



Helicopter Recommendations To Modify City Code 13-1-Aviation Services

N.O.I.S.E Workshop

November 19, 2014

Presentation

- Formula One Event Impacts
- City Council Resolution
- Stakeholders
- Overview of the Helicopter Activities Overview of the 2012 F1 Event
- Recommendations to Modify City Code Heliports and Helicopter Operations



Formula One F1

- Series of races known as Grand Prix held on purpose-built circuits (tracks) and public roads. 2014 season featured 20 races located around the globe.
- International Fan Base-- Popularity (Soccer)
- 250,000 attendees over 3 day weekend
- \$500 Million Annual Economic Impact
(Greyhill Advisors)



F1 Race

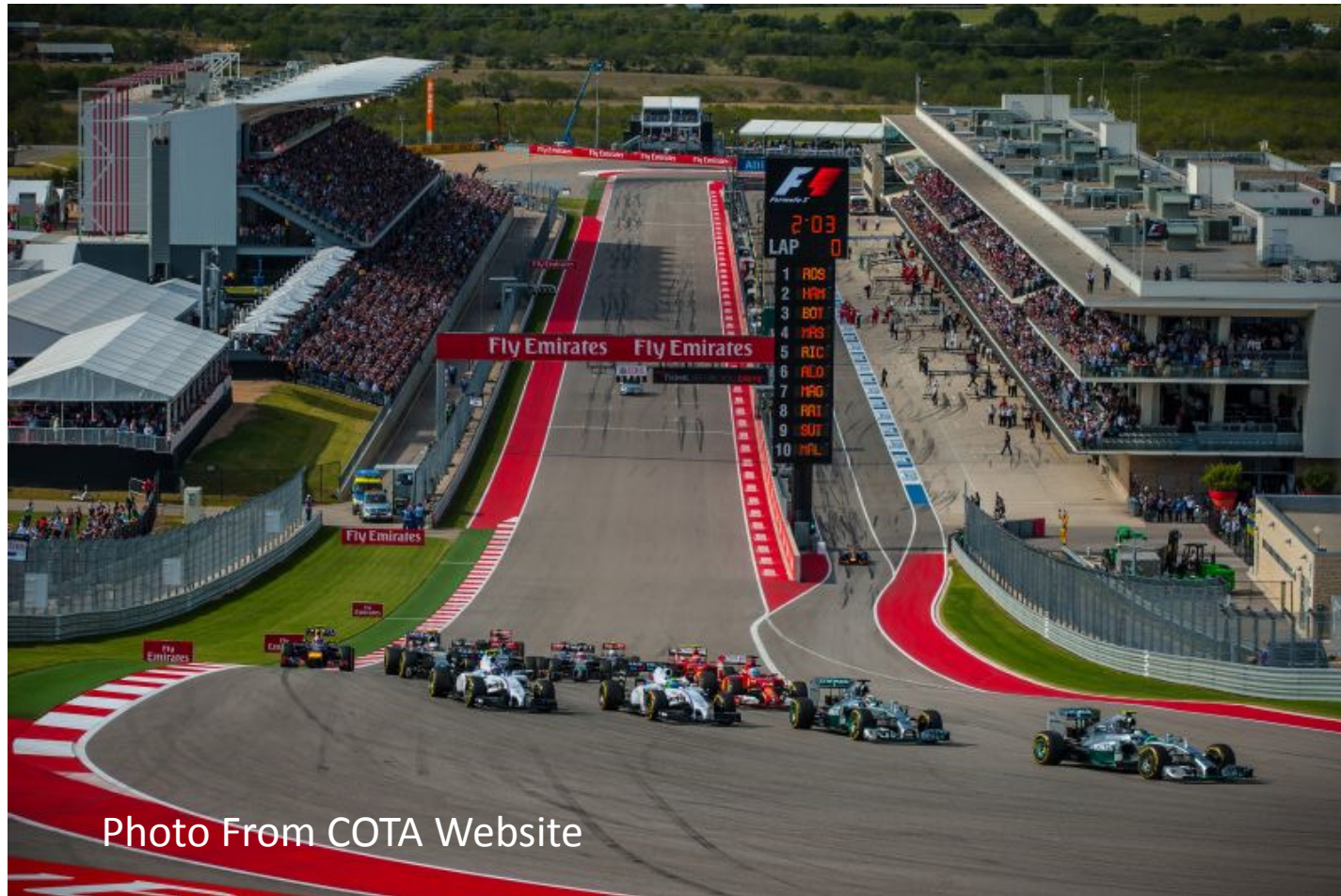


Photo From COTA Website



GA Apron



2012 F1 Helicopter Overview

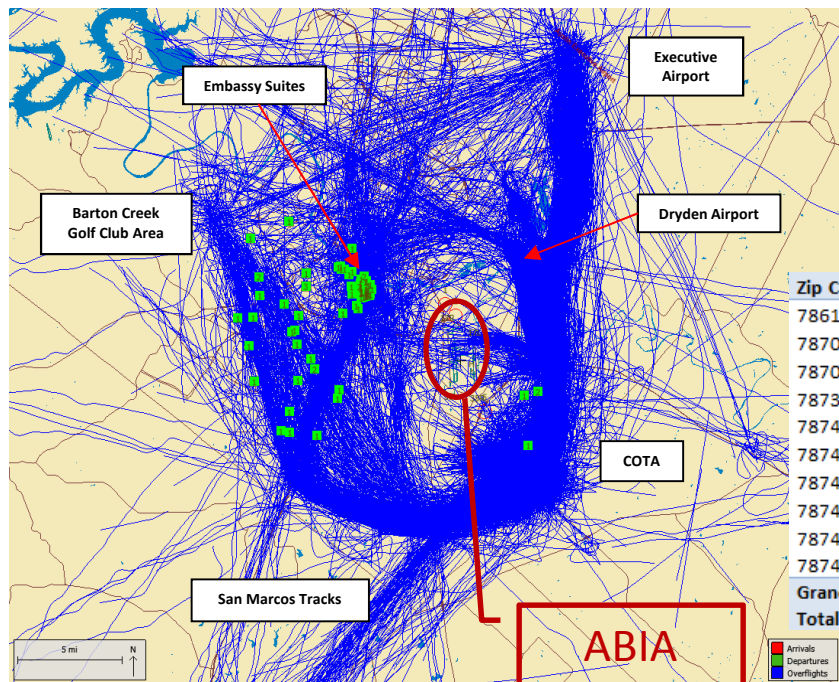
- ABIA staff used ANOMS 8 to monitor activities
- Helicopter Flights
 - Normal Weekend avg. 177 operations
 - F1 event approximately 2,546 operations
- 5 Local Heliports & Helistops
 - Executive Airport, Dryden Airport, COTA, Barton Creek Golf Club Area and Embassy Suites (temporary)



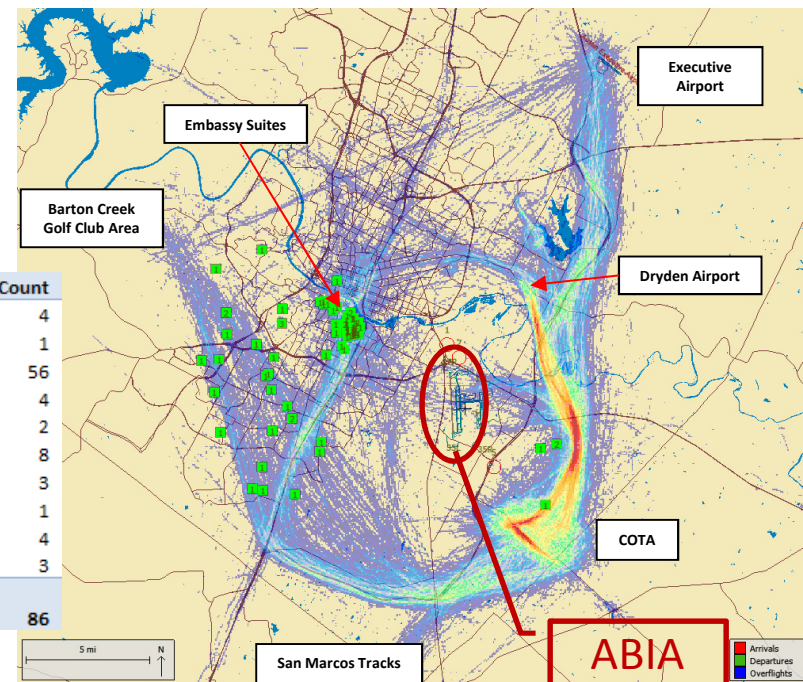
2012 F1 Event Helicopter Tracks

- Noise Complaint Summary
 - 114 total (86 provided location)
 - 65% from 78704

Flight Tracks with complaints



Flight Track Density with complaints



Helicopter Noise Complaints

- Comments From Complaints
 - Frequency Too Much
 - Duration All Day
 - Low flying
 - Intensity Too Loud
- Primary Causes
 - Large Number of Trips (Operations) Per Site
 - Prolong Hovering (circling-waiting to land)
 - Multiple Helicopter Operators per site



Council Resolution

- Direct Staff to engage stakeholder representatives to develop recommendations for modifications to the City Code Chapter 13-1 (Aviation Services) and 25-2 (Zoning) that clarify definitions, code requirements, and enhance criteria, transparency, compatibility, and discretion in the authorization process for temporary and permanent heli-facilities



Stakeholders

- Facilitator: Concept Development & Planning LLC
- Austin Airport Advisory Commission
- Planning Commission
- Aviation Department & Planning & Development Review
- Neighborhoods: Barton Hills, Zilker, Bouldin Creek, South River City Citizens, DANA, ANC-SE Austin
- Large Events Producers: Circuit of The America's, Austin Marathon, Austin City Limits
- Helicopter Operators: Henry Aviation, McRae Aviation, Capital Wings, Austin Helicopters, Charlie Bravo and Fins Up
- Austin Police Department Air Division
- Adjacent municipalities



City Code 13-1 Aviation Services

- Recommended Changes:
 - Clarify Definitions
 - Code Requirements
 - Enhance Criteria
 - Transparency
 - Compatibility
 - Discretion in the Authorization Process
 - Address Noise Complaints



Definitions 13-1-174

- **CATEGORY I:** means a minimally developed temporary helistop facility designed to permit boarding and discharge of passengers or cargo, not equipped with helicopter maintenance, refueling activities, repair, or storage facility that is approved for a cumulative total of 10 or fewer helicopter takeoffs and landings per day and 18 total operations over the established permit timeframe on a temporary basis.
- **CATEGORY II:** means a minimally developed temporary helistop facility designed to permit boarding and discharge of passengers or cargo, not equipped with helicopter maintenance, refueling activities, repair, or storage facility that is approved to be used for a specific use, during an established timeframe with a cumulative total of helicopter takeoffs and landings not to exceed eight (8) operations per hour of operation. In addition, no more than three (3) previously designated helicopters are permitted to use an approved Category II without special consent of the Director.
- **CATEGORY III:** means a permanent heliport facility.



Definitions

- **ENVIRONMENTALLY SENSITIVE AREA-** as defined by the U.S. Environmental Protection Agency, areas that include important natural resources such as sensitive topographic features (i.e steep slopes (>15%)), geologic/geomorphic formations, sinkholes and karst terrain, scenic vistas/overlooks/lookouts and public and private forest and woodlands
- **NOISE SENSITIVE AREA-** means a school, church, hospital, nursing home, single-family residential area, wildlife refuge, park or other area identified by the City Manager.
- **OPERATION-** means either one helicopter landing or one helicopter takeoff
- **OPERATIONAL HOURS-** means the hours of the day that Category II operations can occur, *7:30 A.M (Local) to 8:30 P.M. (Local)*.
- **REASONABLE FREQUENCY-** means eight operations per hour per day for category II
- **SPECIAL CONSENT-** means the Director has the authority to increase or decrease the amount of operations at a Category II based on time of day, number of operations and proximity to noise sensitive areas. Noise sensitivity and neighborhood compatibility would be considered. Preference will be given to adapt plans to those that are most compatible with surrounding land use.



Application Requirements Category II

An application for Category II shall include:

- proof of insurance as required
- a description of the location, type, and intended specific-use of the helistop;
- a description of the size, layout, and topographical features of the location of the helistop;
- the anticipated period of time the helistop will be in use with number of daily operations and hours of operation;
- the tail numbers of the helicopters expected to use the facility, including the manufacturer, model number, and maximum gross weight;
- a Federal Aviation Administration letter of no objection to the planned approach and departure routes;



Application Requirements Category II

- An aerial image or current map scaled at least one inch to every 400 feet, marked to indicate: the location of the helistop landing zone (latitude and longitude) Flight paths for arrival and departure
- The location of all noise & environmentally sensitive areas within a radius of 4,000 feet from the proposed site;
- Notice & Public Comments
 - Post application online
 - Notice to Neighborhood Associations
 - Notice property owner and utility customers within 500 feet of the proposed helistop
 - Comment period and Appeal process



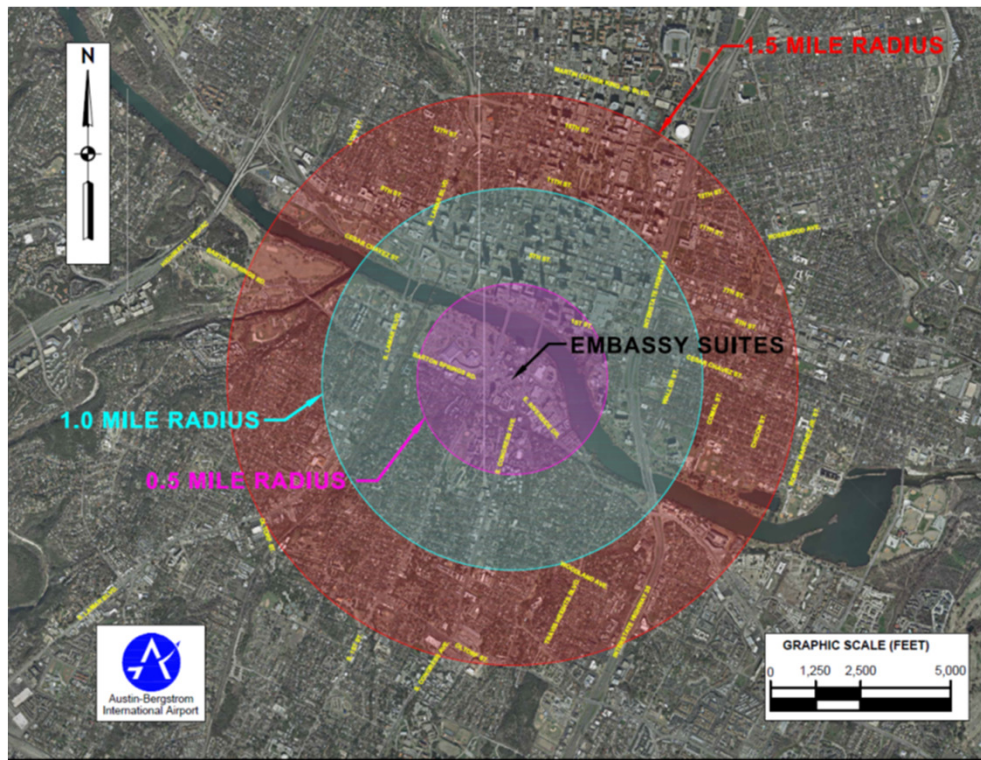
Permit Authorization Term & Renewal

- A Category III permit is valid for three years from the date of issuance
- Authorization to operate Category I or Category II is valid for the earlier of:
 - (1) the duration of the event or construction project; or
 - (2) 180 days from the date of issuance.
- Category I and Category II authorizations are non-renewable

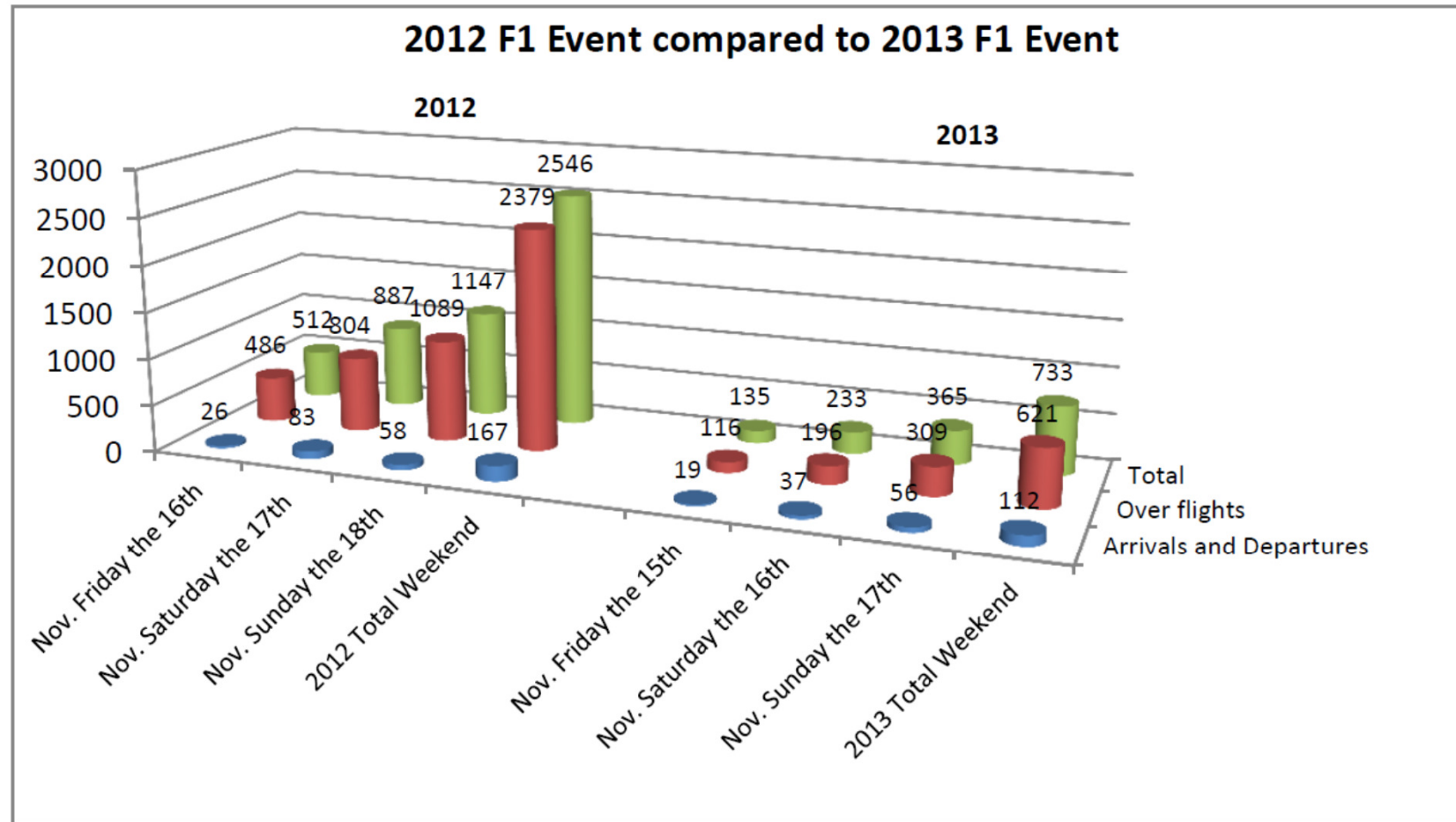


Restriction on Number of Category II Within A Certain Distance and Period of Time

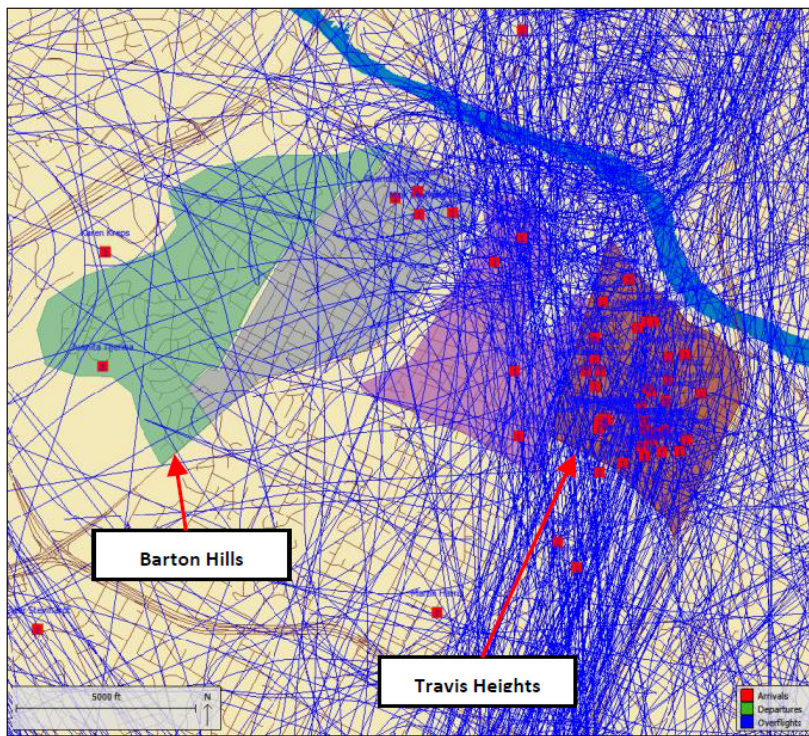
- The Director shall not approve applications, including renewal applications, for the operation of more than two Category II facilities that are within 0.5 miles of each other and within a term of 180 days within 1,000 feet of a noise sensitive area.



Flights Comparison Year to Year

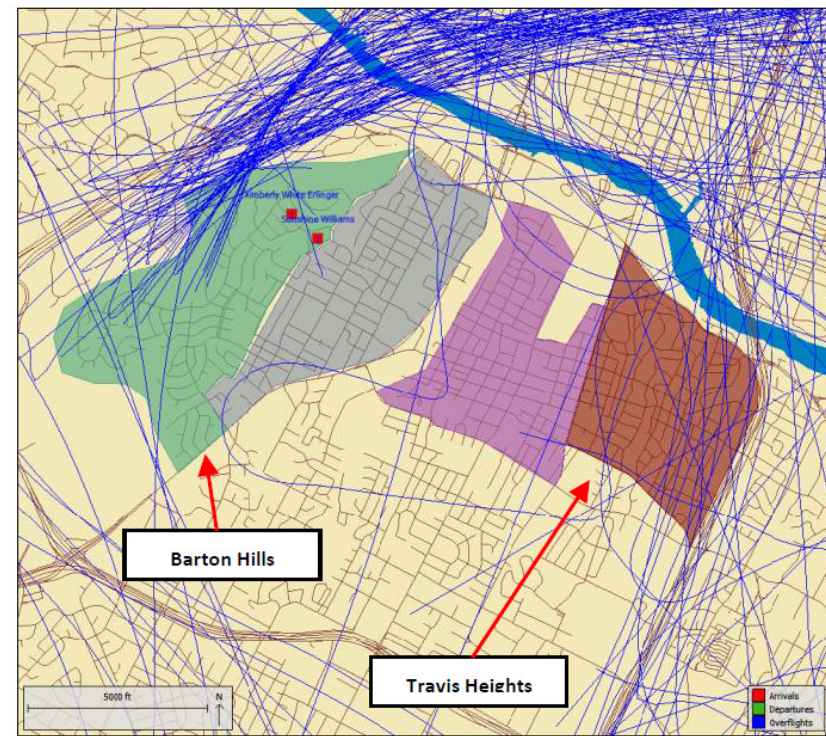


Year to Year Comparison



2012

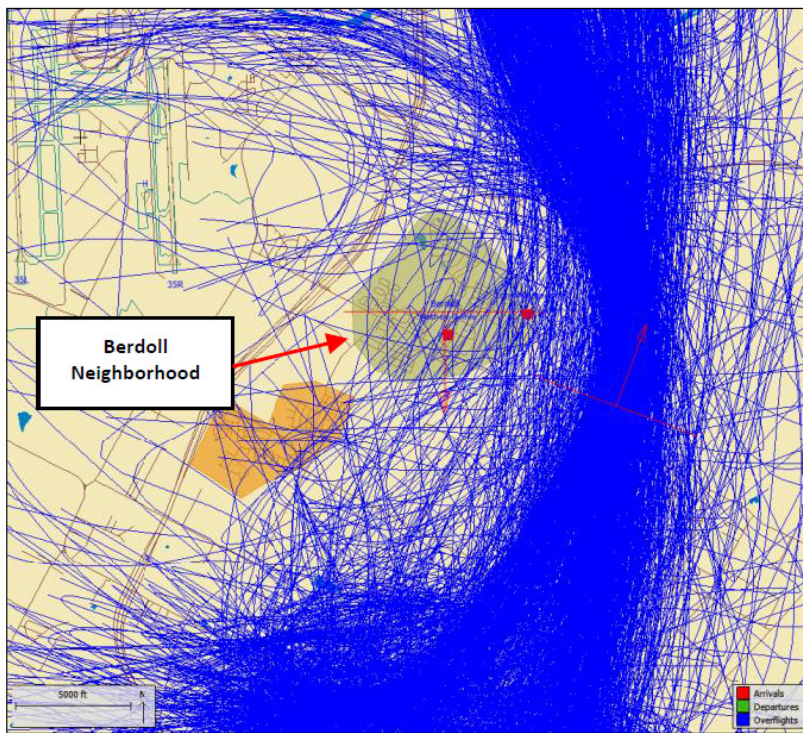
Figure 6



2013

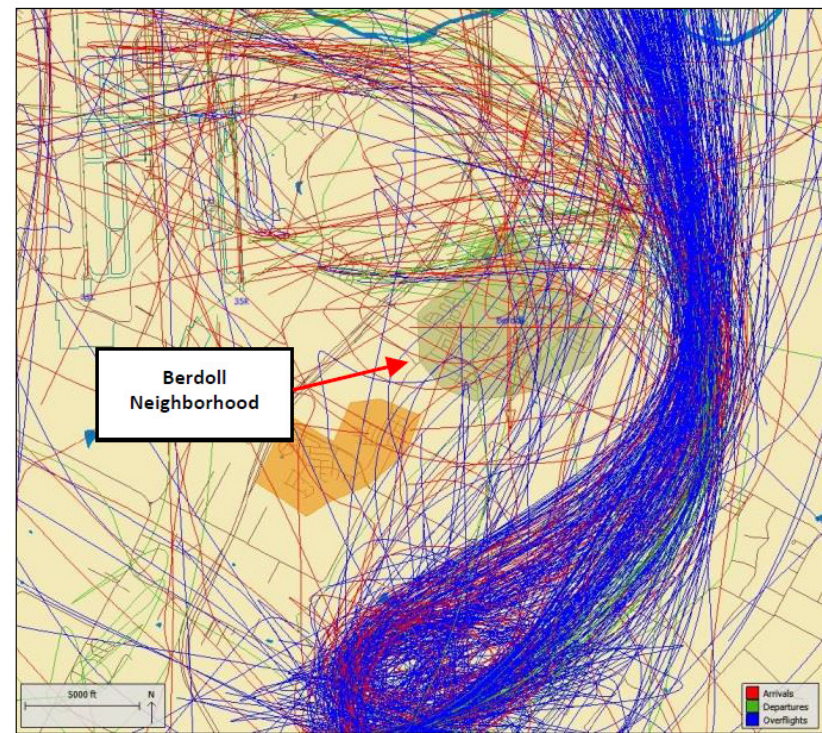
Figure 7

Year to Year Comparison



2012

Figure 8



2013

Figure 9

Insurance Required

The owner or operator of a heli-facility must maintain a commercial general liability policy with a combined single limit of liability for bodily injury and property damage of not less than \$1,000,000 for each occurrence.

Each helicopter using the approved heli-facility shall have a minimum of \$5,000,000 hull and liability and list City as an additional insured.



Web Link

https://www.municode.com/library/#!/tx/austin/codes/code_of_ordinances

https://www.municode.com/library/#!/tx/austin/codes/code_of_ordinances?nodeId=TIT13TRSE_CH13-1AVSE_ART2CIDEAIRE_S13-1-15AULAAR

Chapter 13-1-15

