



# Federal Aviation Administration

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## Memorandum

Date: OCT 27 2015

To: Christine Mellon, District Manager, Northwest District, TWNF

From: *Tracy Johnson*  
for Christopher Ramirez, Manager, Operations Support Group,  
Western Service Center, AJV-W2

Subject: Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters, Subject: Crop Dusting and Tree Harvesting Operations.

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The Operations Support Group reviewed the attached Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters, Subject: Crop Dusting and Tree Harvesting Operations, and finds it to be in compliance with FAA JO 7210.3, Facility Operation and Administration.

If you have any questions, contact Joseph Bert, NISC Contract Support, Air Traffic Control Specialist, Operations Support Group at (425) 203-4549.

Attachment

Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters

## LETTER OF AGREEMENT

EFFECTIVE: \_\_\_\_\_

SUBJECT: Crop Dusting and Tree Harvesting Operations

- 1. PURPOSE:** To establish areas of operation and the procedures for aerial application and tree harvesting within the Salem Airport Class D Airspace.
- 2. SCOPE:** The responsibilities and procedures outlined herein apply to aircraft operating under Visual Flight Rules (VFR) and Special Visual Flight Rules (SVFR) within the Salem Class D and Class E Airspace as defined in Attachment 1.
- 3. CANCELLATION:** This agreement is terminated upon publication of the Salem Class D and Class E Airspace reconfiguration, or upon written notification.
- 4. RESPONSIBILITIES:**
  - a. All operators who have agreed to the use of these procedures must ensure that pilots they employ are familiar and comply with these procedures.
  - b. Salem FCT is responsible for providing air traffic services within the Salem Class D surface area. These services include traffic advisories on known aircraft, and may include application of Visual Separation, and Special Visual Flight Rules (SVFR) in accordance with FAA Order JO 7110.65. Separation of aircraft operating VFR or SFVR may be accomplished with use of Visual Separation or assignment to different geographical areas.
  - c. Only those operators that are signatory and have agreed to the use of these procedures may use this Letter of Agreement.
- 5. PROCEDURES:**
  - a. Helicopter harvesting operations must not be flown above 400 feet above ground level (AGL), unless the pilot obtains air traffic control approval for a higher altitude. This altitude restriction must not be construed by pilots as a clearance or authorization to deviate from FAR 91 and or FAR 137.
  - b. After initial contact with Salem FCT, aircraft may operate at or below 400' AGL in respective harvest location during VFR conditions by monitoring Tower frequency.
  - c. Pilots must:
    - (1) Monitor the ATIS broadcast (124.55) for current airport conditions.

Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters

(2) Obtain approval or necessary clearance from Salem FCT prior to entering and prior to leaving a harvesting area depicted in Attachment 2, from the hours of 0700 local time to 2100 local time.

(3) Cease operations when the weather reported at the Salem Airport is below basic VFR (less than 1000 feet ceiling and or less than 3 statute miles visibility). Operators must request Special VFR (SVFR) operations in accordance with the Tree Harvesting Operations Letter of Agreement and state operators company. Operations may continue after receipt of a SVFR clearance from Salem FCT.

(4) Establish and maintain two way communications with SLE FCT:

(a) Via radio prior to entering or exiting Salem Class Delta Airspace.

(b) Immediately via radio if already operating in the Salem Class D Airspace when SLE FCT opens at 0700 local time.

(c) Via phone at (503-581-3571) any time radio contact is lost or cannot be established while operating in the Salem Class D airspace. Pilots must land and contact Salem FCT for further instructions.

(5) Maintain constant visual separation while harvesting in their respective areas of operation.

(6) During SVFR operations, pilots must:

(a) Maintain visual reference to the surface.

(b) Remain in their operating area.

d. Salem FCT must:

(1) Only authorize SVFR Operations for a specified amount of time.

*"LOCAL SVFR OPERATIONS IN THE IMMEDIATE VICINITY OF SALEM AIRPORT (grid#) ARE AUTHORIZED UNTIL (time). MAINTAIN SVFR CONDITIONS AT OR BELOW 400' AGL.*

(2) Separate VFR or SVFR helicopters utilizing geographic or visual separation standards as set forth in the FAA Handbook 7110.65 by using the map in Attachment 2.

(3) Apply SVFR separation and phraseology in accordance with FAA Order JO 7110.65. When applying visual separation by pilots the following phraseology may be used:

*"HELICOPTER (call sign) TRAFFIC (type) OPERATING IN GRID B3. REMAIN OUTSIDE OF GRID B3 AND REPORT TRAFFIC IN SIGHT."*



Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters

(4) Once the traffic has been reported “in sight” and visual separation will be approved:

*“HELICOPTER (call sign), MAINTAIN VISUAL SEPARATION FROM (reported traffic).”*

(5) The same clearance must also be issued to the other helicopter operating in the same grid area.

