

6.15 AIRPORT OPERATIONS

General

- Each helicopter must avoid the flow of fixed wing aircraft as stated in [§91.126 \(b\)\(2\)](#).
- Safety of flight always takes priority over noise abatement – please let the Chief know if you fly low over noise abatement areas for weather/traffic etc.
- Give way and allow priority of aircraft using the “*Medivac*” callsign, both in the air and taxiing.

KBDN Airport Operations

- Pattern operation restricted before **9 am** on Saturday and Sunday, with the following exceptions:
 1. Meet training requirements for a certificate or rating
 2. Safety of training to meet requirements (example: restricting weather outside the pattern, full downs, stage checks, etc.)
 3. Checkrides
- Maximum number of helicopters making closed traffic at KBDN is **3**. This does not include low-level hover work at the NE heliport or helicopters coming in to land or using the pattern to depart.
- Patterns altitudes – Helicopter **4000'** MSL, airplane **4500'** MSL and turbine/jet **5000'** MSL.
- Calm wind runway is **RWY 16** and helicopters make all traffic patterns on the east side of the airport.
- Downwind leg will be over Gibson Road to avoid overflight of private property next to the airport eastern boundary. Once past the private property, aircraft can extend east to allow a wider, more normal base leg if needed (see KBDN pattern image).
- Make departures and arrivals to/from Bravo taxiway and runway. Helipad is for landing only (see [Helipad Operations](#)).
- Make base turns as needed for spacing and intended landing area.

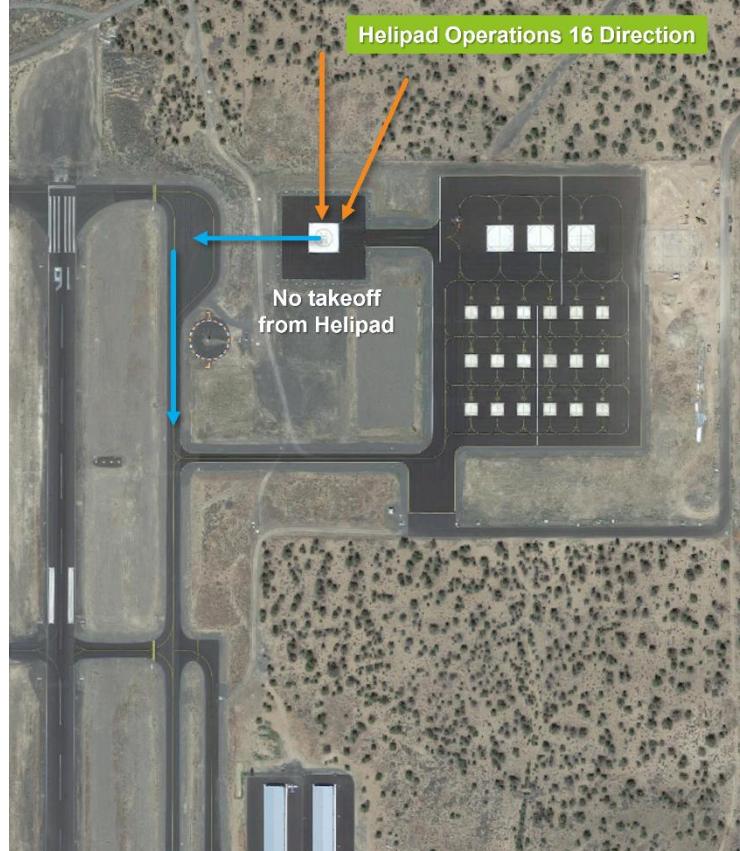
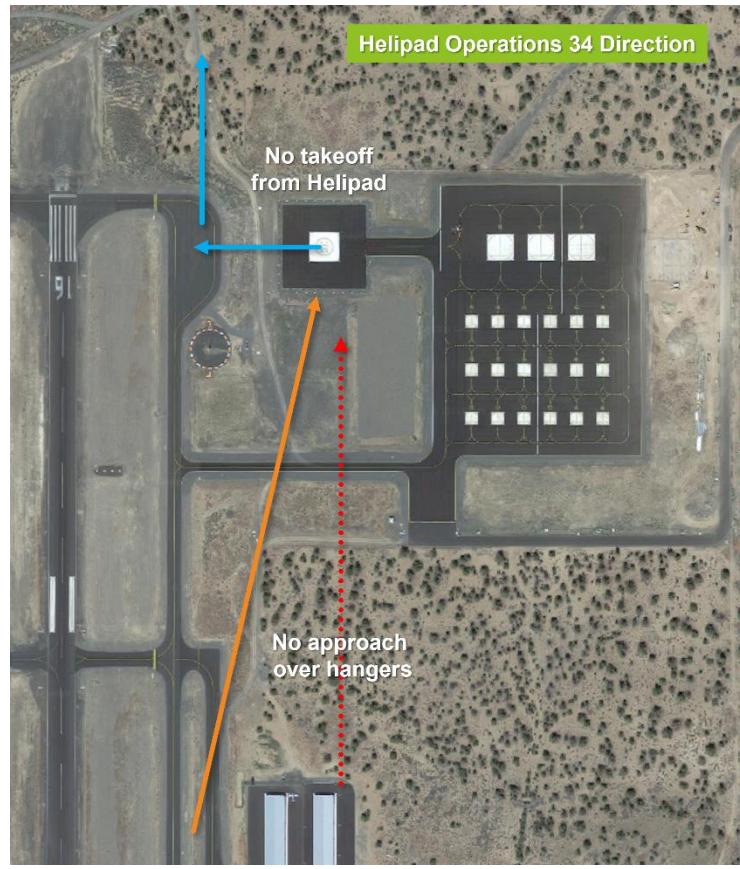


