

LETTER OF AGREEMENT

Effective: August 1, 2011

SUBJECT: Helicopter Operating Procedures in Falcon Class D Airspace

1. **PURPOSE.** To specify responsibilities, define terms, and establish procedures to be used between Falcon Field Airport Traffic Control Tower (FFZ ATCT) and (Helicopter Operator), for control of helicopters operating under Visual Flight Rules (VFR) and Special VFR (SVFR) within the Falcon Field (FFZ) Class Delta Airspace.
2. **SCOPE.** The procedures outlined herein apply to all helicopters operating under the jurisdiction of (Helicopter Operator) within 5NM of FFZ.
3. **CANCELLATION.** This LOA cancels the Falcon ATCT and Helicopters Operating in the Class Delta Airspace, LOA. Subject: Helicopter Operating Procedures, dated March 1, 2007.
4. **RESPONSIBILITIES.** FFZ ATCT retains authority to withdraw the provisions of this agreement at any time. (Helicopter Operator) is responsible for ensuring pilots are operating in accordance with the provisions of this agreement.
5. **GENERAL PROCEDURES.**
 - a. When a coded procedure is requested by a pilot it indicates their understanding of and participation in this LOA. Unless otherwise specified, such requests mean that the pilot has the current Automatic Terminal Information Service (ATIS) information.
 - b. GECKO ONE, CACTUS ONE or SNAKE ONE Arrival/Departures. Coded procedures may be used by FFZ ATCT to authorize pilots to land at or depart from designated areas within the FFZ Class Delta airspace. Takeoff and landings are conducted at the pilot's own risk and must be in the direction of traffic flow dictated by the runways in use. Helicopters must maintain 1,900' MSL when operating within 2 miles of the airport boundary and when overflying runways.
 - c. YANKEE ONE Pattern.
 - (1) Authorizes multiple race-track-type patterns north of the ECHO Ramp.
 - (2) Pattern altitude must be 1900' MSL unless otherwise requested by the pilot. The downwind leg must be south of the Longbow takeoff and landing pads (AZ81 - Boeing). Unless otherwise coordinated, base leg/crosswind to the west must be abeam the end of Runway 4L, and to the east, abeam the end of Runway 22L. See Appendix 1 for a detailed pattern.
 - (3) No more than two helicopters shall operate in the YANKEE ONE Pattern. Pilots must provide their own visual separation.

Falcon Field Airport Traffic Control Tower and Helicopter Operator

- (4) Takeoff and landing reports are not required. Two-way radio communication with FFZ ATCT is mandatory while operating in the YANKEE ONE Pattern. Pilots must advise FFZ ATCT when beginning each pattern by stating: “(call sign) ON THE GO”. Pilots must also advise termination of the YANKEE ONE Pattern.
- (5) FFZ ATCT must provide preventative control to helicopters in the YANKEE ONE Pattern. Preventative control means repetitious, routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing. Pilots must use caution for occasional short approaches and/or early turnouts by fixed-wing aircraft, as well as taxiing aircraft on Taxiway Bravo adjacent to the west end of the Turf Heliport.
- (6) Pilots operating in the YANKEE ONE Pattern must remain clear of parked or taxiing aircraft, vehicular traffic, and pedestrians.

Note-

The Echo Ramp is a non-movement area.

- (7) YANKEE ONE Pattern operations to the Turf Heliport shall only be approved for MD Helicopters, Inc. (MDHI) helicopters and those helicopters authorized by MDHI in writing. MDHI must advise FFZ ATCT, in advance, of any non-MDHI helicopters they have authorized to use the Turf Heliport. A beginning and ending date must be conveyed to FFZ ATCT for authorizations lasting longer than 1 calendar day. MDHI must be responsible for briefing any pilot/operator on the use and procedures of the YANKEE ONE Pattern and the provisions of this agreement. Slope operations in the gravel are prohibited.
- d. Off-airport departures and landings within the FFZ Class Delta Airspace must be conducted at pilot’s own risk. Pilots must report landing assured at areas within the FFZ Class Delta Airspace not including Falcon Field Airport. When necessary for communications, pilots are authorized to climb to 100’ AGL prior to contacting FFZ ATCT.
 - e. SVFR arrival/departure helicopters must obtain a clearance from FFZ ATCT prior to operating in the FFZ Class Delta Surface Area when the weather reported at FFZ Airport is below VFR minimums.

