

**APPENDIX Q: CHANDLER TOWER AND QUANTUM HELICOPTERS  
LETTER OF AGREEMENT**

**CHANDLER FAA CONTRACT TOWER AND QUANTUM HELICOPTERS**  
**LETTER OF AGREEMENT**

EFFECTIVE: February 11, 2008

SUBJECT: VFR HELICOPTER DEPARTURE AND ARRIVAL PROCEDURES

1. PURPOSE. This letter of agreement specifies responsibilities, defines terms, and establishes procedures for operation of helicopters within the Chandler Class Delta Airspace.
2. CANCELLATION. This letter of agreement cancels the letter of agreement dated August 23, 2006.
3. SCOPE. The provisions of this letter apply only to helicopters conducting operations VFR 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 thoroughly briefed, is familiar with and can demonstrate a working knowledge of the procedures contained in this letter of agreement.
  - b. Chandler Tower will 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, Quantum turf area, Quantum ramp (including the ramp associated with the helipad) and all other areas that are not controlled by the tower.

- c. Transient Ramp: Southwest portion of the heliport.
  - d. Quantum Ramp: The twelve parking spots in front of the hangar.
  - e. Quantum Turf: The grass area next to the Quantum Ramp (a row of lights divide the two areas)
  - f. Elbow Departure: A procedure wherein the helicopter will hover taxi from the Quantum ramp, over the helipad, to the elbow of the taxi-lane (non-movement area) adjacent to the Quantum Turf.
  - g. North Point: The intersection of Germann Road and McQueen Road.
  - h. South Point: The intersection of Cooper Road and Queen Creek Road.
  - i. Transition: Airport enter/exit routes to/from North Point, referred to as north transition (Alpha) and south transition (Bravo).
  - j. Standard Departure/Arrival procedure: Routing procedures for operations to/from North Point and South Point.
  - k. Alpha/Bravo Direct: An abbreviated procedure wherein, upon pilot/tower request, the helicopter will intercept the appropriate transition without going to south point.
6. PROCEDURES. Departure and arrival profiles are a combination of two phases of flight: the transition phase (enter/exit the helipad) and the standard departure/arrival phase (routes to/from the airport). Taxiway Charlie operations are designed to segregate helicopter operations from fixed wing operations.

Helicopters shall not cross the airport environment without specific approval. The tower must authorize a flight across the airport or across the extended centerlines of the runways with specific phrases, such as: "cross both runways", or "cross the centerlines of both runways".

The active runway will dictate the type departure/arrival unless otherwise requested and approved (traffic permitting).

- a. Departures shall:
- (1). Use frequency 133.1 unless otherwise specified by Chandler Tower.
  - (2). State: call sign, position, preferred departure and direction of flight, with current ATIS.
    - a. Alpha Departure – depart northeast from the helipad, make a right circle to South Point.
    - b. Bravo Departure – depart southwest from the helipad, as soon as practical make a left turn to South Point.
  - (4). Remain at or below 1800 feet MSL within 2 miles of the airport, then maintain at or below 2000 feet MSL until clear of the Chandler Class Delta Airspace.

b. Arrivals shall:

- (1). Use the frequency specified on current publications and charts to contact Chandler Tower.
- (2). State call sign, position, intentions and current ATIS.
- (3). Specify preferred transition/arrival to the helipad when approaching North/South Point.

From North Point (after midfield crossing):

- a. Alpha Arrival: Proceed to South Point, make a left circle to the helipad.
- b. Bravo Arrival: Proceed to South Point, make a right circle to the helipad.

From South Point:

- a. Alpha Arrival: At South Point turn right, intercept the alpha transition and proceed to the helipad
- b. Bravo Arrival: At south Point turn left, intercept the bravo transition and proceed to the helipad.

- (4). Remain at or below 2000 feet MSL entering the Chandler Class Delta Airspace, then descend to 1800 feet MSL at least 2 miles from the airport.
- c. The Alpha and Bravo transitions shall be conducted well clear of taxiways, runways and extended centerlines of runway 4R/22L.
  - d. The control tower may direct other flight operations using plain language.
  - e. Taxiway Charlie Operations:
    - (1). Taxiway Charlie traffic pattern operations shall be conducted at or below 1,800 feet in a single rectangular pattern and shall not extend to the air space used by fixed wing aircraft for crosswind or base leg operations.
    - (2). The touch down point is the intersection of November 3 and Taxiway Charlie.
    - (3). Pilots shall announce their departure if they remain in place on Taxiway Charlie for two minutes or more while exercising an option clearance.
    - (4). The control tower will issue "touch-and-go/low approach" clearances when multiple Helicopters operate simultaneously in the Taxiway Charlie pattern.
    - (5). Slope Operations. Upon request, the tower will authorize helicopters to operate clear of Taxiway Charlie in an undeveloped area. Pilots must request approval to rejoin Taxiway Charlie.
    - (6). Maneuvering on Taxiway Charlie. Upon request, the tower will authorize helicopters to operate freely, back and forth, on Taxiway Charlie. Pilots must request departure clearance at the conclusion of this operation.
    - (7). 180 Degree Auto-rotation. Upon request, the tower will authorize auto-rotation/simultaneous auto-rotation operations in the Taxiway Charlie pattern from 1,900 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 the taxiway.

- f. Special VFR Procedures: Chandler Tower will authorize a special VFR clearance to helicopters upon request prior to any flight within the Chandler Class Delta Airspace when the weather is reported below VFR minimums at Chandler Municipal Airport.

APPROVED:

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Chandler Tower

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Neil Jones  
President  
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