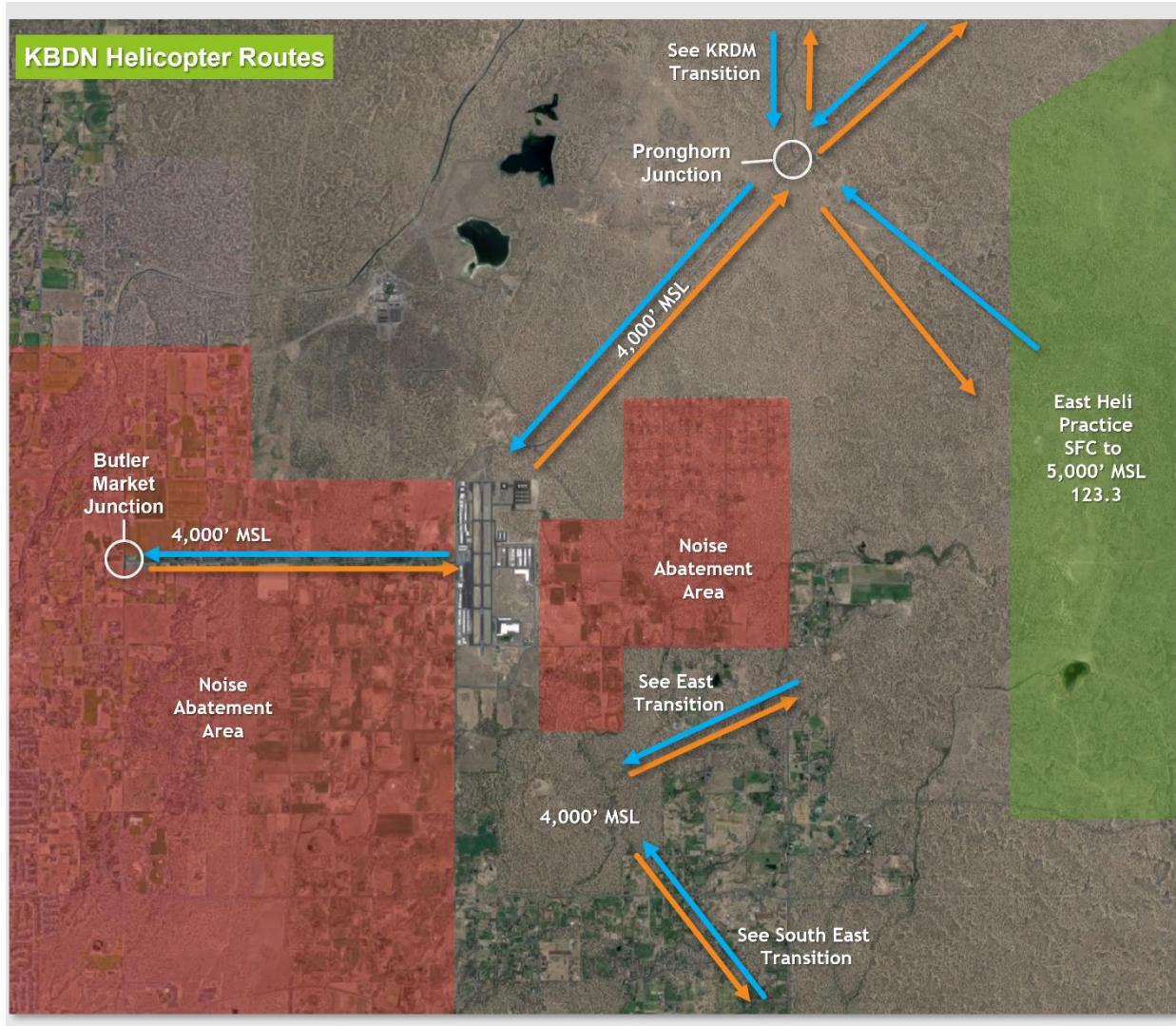
- Make an initial pickup call from the LEFA box (“*picking up Leading Edge box spot 2*”), but don’t include your intended destination (A2 etc.) unless you can see it is clear.
- Use South and North Point as intended landing spot to avoid blocking runway crossings A2 to B2.
- Avoid prolonged hovering at the Bravo south runup area (next to Epic South).
- While other helicopters are using the pattern, avoid low-level hover work on Bravo taxiway – use the NE Heliport.
- While debriefing after a landing, turn the helicopter toward the runway (if LTE is not an issue) to be able to keep an eye on taxiing traffic on Bravo and also indicate to other helicopters you are not about to takeoff (very useful when radio is congested).
- Only prolong hovering at B2 if you are waiting to cross the runway.



