OF PRESENTING VIEWS:

A public hearing will be held on March 12, 2026, at 10:00 a.m., at the ALDOT Central Office, Conference Room 9, 1409 Coliseum Boulevard, Montgomery, Alabama 36110. Written and oral comments may be received at the public hearing. In addition, comments may be submitted by phone or U.S. Mail.

FINAL DATE FOR COMMENT AND COMPLETION OF NOTICE:

Tuesday, April 7, 2026

CONTACT PERSON AT AGENCY:

William F. Patty, Chief Legal Counsel
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, AL 36110

William F. Patty

William F. Patty

(Signature of officer authorized to promulgate and adopt rules or his or her deputy)

ALABAMA DEPARTMENT OF TRANSPORTATION
ADMINISTRATIVE CODE

CHAPTER 450-9-6
MINIMUM STANDARDS FOR HELIPORT PADS

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450-9-6-.01	Minimum Standards For Heliport Pads <u>Purpose of Chapter.</u>

~~(1) Class I~~

~~(a) Rectangular. Length 90'; Width 50'
Flight Path 8:1
Lateral Slope 2:1
Layout into prevailing wind~~

~~(b) Circular Diameter 90'
Flight path 8:1
Lateral Slope 2:1~~

~~(2) Class II (Small Public)~~

~~(a) Rectangular Length 120'; Width 90'
Flight Path 8:1~~

~~_____ Lateral Slope 2:1
_____ Layout into prevailing wind~~

~~(b) Circular _____ Diameter 120'
_____ Flight Path 8:1
_____ Lateral Slope 2:1~~

~~(3) Class III~~

~~(a) Rectangular _____ Length 180'; Width 140'
_____ Flight Path 8:1
_____ Lateral Slope 2:1
_____ Layout into prevailing wind~~

~~(b) Circular _____ Diameter 180'
_____ Flight Path 8:1
_____ Lateral Slope 2:1~~

~~(4) Glide paths shall not be over a congested area such as public parking area, school ground or directly over airport runway or flight approaches.~~

~~(5) Any heliport that is to be used by the public or for commercial purpose, the site and construction details must be approved~~
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: William F. Patty, Chief Counsel

Statutory Authority: Code of Ala. Alabama 1975, §§4-2-1, et seq. 23-1-357(c), 23-1-359

History: Filed October 1, 1982. Amended: Published _____ ; effective _____ .

450-9-6-.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 ensures 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. Any structure, object of natural growth, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at a heliport or is otherwise hazardous to a landing or taking off.

(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. An employee of the 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 Air Missions.

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

(u) Obstruction. Any penetration of the airport imaginary surfaces described in the Code of Federal Regulations 14 CFR Part 77.

(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, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.

(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: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.03 Standards Specifications for Construction of State Funded Projects.

For the purposes of this chapter, the Alabama Department of Transportation's Standard Specifications for Highway Construction is adopted in its entirety

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.04 Design Standards for Heliport Construction.

For the purposes of this chapter, the most recent version of the FAA Advisory Circular 150/5390-2, Heliport Design is adopted in its entirety.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.05 Imaginary Surfaces.

For the purposes of this chapter, the most recent version of the Code of Federal Regulations, 14 CFR, Part 77 "Safe, Efficient Use, and Preservation of the Navigable Airspace", as amended, is adopted in its entirety.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.06 Application Procedures.

(1) An application to construct a heliport is initiated by submission of the "State of Alabama Landing Area Registration Form".

(2) Before the Bureau 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 for Construction, Alteration and Deactivation of Airports" to the appropriate FAA office. It is the responsibility of the applicant to notify the Aeronautics Bureau when the 7480-1 has been submitted to the FAA.

(3) A drawing depicting the proposed development, property boundaries, and a location map must be submitted to the Bureau with the "State of Alabama Landing Area 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 should 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 the standards set forth in this chapter.

(5) The Inspector will file a report and recommendation to the Chief 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 will include the deficiencies causing the denial.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.07 **Construction Requirements.**

(1) After a site approval certificate is issued, the owner must submit detailed construction

drawings to the Bureau 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 scaled layout plan of the heliport and other appurtenances shall be included with the drawings. The owner must present an obstruction evaluation analysis that meets the requirements of Section 450-9-6.11. 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 450-9-6.11 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 Bureau for a final inspection. This should be done at least thirty (30) days prior to the scheduled opening of the heliport. An Inspector will conduct the final inspection to determine if the facility was constructed according to the plans and specifications submitted to the Bureau. A final inspection report will be submitted to the Chief 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 Hospital 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 150/5390-2

Heliport Design as amended.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published ; effective .

450-9-6-.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 specific waiver 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, construction standards or testing requirements are desired.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published ; effective .

450-9-6-.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 Advisory Circular 150/5390-2 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 should be made on a completed FAA Form 7480-1 forwarded to the Bureau.

(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. Personal-Use heliports are limited to use by the property owner and his or her immediate family only.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published ; effective .

450-9-6-.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 Bureau will notify the owner of the property and request that operations cease until the heliport is licensed.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published ; effective .

450-9-6-.11 **Operating License Renewal.**

(1) A license shall be renewed on an annual basis if the issuance standards are met as described in 450-9-6.11.

(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 Bureau has verified that corrective action has been taken, the license will be reissued

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published ; effective .

450-9-6-.12 Requirements for License Renewal.

