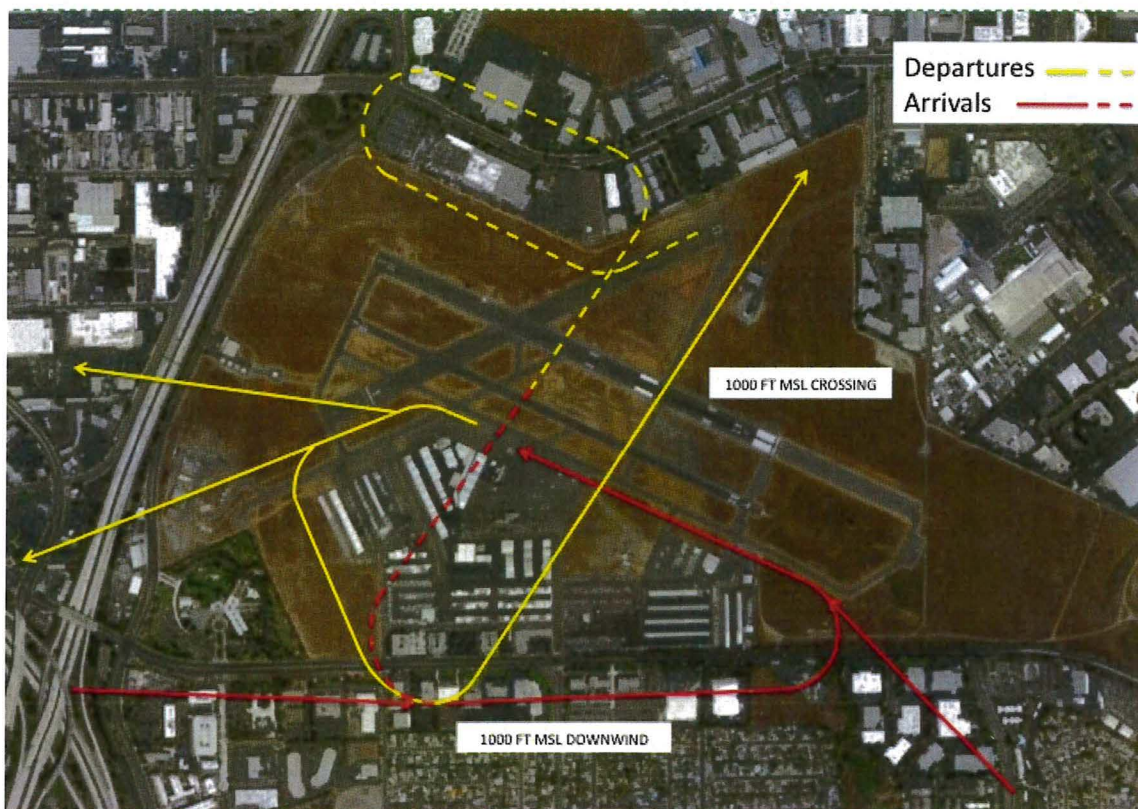




*Helicopter Procedures*  
*MYF Midport*  
12 June 2013

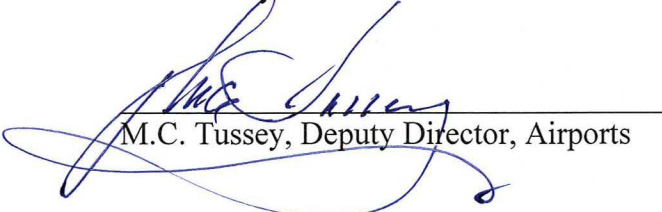


1. The above photo depicts the preferred approaches and departures from Midport.
2. As depicted all approaches and departures avoid low overflight of hangars, parking areas, taxiways and the “City Pad”.
3. All approaches should terminate at the FATO (H) and then proceed to the marked parking spaces. *DO NOT shut down engine on FATO.*
4. Helicopters should not overfly taxing airplanes, airplanes under tow, vehicles or pedestrians.
5. Air traffic permitting, helicopters may be given “Air Taxi” instructions by ATC for repositioning back to Midport from various locations on the airport (i.e. numbers of runway 5, numbers of runway 23) When “Air Taxing”, an altitude should be selected that will not blow dust and dirt from the infield areas between runways and taxiways onto the paved surfaces. Again, do not overfly taxing airplanes
6. Mid-field crossings should be at an altitude assigned by ATC (usually 1000 MSL). The downwind leg over Aero Drive should be flown at 1000 MSL until starting the base leg turn for noise abatement.
7. *DO NOT park on “No Parking” areas.*
8. Use caution when landing near the fuel island when airplanes are refueling. If necessary, land at position away from the pumps and wait for the aircraft to finish fueling before proceeding to your parking area.



***Helicopter Operating Policy  
Montgomery Field Airport  
12 June 2013***

- Other than law enforcement operations, training flights on a runway, and those flights conducted with the written, prior permission of the City, all helicopters that operate at Montgomery Field shall use either the City Heliport (SDFR or Mercy Air only), Midport, or Westport (Private – SDPD only) for takeoffs and landings (Exception-DEA is grandfathered in to utilize the pad next to their hangar at Gibbs). Helicopter takeoffs and landings are prohibited at all other locations.
- Only helicopters with a maximum certificated gross takeoff weight less than or equal to 7000 lbs may take off and land at Midport (FAA Certified Limit).
- Aircraft may not remain on the Midport FATO (Final Approach & Takeoff) spot any longer than necessary to takeoff and/or land. The FATO is marked with a white “H”.
- Helicopter parking at Midport shall be at one of the five designated parking spaces. Transit between the parking spaces and the FATO shall be either by hover/air taxiing or towing. SDFD has prohibited the use of Parking Space #5, which has been blackened out, due to its proximity to the fuel island.
- Helicopters and/or helicopter platforms shall not remain parked on Midport designated parking spaces longer than three (3) hours. These spaces are designed for short term transient parking only. Helicopters and/or platforms that remain on the parking spaces longer than 3 hours may be towed at the discretion of the Director, and at the owner’s/operator’s expense. They will be charged \$5 per night for overnight parking.
- Platforms shall be painted a light, bright color & shall be banded with white or yellow reflective tape.
- Helicopters may takeoff from the FATO and parking spaces 4 & 6. However, no approaches to or landings (except from a hover) shall be made directly to the parking spaces-all approaches must be made to the FATO. Takeoffs from parking spaces 4 & 6 shall be made to intercept the extended centerline of the approach/departure path of the FATO, and then fly that course paralleling Runway 10R-28L to intercept and overfly Twy G southwest. South departures can then be made over the field west of NAC.
- Approaches to and departures from the Midport FATO shall be on a course lined up on the FATO centerline and parallel to Runway 28L. Simultaneous, VFR, same direction approaches may be made by helicopters using the FATO and aircraft using Runway 28L.

  
M.C. Tussey, Deputy Director, Airports

*12 June 2013*  
Date