

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

GRAND CANYON NATIONAL PARK SPECIAL FLIGHT RULES AREA (GCNP SFRA) PROCEDURES MANUAL

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US Department of Transportation
Federal Aviation Administration

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

GRAND CANYON NATIONAL PARK SPECIAL

FLIGHT RULES AREA (GCNP SFRA) PROCEDURES MANUAL

Revision 10



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FLIGHT RULES AREA (GCNP SFRA) PROCEDURES MANUAL

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PURPOSE: This manual establishes policy and procedures for operations in the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA) Airspace.

DISTRIBUTION: All GCNP SFRA Manual Users

EFFECTIVE DATE: June 1, 2016

EXPLANATION OF CHANGES:

This revision, revision ten, removed references which implied that the GCNP SFRA Procedures Manual was a Federal Aviation Administration (FAA) national order. Therefore, all references to NEV Order 1380.2A have been removed, which resulted in a change to all effective pages of this document. Major changes throughout the document are indicated by change bars on the left hand side to identify the edited text. Because the removal of these references had no impact on the information, change bars were not added to indicate the removal. Added a method to route familiarize a second-in-command moving into a pilot-in-command position for operators who use two pilot crews. Quiet Technology (QT) was added to addresses conditions of QT seasonal relief. Information on quarterly reporting of overflights was adjusted to incorporate a method to obtain and submit electronic reporting forms. A method to submit proposed and actual flight plans was added. The process of issuing Waivers and Authorizations was revised to provide copies of those documents to the Grand Canyon National Park and other FAA divisions.

Chapter 1: Added information pertinent to QT Aircraft and conditions to receive QT seasonal relief. Added information on how to obtain and submit electronic quarterly reporting forms. Added email address of the Prescott Flight Service Station for submission of flight plans. Added method for second-in-command route familiarization for two pilot crews operators. Removed the phrase “NEV Order 1380.2A”.

Chapter 2: Correction of minor errors noted in route descriptions, altitudes, and advisory remarks. Removed the phrase “NEV Order 1380.2A”

Chapter 3: Revised process to provide copies of Waivers and Authorizations to the Grand Canyon National Park and other FAA divisions. Removed the phrase “NEV Order 1380.2A”

Appendix A: Added the Grand Canyon Commercial Air Tour Data reporting form. Removed the phrase “NEV Order 1380.2A”

Appendix B: Removed the phrase “NEV Order 1380.2A”

Sincerely,



Richard A. Falcon

Manager

Nevada Flight Standards District Office

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CHAPTER 1

GCNP SFRA PROCEDURES AND REQUIREMENTS

Chapter 1 describes the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA) Procedures and Requirements.

CHAPTER 2

GCNP SFRA AIR TOUR ROUTES DESCRIPTIONS

Chapter 2 describes the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA) routes, altitudes and reporting points.

CHAPTER 3

ADMINISTRATIVE PROCEDURES FOR GCNP SFRA

This chapter describes procedures for the administration and approval of air tour operators and special authorizations within the GCNP SFRA

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CHAPTER 1

GCNP SFRA PROCEDURES AND REQUIREMENTS

1.0 GENERAL

- A. This manual has been prepared to implement procedures required by the Federal Aviation Administration (FAA) to ensure compliance with 14 CFR Part 93, Subpart U and SFAR 50-2, for conducting operations within the Grand Canyon National Park Special Flight Rules Area.
- B. The FAA issues this manual to those operators approved to operate within the GCNP SFRA airspace. Operators shall conduct all operations according to the procedures outlined in the manual and those procedures are regulatory by reference in paragraph B049 of the operator's Operations Specifications (OpSpecs).
- C. All pilots must be knowledgeable of this manual and abide by the contents, herein, as circumstances and safety permit.
- D. Revisions to this manual will be issued to operators by the Nevada Flight Standards District Office, Las Vegas Office (NEV FSDO).
- E. Sections 1.1 through 1.6 of this chapter are applicable to all authorized operations within the GCNP SFRA. Sections 1.7 through 1.15 are applicable only for flight operations within the GCNP SFRA which are authorized by a certificate holder's OpSpecs. Operators who hold a special authorization (FAA Form 7711-1), who operate on a portion of a route structure listed in Chapter 2, must comply with appropriate sections of this manual and any special provisions attached to FAA Form 7711-1. Holders of special authorizations (FAA Form 7711-1), who operate solely under those special authorizations, do not need to comply with the sections listed above, however, must comply with the special provisions attached to the FAA Form 7711-1.

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- F. This manual, in accordance with 14 CFR Part 93 Subpart U, takes precedence over any information or data contained or depicted within the Grand Canyon VFR Aeronautical Chart.

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1.1 Definitions, abbreviations and symbols

Definitions, abbreviations, and symbols contained in 14 CFR Part 1 and 93, as well as the following, apply to this manual:

Allocation: A numerical authorization equal to the number of commercial air tour operations which can be conducted in the GCNP SFRA in a calendar year by a certificate holder.

AWOS: Automated Weather Observation System that collects weather data at airports and disseminates the weather information via radio and or landline.

