



Federal Aviation Administration

3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

Mike N. Williams, Manager

June 01, 2021

TO:

4Group Building LLC
Attn: Daniel D Diethelm
6109 N Palo Cristi Road
Paradise Valley, AZ 85253
dandiethelm@gmail.com

**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-AWP-1991-NRA		16115 N 81st Street, Scottsdale, AZ 85260	LAP ASN # 2021-WSA-52-LAP	Scottsdale, AZ	33-37-55.05N	111-54-18.23W	1510

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 0 nautical miles N of Scottsdale, AZ.

Recommend all ingress/egress routes have at the very minimum a clear 8:1 visual approach slope and any Flight Standard's provisions must be satisfactorily addressed prior to issuing a determination.

Flight Standards recently conducted a virtual evaluation of this site at the Scottsdale Airport. The proponents are seeking permission to take off and land helicopters on an apron outside their hangar utilizing existing airport taxiways for departure and approach paths. Multiple helicopter operators are utilizing this same taxiway for approach and departure operations from adjacent buildings/hangars in the area. FAA has no objection to the proposal and believes that helicopter operations can be conducted safely at the site using the taxiway for takeoff and landing, then a hover taxi to parking on the cement apron. We refer the proponent to AC 150/5390-2C to establish an acceptable level of safety for helicopter operations and Section 413 a. (2) for Helicopter back-out parking. Additionally, the proponent should meet all state and local requirements, and the site should be limited to private use only.

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.

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 kylar.erhard@faa.gov or at (602) 792-1073.

Sincerely,

Kylar Erhard

ADO

Signature Control No: 478717157-483331075

Attachment: Airport Master Record 5010 Form



> 1 ASSOC CITY:	4 STATE:	LOC ID:	FAA SITE NR:
> 2 AIRPORT NAME:		5 COUNTY:	
3 CBD TO AIRPORT (NM):	6 REGION/ADO:	7 SECT AERO CHT:	

GENERAL**SERVICES****BASED AIRCRAFT**

10 OWNERSHIP:	70 FUEL:	90 SINGLE ENG:	0
> 11 OWNER:		91 MULTI ENG:	0
> 12 ADDRESS:	> 71 AIRFRAME RPRS:	92 JET:	0
	> 72 PWR PLANT RPRS:		
> 13 PHONE NR:	> 73 BOTTLE OXYGEN:	TOTAL:	0
> 14 MANAGER:	> 74 BULK OXYGEN:	93 HELICOPTERS:	0
> 15 ADDRESS:	75 TSNT STORAGE:	94 GLIDERS:	0
	76 OTHER SERVICES:	95 MILITARY:	0
> 16 PHONE NR:		96 ULTRA-LIGHT:	0
> 17 ATTENDANCE SCHEDULE:			

MONTHS DAYS HOURS

FACILITIES**OPERATIONS**

18 AIRPORT USE:	> 80 ARPT BCN:	100 AIR CARRIER:	0
19 ARPT LAT:	> 81 ARPT LGT SKED:	102 AIR TAXI:	0
20 ARPT LONG:	> 82 UNICOM:	103 G A LOCAL:	0
21 ARPT ELEV:	> 83 WIND INDICATOR:	104 G A ITNRNT:	0
22 ACREAGE:	84 SEGMENTED CIRCLE:	105 MILITARY:	0
> 23 RIGHT TRAFFIC:	85 CONTROL TWR:		
> 24 NON-COMM LANDING:	86 FSS:	TOTAL:	0
25 NPIAS/FED AGREEMENTS:	87 FSS ON ARPT:	OPERATIONS FOR 12	
> 26 FAR 139 INDEX:	88 FSS PHONE NR:	MONTHS ENDING	
	89 TOLL FREE NR:		

RUNWAY DATA

> 30 RUNWAY IDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: SW
36 (IN THSDS) DW
37 DTW
38 DDTW
> 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGS:
44 THR CROSSING HGT:
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

OBSTRUCTION DATA

50 FAR 77 CATEGORY:
> 51 DISPLACED THR LEN:
> 51 DISPLACED THR LAT:
> 51 DISPLACED THR LON:
> 51 DISPLACED THR ELV:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

DECLARED DISTANCE

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

111 INSPECTOR: () 112 LAST INSP: 113 LAST INFO REQ: