



LAKE TAHOE *airport*

Commercial Helicopter Flight
Instruction &
Lake Tahoe Aerial Tour
Standard Operating Procedures

Commercial Helicopter Flight Instruction & Lake Tahoe Aerial Tour Standard Operating Procedures (FAR Part 91 & Part 135 Operators)

GENERAL

Note: These procedures apply to all Commercial Helicopter Operators based at the Lake Tahoe Airport and are applied uniformly to all. Rules outlined in this policy were developed due to a history of unsafe practices in the past by commercial helicopter operators that endangered life and property on the ground under the airport's terminal airspace. Numerous complaints from other aviators, U.S. Forest Service, Tahoe Regional Planning Agency, California Tahoe Conservancy and citizens in this community have led to these policy guidelines.

1. Helicopter Flight Instruction and Helicopter Aerial Tours of Lake Tahoe from commercial operators based at the Lake Tahoe Airport will be conducted in accordance with Federal Aviation Regulation, Part 91 and/or 135.
2. Helicopter Operations will be conducted only when the airport is open. If the Airport is closed with a NOTAM in effect stating such, taking off or landing is prohibited.
3. Departing helicopter(s) are recommended to be at the designated altitude (per helicopter operations manual) to insure the helicopter noise level is at least 80 dBa or lower, prior to leaving the airport terminal environment.
4. Helicopter touring flight path down the Lake Tahoe shoreline will maintain at least 1600' Above Ground Level (AGL) & above all structures; flight path for photo flights will maintain at least 600' AGL and above all structures.
5. Helicopter touring flight path in and around the Emerald Bay area will insure not to fly directly over the mouth or inlet of the bay (safety for Bald Eagles nesting and roosting location is desired) altitude will be 2000' AGL or higher; route will vary into and out of Emerald Bay.
6. Touring and photo flight operations: pilot will be required to announce over the Common Traffic Advisory Frequency (CTAF 122.85 MHZ) the departing altitude from the airport; direction and the intended route of flight.
7. At no time shall the pilot perform acrobatic or unnecessary erratic maneuvers on or off the airport environment-- helicopters must operate in strict compliance to all FAR's, state and local regulations.

8. Commercial Helicopter Operator shall have the pilot, prior to the first flight of the day, determine the airworthiness of the helicopter by insuring all required documents are onboard and all required airworthiness inspections are in compliance.
9. Helicopter Operations will be accomplished in a safe and proper manner, utilizing the required flight/ground checklists and in accordance with with the specific operational manual governing the specific helicopter.
10. Commercial Helicopter Operator shall have the pilot insure no smoking is allowed after passing through the terminal building doors, on the ramp area or in the helicopter while it is on the airport's tarmac.
11. Commercial Helicopter Operator shall have the pilot to insure no customers enter or exit the proximity of the helicopter landing area unless escorted by company personnel or company pilot while the rotors still in motion. The Commercial Helicopter Operator is responsible for the actions of its customers on the airport apron.
12. Prior to each flight, all passengers shall receive a complete Safety & Emergency Procedures-Pre-flight Briefing from the Commercial Helicopter Operator.
13. Helicopters shall operate in such a manner as to not create debris or FOD on any part of the Airport including runway, taxiways and ramp areas
14. Helicopters shall remain at least three rotor diameter lengths away from any other Helicopter or building (99' for R-44 and Jet Rangers) and shall remain 200' from any person or group of persons.
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16. Any exceptions or deviations to the above procedures will have to be approved by Airport Manager.

ARRIVALS, DEPARTURES, & PARKING

All home-based helicopters shall comply with the following procedures:

Approach

1. Helicopters should arrive via taxiway Alpha whenever possible in order to provide separation between fixed wing and rotorcraft aircraft.
2. Helicopters should land on Taxiway Alpha and hover taxi to parking via taxiways and taxilanes.
3. Helicopters shall taxi strictly via runways, taxiways and taxilanes.

Departure

1. Helicopters shall depart via taxiway Alpha whenever possible in order to provide separation between fixed wing and rotor wing Helicopter.
2. Helicopters shall not depart directly from the ramp area.

Parking

1. Helicopters shall be parked in marked spots as identified in this exhibit or in leased hangar(s).

PARKING LOCATION FOR BASED COMMERCIAL HELICOPTERS