6. APPENDICES.

Appendix 1. YANKEE ONE Pattern

Appendix 2. GECKO ONE Arrival/Departure/Transition

Appendix 3. SNAKE ONE Arrival/Departure

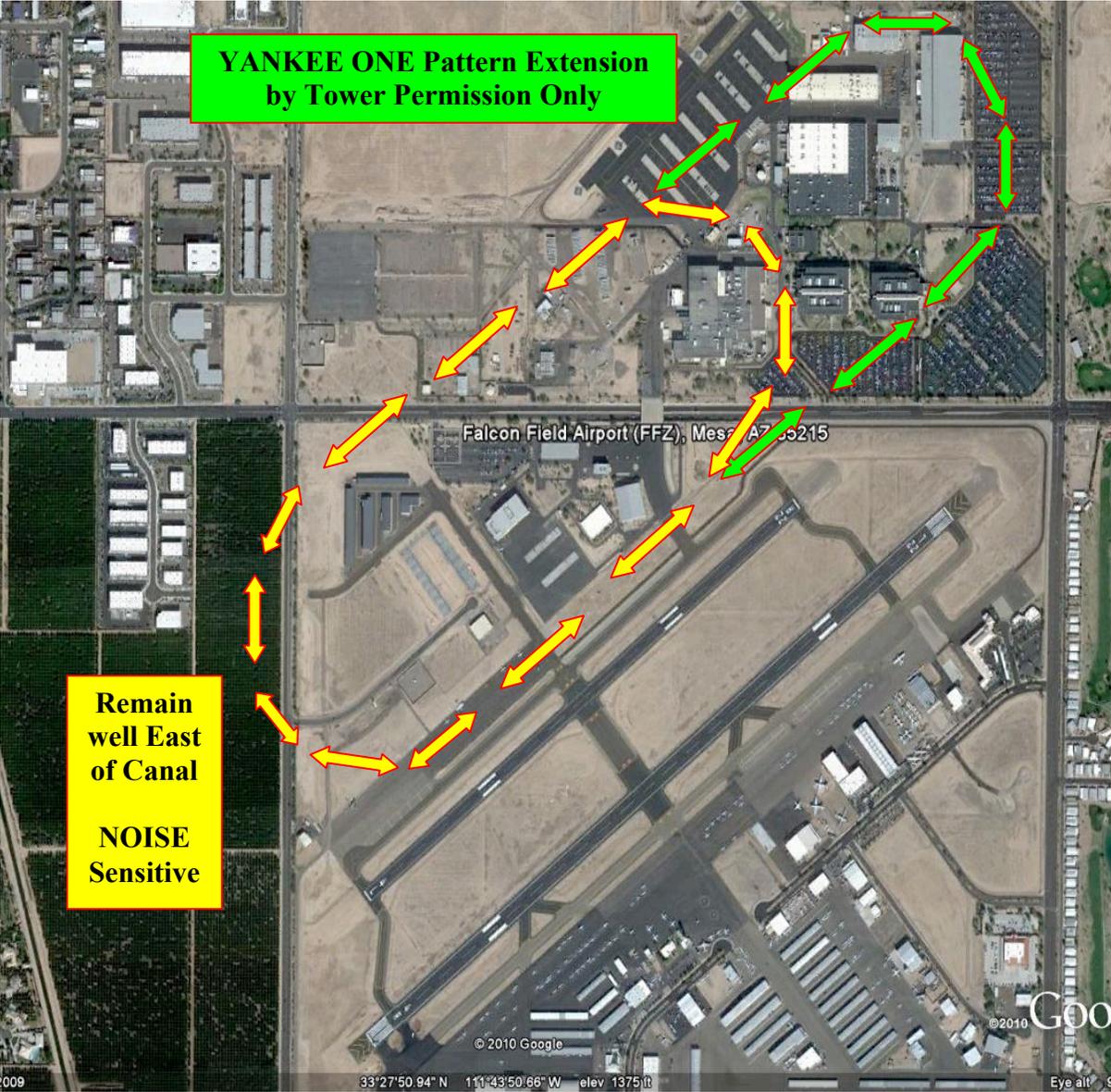
Appendix 4. CACTUS ONE Arrival/Departure