KBDN Helipad Operations

- No takeoff directly from the helipad – reposition to Bravo taxiway for departure and ensure high hover from helipad to center of Bravo runup area to avoid downwash moving gravel onto the taxiway (airplane prop strike concerns).
- Taxiing from the heliport parking areas to Bravo will be via Charlie 4 taxiway.
- Do not make approaches to the helipad over the hangers to the south.
- Avoid slope operations or hovering in the vicinity of the AWOS station.
- Maximum **2** helicopters performing slope/hover work at the Heliport (not including approaches to the helipad).





KBDN West Transition

Outbound

- Cross midfield at **4,000' MSL**. Watch out for aircraft going around and climbing early and airplanes on tight, low downwind legs (especially airplane '*power-off 180*').
- Fly outbound slightly right side of Butler Market Road, stay at **4,000' MSL** until reaching Butler Market Junction (~2 NM from KBDN) then start climb to at least **1,000' AGL** over city. Watch out for inbound planes descending on a '*45° entry*' to downwind.

Inbound

- Descend to **4,000' MSL** at Butler Market Junction (~2 NM from KBDN) and fly inbound slightly right side of Butler Market Road, at **4,000' MSL**. Watch out for inbound planes descending on a '*45° entry*' to downwind.
- Cross midfield at **4,000' MSL**. Watch out for aircraft going around and climbing early and airplanes on tight, low downwind legs (especially airplane '*power-off 180*').

KBDN North East Transition

- Inbound and outbound from the north east, use Pronghorn Junction, be at **4,000' MSL**.
- Use 'right side of the road' rules for separation.
- Reporting position at Pronghorn Junction, provide distance (**3 NM**) for pilots not familiar with the area (e.g. "*Helicopter 123LE, 3 miles North East, Pronghorn Junction, inbound at 4000*").
- If practicing maneuvers at altitude along Powell Butte Highway, stay away from Pronghorn Junction, report position on KBDN CTAF (monitor East Heli Practice) and stay south of the road to avoid KRDM airspace.
- If transitioning to/from KRDM, see [KRDM Transition](#).

KBDN East Transition

- Within **2 NM** of KBDN be at **4,000' MSL**.
- Cross the road diagonally at point specified below (from public land to public land).

Outbound

- Switch to East Heli Practice **123.3** (SFC to 5,000' MSL) prior to Mayfield Pond (**2 NM** east of KBDN) and recommend monitoring KBDN CTAF (history of near-miss events in this area), especially if above 4,000' MSL.

Inbound

- Switch to KBDN CTAF west of Mayfield Pond (**~2 NM** east of KBDN)



KBDN South East Transition

- Watch out for RNAV 34 IAP traffic and airplane RWY 16 left crosswind traffic heading east
- At HWY 20 use 'right side of the road' rules for separation.
- Switch between South Practice Area **123.3** and KBDN CTAF at the canal (4 NM from KBDN)

Outbound

- Stay at **4,000'** MSL until reaching Alfalfa Market Road and then start climbing on way to South Practice Area.

Inbound

- Stay at least **4,500'** MSL until reaching Alfalfa Market Road and aim to be at **4,000'** MSL by the tree line depicted (start of public land).

