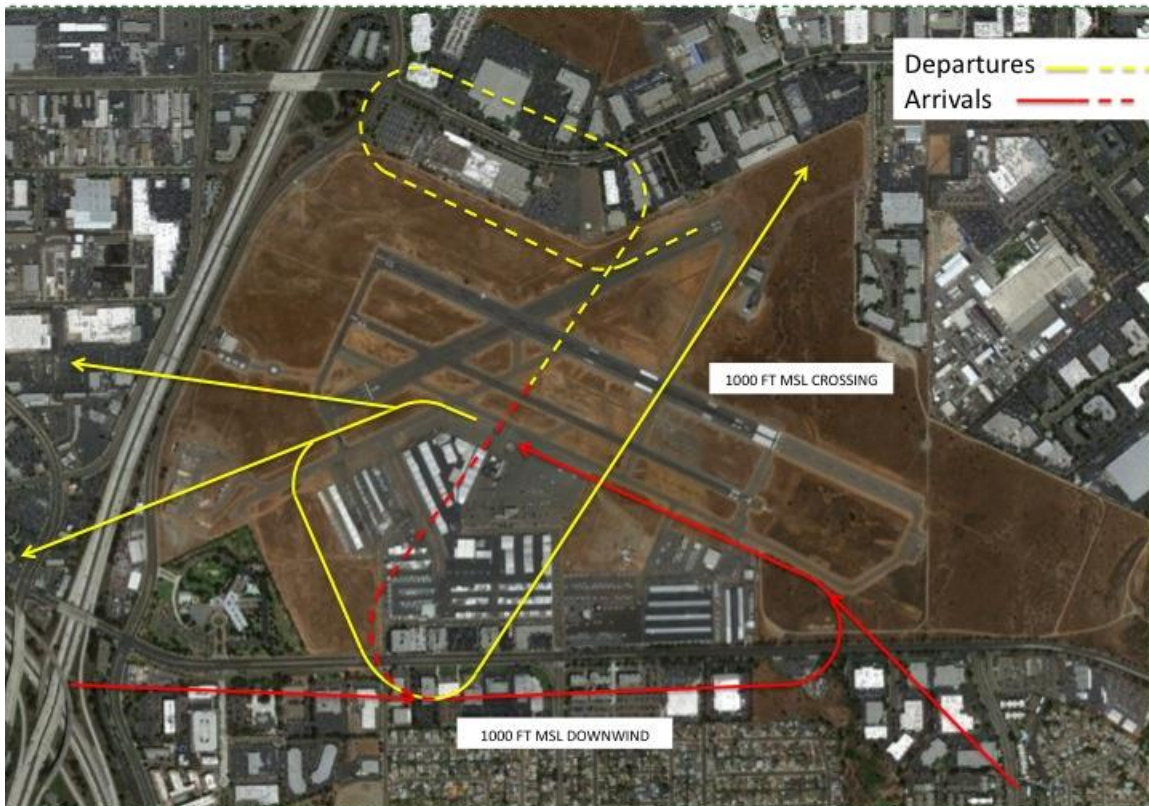




Helicopter Procedures
MYF Midport
September 2020



1. The above photo depicts the preferred approaches and departures from Midport.
2. As depicted all approaches and departures avoid low over flight of hangars, parking areas, taxiways and the “City Pad”.
3. All approaches will be at pilots own risk when cleared by ATC, Pilots should make their approach to a marked helicopter parking location.
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 Taxiing”, 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. 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.