Appendix 5. Coded Arrival/Departure Procedures

Air Traffic Manager, Falcon Field ATCT

(Helicopter Operator)

Appendix 1. YANKEE ONE Pattern Diagram



Traffic Pattern Altitudes

Fixed Wing	2400' MSL
High Performance	2900' MSL
Helicopters	1900' MSL

Frequencies

Tower (W-N)	119.7
Tower (E-S)	124.6
Ground	121.3
ATIS	118.2

Appendix 2. GECKO ONE Arrival/Departure/Transition Diagram
Midfield Crossing Altitude – 1900' MSL



Arrivals: Cross midfield at 1900' MSL then circle back for landing remaining clear of runway and pattern traffic.

Departures: Climb / depart to 1900' MSL away from the runway, cross midfield via the GECKO ONE departure.

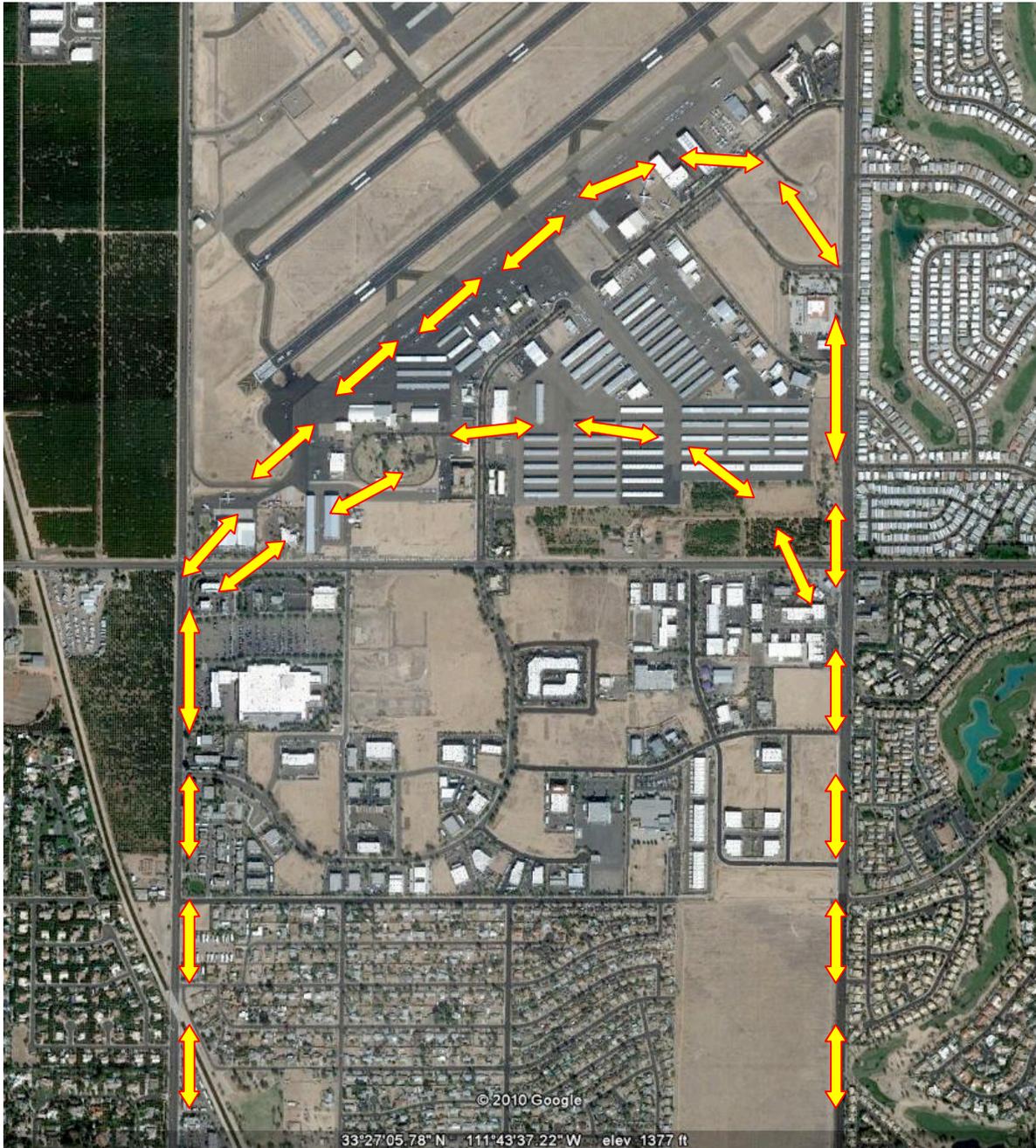
Traffic Pattern Altitudes

Fixed Wing	2400' MSL
High Performance	2900' MSL
Helicopters	1900' MSL

Frequencies

Tower (W-N)	119.7
Tower (E-S)	124.6
Ground	121.3
ATIS	118.25

Appendix 3. SNAKE ONE Arrival/Departure Diagram



Traffic Pattern Altitudes

Fixed Wing	2400' MSL
High Performance	2900' MSL
Helicopters	1900' MSL

Frequencies

Tower (W-N)	119.7
Tower (E-S)	124.6
Ground	121.3
ATIS	118.25

Appendix 4. CACTUS ONE Arrival/Departure Diagram



Traffic Pattern Altitudes

Fixed Wing	2400' MSL
High Performance	2900' MSL
Helicopters	1900' MSL

Frequencies

Tower (W-N)	119.7
Tower (E-S)	124.6
Ground	121.3
ATIS	118.25

Appendix 5. Coded Arrival/Departure Procedures

GECKO ONE ARRIVAL: Entry to the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary. Cross midfield at 1900' MSL (508' AGL). This will be above and follow the path of taxiway bravo, perpendicular to the runways, at midfield. Once airport crossing is complete, circle to the requested parking area for landing, remain clear of runway and pattern traffic. Make your approach to follow the established traffic flow as dictated by the runway in use which shall also coincide with either the SNAKE ONE or CACTUS ONE arrival/departure procedures.

CACTUS ONE ARRIVAL: Entry to the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary (prior to crossing the Salt River). Enter the traffic flow for the CACTUS ONE arrival as depicted in Appendix 4 so as not to conflict with arrivals, departures and/or transitioning aircraft. Remain clear of RY 4L/22R at all times. Use caution for pattern traffic.