**NOTE-**

*If at any time, visual separation cannot be maintained, the pilot of the aircraft that first notices visual separation has been lost is responsible for landing immediately, and advise Salem FCT of the situation. If due to geographic limitations, Salem FCT cannot be contacted, the pilot on the ground must relay information through the other helicopter operating in that grid area or by cell phone at 503-581-3571.*

**6. ATTACHMENTS:**

- a. Attachment: 1 Depiction and definition of Salem’s Class D and Class E Airspace.
- b. Attachment: 2 Harvesting Area grid map.

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Air Traffic Manager  
Salem FAA Contract Tower

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Bob Schaefer  
General Manager  
Noble Mountain Tree Farm  
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Mike Applebee  
Owner  
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Terry Harchenko  
Owner  
Industrial Aviation Services, INC.  
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Tim Raugust  
Owner  
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Ben Stone  
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BTN of Oregon INC.  
503-881-8609

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Scott Dunn  
Owner  
Heli-Dunn  
541-944-9987

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Byron DeVries  
Owner  
Apex Helicopters

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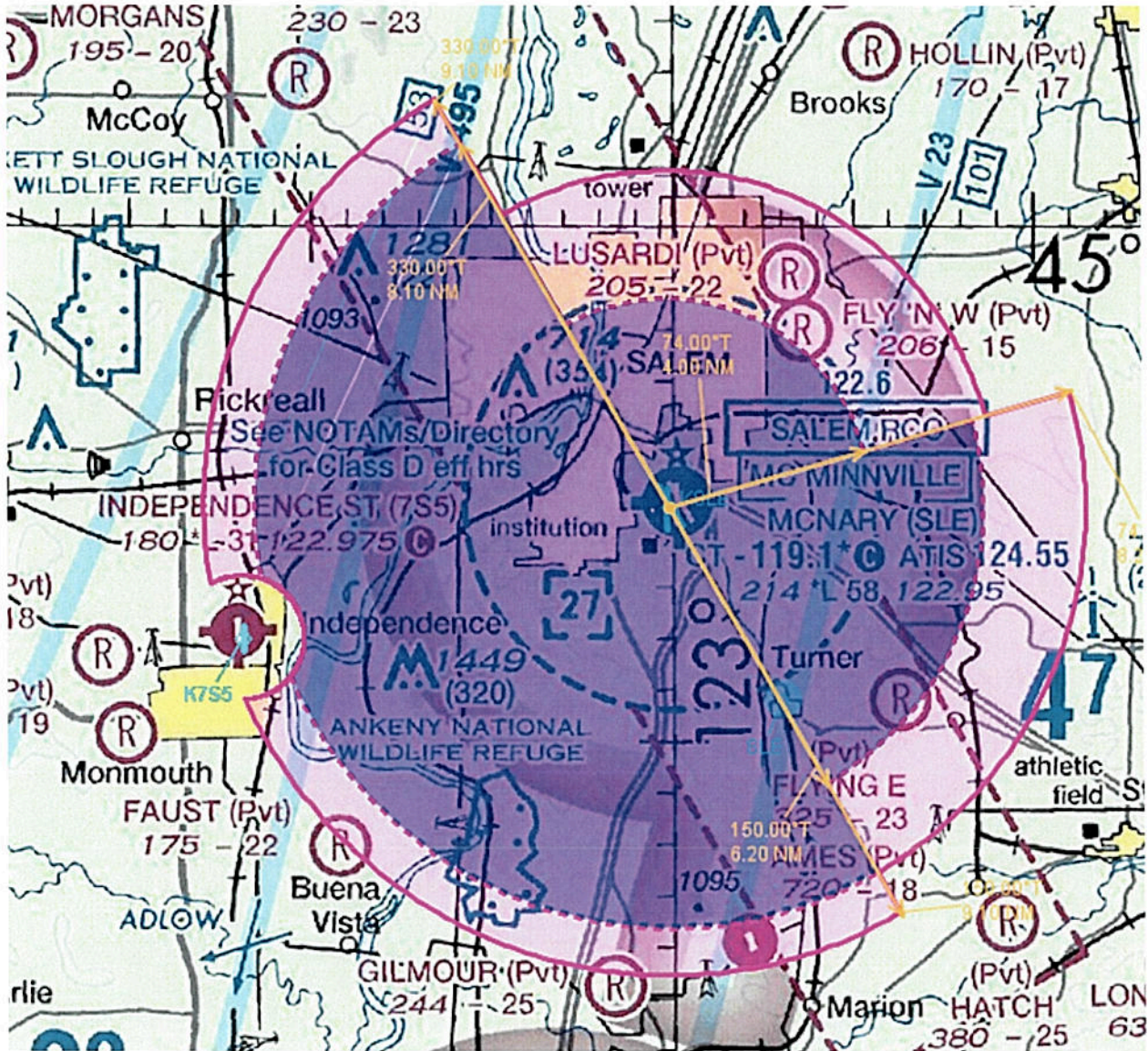
Brent Keeler  
Owner  
PJ Helicopters



Salem FAA Contract Tower, Noble Mountain Tree Farm, Applebee Aviation, Industrial Aviation Services INC, Chehalem Helicopters LLC, BTN of Oregon INC, Heli-Dunn, Apex Helicopters and PJ Helicopters

### ATTACHMENT: 1

Depiction of Salem's Class D and Class E Airspace.