1. APPROACH AND DEPARTURE PATH

All heliports are required to maintain at least one (1) approach and departure path, free of obstructions, for the safe operation of aircraft during landings and take offs.

a. The Approach and Departure Path begins at the edge of the FATO and expands to a width of 125 feet at a distance of 400 feet beyond. The approach and departure path slopes up a rate of one (1) foot in vertical rise for every eight (8) feet in horizontal distance (8:1 ratio). Approach and Departure Paths may be straight or curved. Curved Approach and Departure Paths should comply with standards of the most recent publication of the FAA Advisory Circular 150/5390-2, Heliport Design.

(2) TLOF

(a) Public Use - Meet requirements of the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design.

(b) Private Use - Minimum of 30 feet in regard to its least dimension, i.e., length, width, or diameter for all Private-Use heliports constructed after March 6, 2026.

(c) Hospital - Minimum of 30 feet in regard to its least dimension, i.e., length, width, or

diameter for all Hospital heliports constructed after March 6, 2026.

(d) Special Event -Dimensions shall be as approved by the Bureau.

(3) FATO

(a) Public Use - - Meet requirements of the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design.

(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 Bureau.

(4) HELIPORT SAFETY AREA

(a) Public Use - Meet requirements of the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design.

(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 Bureau.

(5) HELIPORT MARKING

All licensed heliports are required to maintain surface markings to identify the facility as a heliport and meet the requirements found in the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design for the TLOT and FATO.

(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 conducting night operations shall meet the requirements of the most recent publication of FAA Advisory Circular 150/5390-2 Heliport Design. This provision should not be interpreted as requiring FAA approval for specific manufacturers or voltage requirements.

(8) HELIPORT BEACONS

A heliport beacon has green/white/yellow lens and should not be obstructed by objects of natural growth or manmade structures. A heliport beacon is not required.

(9) HELIPORT CONDITIONS

(a) The TLOF, FATO, safety area, 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.

(10) HELICOPTER PARKING AREA REQUIREMENTS

Parking areas should meet requirements found in the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design. Aircraft should not be parked within the TLOF, FATO or RSA at hospital heliports except for loading or unloading the aircraft for the intended purposes of the mission.

(11) FUELING AREA REQUIREMENTS

(1) Legible and clearly placed sign(s) posted to prohibit open flames or smoking in the fueling area.

(2) Grounding cables in good and safe operating condition.

(3) Accessible fire extinguisher approved for the purpose of extinguishing petroleum product(s) and meet the local Fire Marshal requirements.

(4) 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.

(5) Fuel tanks should have clear and legible labels for fuel type and flow direction.

(6) Fuel system should have no fuel leaks.

(7) Fuel system emergency shut-off should be clearly marked and available.

(12) TRANSITIONAL SURFACES

A transitional plane surrounds the FATO for the purpose of identifying obstructions as defined in Rule 450-9-6.05.

Obstructions should be removed where practical. Obstructions unable to be removed should be marked or lighted in accordance with FAA guidance found in the most recent publication of FAA Advisory Circular 70/7460-1 Obstruction Marking and Lighting.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.13 Construction or Alternations of An Existing Facility.

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 Bureau and FAA. Notification to the Bureau should be made by copy of FAA Form 7460-1.

Author: Aeronautics Bureau

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

History:

450-9-6.14 NOTICE TO AIR MISSIONS. (NOTAMS)

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 should include any planned or unplanned situation of a temporary or long-term nature that poses a potential safety hazard.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.14 **Notice of Air Missions.**

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 should include any planned or unplanned situation of a temporary or long-term nature that poses a potential safety hazard.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.15 **Heliport Closure Procedures.**

1. Closed heliports should be marked in accordance with the most recent publication of FAA Advisory Circular 150/5390-2, Heliport Design.

2. Any heliport may be closed by the Bureau in one of the following ways:

(a) License Revocation - The Chief 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 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 will notify the heliport owner of the observed safety violation(s). It will be the heliport owner's responsibility to notify all heliport tenants and users of the closure and issue any required NOTAMs. 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 Bureau.

(c) Voluntary Closure - Any heliport licensed by the Bureau may be closed by the licensee in one of the following ways:

1. 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 should set forth the reasons for closure and the proposed date of closure.

1. 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 Bureau in writing about the work to be performed and the anticipated beginning and ending dates of the closure.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.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, helicopter parking areas, or within any imaginary surface for the flying of a radio-controlled model aircraft for recreational purposes.

(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 are operations requiring exceptional safety or security as deemed appropriate by the heliport owner.

(9) Heliports are encouraged to provide and maintain security measures to prevent prohibited activities. Heliports are also encouraged to take practical steps to reduce wildlife hazards within the airport's imaginary surfaces.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .

450-9-6-.17 **Administrative Appeal Procedures.**

Any person affected by a decision of the Bureau granting or denying a heliport operating license, or a mandatory or emergency closure, may request a hearing pursuant to the Code of Alabama 1975, Section 41-22-12, et seq. within 30 days of the Bureau's decision. The request for a hearing must be made in writing and

sent to the Chief of the Aeronautics Bureau at the following address:

Alabama Department of Transportation
Aeronautics Bureau 1409 Coliseum Blvd.
Montgomery, Alabama 36110

The heliport will remain closed during the appeal process if its operating license has been denied, or in the event of a mandatory or emergency closure. The heliport will remain open during the appeal process if the Bureau has granted an operating license.

Author: William F. Patty, Chief Counsel

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

History: New Rule: Published _____ ; effective _____ .