SNAKE ONE ARRIVAL: Entry to the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary. Enter the traffic flow for the SNAKE ONE arrival as depicted in Appendix 3 so as not to conflict with arrivals, departures and/or transitioning aircraft. Remain clear of RY 4R/22L at all times. Use caution for pattern traffic.

GECKO ONE DEPARTURE: Plan your departure to follow the established traffic flow as dictated by the runway in use which shall also coincide with either the SNAKE ONE or CACTUS ONE arrival/departure procedures. Depart the appropriate parking area and proceed via the GECKO ONE Departure as depicted in Appendix 2. Cross the runways, at midfield, at 1900' MSL (508' AGL). This will be above and follow the path of taxiway bravo, perpendicular to the runways, at midfield. Exit from the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary.

CACTUS ONE DEPARTURE: Plan your departure to follow the established traffic flow as dictated by the runway in use. Exit from the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary (after crossing the Salt River). Enter the traffic flow for the CACTUS ONE departure as depicted in Appendix 4 so as not to conflict with arrivals, departures and/or transitioning aircraft. Remain clear of RY 4L/22R at all times. Use caution for pattern traffic.

SNAKE ONE DEPARTURE: Plan your departure to follow the established traffic flow as dictated by the runway in use. Exit from the airport area must be at 1900' MSL (508' AGL) within 2 miles of the airport boundary. Enter the traffic flow for the SNAKE ONE departure as depicted in Appendix 3 so as not to conflict with arrivals, departures and/or transitioning aircraft. Remain clear of RY 4R/22L at all times. Use caution for pattern traffic.

GECKO ONE TRANSITION: The GECKO ONE transition shall be utilized by all helicopters wanting to transition through the FFZ class delta airspace within 2 miles of the airport boundary. For safety, cross midfield at 1900' MSL (508' AGL). This will be above and follow the path of taxiway bravo, perpendicular to the runways, at midfield. Helicopters requesting transitions at or above 3000' MSL or outside of 2 miles can expect their requested flight paths to be approved.