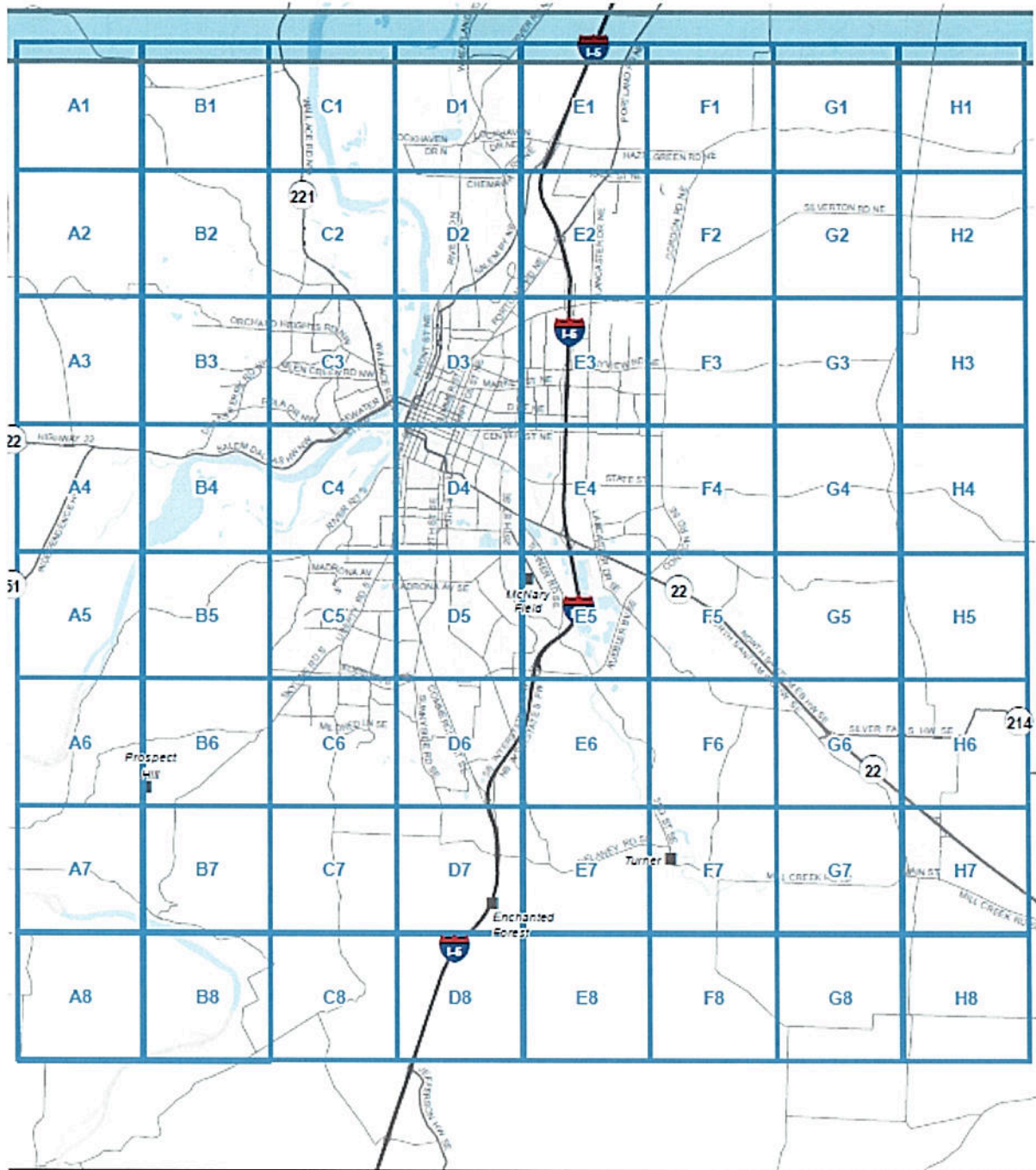
Salem Class D Airspace, extending from the surface up to including 2,700 feet MSL within a 4 NM radius of Salem Airport from the 330 degree bearing from the airport clockwise to the 074 degree bearing, and that airspace within a 6.2 NM radius of Salem airport from the 074 degree bearing from the airport clockwise to the 150 degree bearing, and that airspace within a 8.1 NM radius of Salem airport from the 150 degree bearing from the airport clockwise to the 330 degree bearing excluding that airspace within 1.2 NM of Independence State Airport (7S5).



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**ATTACHMENT: 2**

Harvesting Area Grid Map

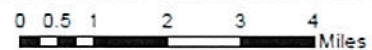


**Harvest Airspace Grid**

City of Salem McNary Field

Created by AW Oct 21 2015

File location: N:\UD\Airport\Harvest Airspace\Harvest Airspace.mxd



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