

AUG 19 1986

Mr. John R. Murphy
President, St. Louis Helicopter
Airways, Inc.

Chesterfield, MO 63017

Dear Mr. Murphy:

St. Louis University Hospital Heliport
St. Louis County, St. Louis, Missouri
Notice of Airspace Determination/Establishment
Airspace Case No. 86-ACE-009-NRA

We have reviewed from an airspace-use standpoint the establishment of subject private-use heliport, having a 210' x 150' landing/takeoff area, and a 50' x 50' touchdown area.

An onsite inspection of subject heliport was made on May 7, 1986, by Flight Standards District Office #62. There is adequate ingress/egress greater than 8-1, in two directions, 180° apart.

Our aeronautical study concludes that your proposal would adversely affect the safe and efficient use of airspace by aircraft unless the following conditions are maintained:

1. Clear approach/departure paths to the landing area for a minimum 8:1 glide slope. Obstruction clearance planes (glide slope), aligned with the direction of the approach/departure paths, extend outward and upward from the landing/takeoff area to the en route altitude at an angle of 8 feet horizontally to 1 foot vertically (8:1).
2. A clear transitional surface for a minimum 2:1 slope. The transitional surface extends outward and upward from the edges of the landing/takeoff area and approach/departure clearance planes at an angle of 2 feet horizontally to 1 foot vertically (2:1) to a distance of 250 feet from the center of the landing and takeoff area and 250 feet from the centerline of the approach/departure clearance surfaces.

This determination, issued in accordance with Federal Aviation Regulations, Part 77, concerns the effect of this proposal on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of any compliance responsibilities relating to any law, ordinance, or regulation of any Federal, state, or local governmental body. This determination does not mean Federal Aviation Administration (FAA) approval of the physical development involved in the proposal. The FAA has considered what effect the proposal would have on existing or contemplated traffic of neighboring airports, existing airspace structure, projected programs of FAA, and existing or proposed manmade and natural objects within the affected area.

The FAA does not have the statutory authority to prevent construction of any structure near the heliport. Protection of heliport environs can be accomplished most effectively through such means as local zoning ordinances and acquisition of property rights.

Enclosed is a copy of FAA Form 5010-5 which is pre-addressed and postage paid. As soon as your heliport becomes operational, please complete this form and drop it in the mail. The form will be submitted to Washington, where it will be data-processed and a site number assigned.

If we can be of any further assistance to you, please contact us at [REDACTED]

Sincerely,

Original signed by:
Lyle D. Barber

Lyle D. Barber
Airports Airspace Data Specialist

Enclosure

cc:
Medical Air Rescue Corp.

[REDACTED]
St. Louis, MO 63104

Ms. Jean Ross Howard
Assistant Director, Public Affairs
Aerospace Ind. Associates of America, Inc.

[REDACTED]
Washington, DC 20036

Missouri Highway & Transportation Dept.

Manager, FSS, St. Louis, MO
ACE-220 (2)
ACE-540
AAS-330 (w/enclosures)

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