

CHD FAA Contract Tower (FCT) and Quantum Helicopters
Letter of Agreement (LOA)

Effective: August 13, 2020

Subject: VFR Helicopter Operations

1. **PURPOSE:** This Letter of Agreement specifies responsibilities, defines terms, and establishes the procedures for operations of helicopters within the Chandler Class Delta Airspace.
2. **CANCELLATION:** This Letter of Agreement cancels the Letter of Agreement dated September 23, 2013.
3. **SCOPE:** The provisions of this letter apply only to helicopters conducting operations by persons authorized by Quantum Helicopters and only when Chandler Tower is in operation.
4. **RESPONSIBILITIES:**
 - A. Quantum Helicopters is responsible to ensure each pilot operating a helicopter under their jurisdiction is familiar with and can demonstrate a working knowledge of the procedures contained in this Letter of Agreement.
 - B. Chandler Tower must issue ATC clearances to helicopters operating to/from movement areas, and traffic advisories when workload permits, within the Chandler Class Delta Airspace.
5. **DEFINITIONS:**
 - A. **Movement Area:** The helipad, runways and taxiways used for taxi, hover taxi, air taxi, takeoff and landing of aircraft at Chandler Municipal Airport. Specific approval is required from the tower for entry onto the movement area.
 - B. **Non-Movement Area:** Apron, parking areas, turf area, Quantum ramp, heliport transient ramp and all other areas that are not controlled by the tower.
 - C. **Heliport Transient Ramp:** West portion of the heliport.
 - D. **Quantum Ramp:** The 12 parking spots in front of the hangar.
 - E. **Turf:** The grass area north of the Quantum Ramp (a row of lights divide the two areas).
 - F. **Elbow:** Area northwest of the helipad, a non-movement area, adjacent to the turf area.
 - G. **North Point:** The intersection of Germann Road and McQueen Road.
 - H. **South Point:** The intersection of Cooper Road and Queen Creek Road.
6. **PROCEDURES:** The active runway will dictate departure/arrival procedures unless otherwise requested and approved (traffic permitting) by ATC. Helicopters must not cross the airport environment without specific approval, i.e., "cross both runways", or "cross the centerlines of both runways".
 - A. **Departures: Runway 22L/R in use must:**
 - 1) Use frequency 133.1 unless otherwise specified by Chandler Tower.
 - 2) State: Call sign, position, and direction of flight with current ATIS.
 - 3) Overfly the helipad, utilize the elbow, and fly upwind (southwest). At midfield, for departures to the east through south, proceed on course. For departures to the north through west, expect approval to cross both runways at midfield, then proceed on course.
 - 4) Remain at 1900 feet MSL within 2 miles of the airport, then maintain 2100 feet MSL until clear of the Chandler Class Delta Airspace.
 - B. **Departures: Runway 4L/R in use must:**
 - 1) Use frequency 133.1 unless otherwise specified by Chandler Tower.
 - 2) State: Call sign, position, and direction of flight with current ATIS.
 - 3) Depart directly from the helipad, proceed upwind (northeast). For east departures, proceed on course from the crosswind. For south departures, proceed south from midfield downwind.

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Departures from the north through west expect to cross both runways at midfield, then proceed on course.

- 4) Remain at 1900 feet MSL within 2 miles of the airport, then maintain 2100 feet MSL until clear of the Chandler Class Delta Airspace.

C. Arrivals: Runway 22L/R in use must:

- 1) Inbound from the north through west use tower frequency 126.1, inbound from the east through south use tower frequency 133.1, unless otherwise advised by Chandler Tower.
- 2) State the call sign, position, intentions and current ATIS.
 - a) From North Point (after midfield crossing): Turn downwind midfield and make left traffic for the helipad and land on the helipad from the northeast.
 - b) From South Point: Turn right and enter left traffic for the helipad and land on the helipad from the northeast.
- 3) Remain at 2100 feet MSL entering the Chandler Class Delta Airspace, then descend to 1900 feet MSL at least 2 miles from the airport.

D. Arrivals: Runway 4L/R in use:

- 1) Inbound from the north through west use tower frequency 126.1, inbound from the east through south use tower frequency 133.1, unless otherwise advised by Chandler Tower.
- 2) State call sign, position, intentions and current ATIS.
 - a) From North Point (after midfield crossing): Make a descending left turn, proceed to the elbow from the southwest, then continue across the helipad.
 - b) From South Point: Make a descending right turn from south point, proceed to the elbow from the southwest, then continue across the helipad.
- 3) Remain at 2100 feet MSL entering the Chandler Class Delta Airspace, then descend to 1900 feet MSL at least 2 miles from the airport.

E. Taxiway Charlie Operations:

- 1) Taxiway Charlie traffic pattern operations will be conducted at 1900 feet MSL in a single rectangular pattern and shall not extend to the airspace used by fixed wing aircraft for crosswind or base leg operations.
- 2) The touchdown point is the intersection of Taxiway November and Taxiway Charlie.
- 3) Chandler Tower will issue the "option" clearance to helicopters operating in the Taxiway Charlie pattern.
- 4) Pilots must announce their departure if they remain in place on Taxiway Charlie for two minutes or more while exercising an option clearance.
- 5) Upon request, Chandler Tower may authorize helicopters to maneuver on Taxiway Charlie. Pilots must request departure clearance at the conclusion of this operation.
- 6) 180 Degree Auto-Rotations: Upon request, Chandler Tower will authorize auto-rotations/simultaneous auto-rotation operations in the Taxiway Charlie pattern from 2000 feet MSL. Pilots are expected to remain within ¼ mile of Taxiway Charlie on the downwind leg and base leg will be conducted prior to reaching the end of Runway 4R/22L.


F. Slope & Turf Operations: The slope and turf areas are considered non-movement areas and do not require ATC clearance. As a courtesy, pilots should request to taxi to the slope/turf areas prior to entering the areas. When ready to depart, pilots should request to rejoin the Taxiway Charlie pattern or advise departing the slope or turf for another non-movement area. Pilots understand that they are operating at "Pilots own Risk" at all times.

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- G. Special VFR Procedures: Chandler Tower will issue a SVFR clearance to helicopters upon request prior to flight within the Chandler Class Delta Airspace when the weather is reported below basic VFR minimums at Chandler Municipal Airport.



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