

Passport Helico Mascouche procedures

No circuit procedure

The following procedure applies to helicopters on departure or arrival at Passport Helico which do not want to integrate the normal circuit of runway 11 or 29. It is important to precisely respect the routes and landmarks to allow a reasonable spacing in the case of two helicopters crossing each other. It is recommended to put on the landing lights during departures and arrivals in order to be seen more easily. Make sure to use the correct phraseology as explained below which will help to standardize the communications.

Active runway 11 departures:

- 1- Hover on the designated surface FATO (Fix Approach and Take Off)
- 2- Communicate as follow: "Mascouche traffic, R44 FABC at Passport Helicopter, taking off parallel to runway 11 for the **NORTH EXIT** at 600 feet"
- 3- Take off between the fence and the wooded area on a trajectory towards the north of the water basins located east of the airport, climb away from the Albi dealers, not higher than 600'
- 4- Passing the hydro power line and north of the basins, turn left and take a trajectory parallel with the power line while remaining east of it and reach the elbow of the river (see the diagram)
- 5- Past the elbow of the river, take the desired heading and altitude and communicate intentions
- 6- Try to avoid overflying houses in this sector and avoid blade slapping.

Active runway 29 departures:

- 1- Hover on the designated surface FATO (Fix Approach and Take Off)
- 2- Communicate as follow: "Mascouche trafic, R44 FABC at Passport Helicopter, taking off parallel to runway 29 for the **NORTH EXIT** at 600 feet"
- 3- Take off following a trajectory to avoid flying over the equipment of the companies located to the west of Passport Helico
- 4- Before highway 25, turn right and follow trajectory leading to the curve of the road located 1.2 miles of the FATO (see the diagram), not higher than 600'
- 5- Past that point, take the desired heading and altitude and communicate intentions
- 6- Make sure to fly at a sufficient distance from the residential area north of the road and avoid blade slapping.

Active runway 11 arrivals:

- 1- Communicate inbound according to the following example: "Mascouche traffic, FABC, 4 miles North-East inbound for the **NORTH ENTRY** at 600 feet for Passport helicopter"
- 2- Fly over curve of the road located 1.2 miles of the FATO (see the diagram)
- 3- Communicate at the **NORTH ENTRY** at 600 feet for Passport Helico parallel to runway11, follow the opposite route of the procedure of active runway 29 departures mentioned earlier
- 4- Communicate on final parallel to runway 11 for Passport Hélico
- 5- Finish the approach on the FATO
- 6- Land the helicopter on a landing pad

Active runway 29 arrivals:

- 1- Communicate inbound according to the following example: "Mascouche traffic, FABC, 4 miles North-East inbound for the **NORTH ENTRY** at 600 feet for Passport helicopter"
- 2- Fly over the elbow of the river (see the diagram)
- 3- Communicate at the **NORTH ENTRY** at 600 feet for Passport Helicopter parallel to runway29, follow the opposite route of the procedure of active runway 11 departures mentioned earlier
- 4- Communicate on final parallel to runway 29 for Passport Helico
- 5- Finish the approach on the FATO
- 6- Land the helicopter on a landing pad

Mascouche

Entrée / Sortie nord à 600'

Route 1.2 NM
du FATO

Rivière

Vent arrière -11

Entrée 11 Sortie 29

Entrée 29 Sortie 11

Ligne Hydro

Bassins d'épuration

Passport



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Pointeur 45°43'55.06" N

73°35'10.37" O

élev. 12 m

Mise au point 100%

100%

Altitude 4.63 km

Procedure with the circuit

The following procedure applies to helicopters on departure or arrival at Passport Helico which want to use the normal circuit of runway 11 or 29.

At all time, conform to the regulation in use for the operations at uncontrolled airports and the procedures in use at Mascouche airport as mentioned in the CFS.

Active runway 11 departures:

- 1- Hover on the designated surface FATO (Fix Approach and Take Off)
- 2- Because you can't see the runway at that point, use the radio to ask if traffic is taking off to avoid climbing parallel with another aircraft taking off from the runway
- 3- Call out your intentions to take off from Passport Hélico for a climb parallel to runway 11
- 4- Climb parallel to the axis of the runway 11 (avoid flying too close to the Albi dealers) until legal altitude to remain in the circuit or leave it
- 5- If there is traffic in the initial climb, join the axis of the runway behind the other aircraft to prevent a conflict when he will turn crosswind
- 6- Call out your intentions to leave or remain in the circuit

Active runway 29 departures:

- 1- Hover on the designated surface FATO (Fix Approach and Take Off)
- 2- Because you can't see the runway at that point, use the radio to ask if traffic is taking off to avoid climbing parallel with another aircraft taking off from the runway
- 3- Call out your intentions to take off from Passport Hélico for a climb parallel to runway 29
- 4- Climb parallel to the axis of the runway 29 until legal altitude to remain in the circuit or leave it (avoid flying over the equipment of the companies located to the west of Passport Helico)
- 5- Call out your intentions to leave or remain in the circuit
- 6- A helicopter departing Passport Helico parallel to runway 29 with intentions to remain in the circuit must climb to the axis of the runway to 1000' AGL, then turn on the inactive side and fly vertical of the airport to integrate the mid downwind 29. It is very important to take precautions to avoid a conflict with an aircraft inbound on the inactive side. The communication should be done as follows: Mascouche traffic, FABC, 1100' parallel with axis 29, turn on the inactive side to fly vertical of the field to join a mid-downwind runway 29.

Active runway 11 arrival:

- 1- Communicate and integrate the circuit for runway 11
- 2- In base leg, call out your intentions to shorten the base for an approach to Passport Helico
- 3- Turn and call final parallel to runway 11 for Passport Helico
- 4- Finish the approach on the FATO
- 5- Land the helicopter on a landing pad

Active runway 29 arrival:

- 1- Communicate and integrate the circuit for runway 29
- 2- In base leg, call out your intentions to lengthen the base for an approach to Passport Helico
- 3- Turn and call final parallel to runway 29 for Passport Helico
- 4- Finish the approach on the FATO
- 5- Land the helicopter on a landing pad

Helicopter parking

- The three landing pads of the east are available for the helicopters which do not need to be refuelled
- The west landing pad (close to the fuel tanks) must remain free for the turbine-powered helicopters to facilitate the refuelling.
- The area indicated by a 'P' located on the west side of the hangar is reserved for ground work only. No helicopter is authorized to land or take off of from this place.
- The helicopters must be positioned **facing the hangar** with the skids in the center of the pads.
- The landing pad beside the fuel tanks must remain free: after your refuelling, move your helicopter to another pad.
- Unused helicopters must be brought in the hangar or on the parking area on the west of the hangar.



Approche axe 11:
Raccourcir la base

Passport
Hélico

Approche axe 29:
Rallonger la base

SCHÉMA DE L'AIRE DE MANOEUVRE BASE DE MASCOUCHE