Certificate holder: An operator holding OpSpecs authorizing air tours within the GCNP SFRA.

CFR: Code of Federal Regulations.

CHDO: Certificate Holding District Office. The CHDO is the FAA FSDO responsible for managing a given operator's certificate.

Commercial air tour: Any portion of any flight conducted for compensation or hire in a powered aircraft where a purpose of the flight is sightseeing.

Commercial SFRA operation: Any portion of any flight within the GCNP SFRA that is conducted by a certificate holder that has OpSpecs authorizing flights within the GCNP SFRA (Does not include operations conducted under FAA Form 7711-1).

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FAR: Federal Aviation Regulations (same as 14 CFR). Some references may be found on older FAA forms still in use.

FSDO: Flight Standards District Office.

FSS/AFSS: Flight Service Station or Automated Flight Service Station.

GCNP: Grand Canyon National Park

GCN: Grand Canyon

Grand Canyon West Operation: A flight conducted in accordance with conditions set forth in 14 CFR 93.319(f).

IFR: Instrument Flight Rules

LAS FSDO: Las Vegas Flight Standards District Office is the former name of the Nevada Flight Standards District office. Old references to Las Vegas FSDO are used in 14 CFR Part 93 subpart U, SFRA 50-2 and Operations Specifications. For the purpose of this manual and meeting regulatory requirements, Las Vegas FSDO (LAS FSDO) is synonymous with the Nevada FSDO, Las Vegas Office (NEV FSDO)

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Maintenance/Support flight: A non-revenue flight conducted under a special flight permit, or a support flight to transport necessary parts, repair equipment, or personnel required to support a company's operation.

NEV FSDO: Nevada Flight Standards District Office formerly known as the Las Vegas Flight Standards District office (LAS FSDO). Old references to Las Vegas FSDO are used in 14 CFR Part 93 Subpart U, SFRA 50-2 and Operations Specifications. For the purpose of this manual and meeting regulatory requirements, Las Vegas FSDO (LAS FSDO) is synonymous with the Las Vegas Office of the Nevada FSDO (NEV FSDO).

OpSpecs: Operations Specifications.

Park: Refers to the Grand Canyon National Park.

PIC: Pilot in Command.

POI: Principal Operations Inspector.

Qualified FAA Safety Inspector: FAA operations inspector who has been authorized by the NEV FSDO to conduct route checks in the GCNP SFRA.

Repositioning: A non-revenue flight for the purpose of repositioning the aircraft (e.g., a return flight without passengers) Before or after an air tour and that is conducted to reposition the aircraft for the next air tour.

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SFAR: Special Federal Aviation Regulation.

SFRA: Special Flight Rules Area.

Training/proving: Any flight, other than a commercial air tour, taken for one of the following purposes: 1) pilot training in the SFRA; 2) checking the pilot's qualifications to fly in the SFRA in accordance with FAA regulations; or 3) an aircraft proving flight conducted in accordance with 14 CFR Section 121.163 or 135.145.

Transportation: A flight transporting passengers for compensation or hire from point A to point B on a flight other than a commercial air tour.

VFR: Visual Flight Rule

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1.2 Reporting points, radio frequencies and procedures

In order to enhance safety, strict radio phraseology procedures must be adhered to. The radio frequencies, as assigned for each sector, shall be set and monitored throughout the flight. The required position reporting points, as outlined in Chapter 2, will be reported as indicated. Non-required position reporting points may be reported if safety warrants. If a deviation from the regular route or altitude is required for weather or a safety of flight issue, the pilot will communicate his/her position and intentions. The following phraseology sequence shall be used; "call sign, position, route and altitude". Pilots shall not use unauthorized call signs, such as pilots' names, etc. Unnecessary conversations or "chatter" is prohibited.

1.3 Weather minimums for operations within GCNP SFRA

For VFR operations within the GCNP SFRA, the visibility must never be less than three (3) statute miles for day operations and five (5) statute miles at night. In addition, the cloud clearance requirements set forth in 14 CFR Section 91.155 are applicable, as well as any visibility requirements which are more restrictive than that stated above.

1.4 Procedures for obtaining weather information

- A. Prior to departure, and in addition to any other Federal Aviation Regulations, each pilot shall obtain all relevant and available weather information for flights within the GCNP SFRA and for any intended airport or landing point anticipated. Primary weather information must come from an approved source such as the U.S. National Weather Service, FAA automated Flight Service Station (AFSS), or other approved source for primary weather information listed in the operator's OpSpec paragraph A010. When weather conditions are marginal or available weather information is minimal prior to departure, pilots should obtain updated weather information while enroute.

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- B. When weather conditions are encountered which require a significant deviation from a published route, the PIC must use his/her best judgment to safely circumnavigate the weather. In doing so, the following must be accomplished:
- (1) A radio report transmitted to another aircraft, air traffic control facility, or FSS of the intended route and a description of the weather conditions encountered;
 - (2) When potentially hazardous meteorological conditions are encountered, reporting those conditions in accordance with 14 CFR Section 121.561 or 135.67 is mandatory; and
 - (3) After deviating from the published route, the pilot is authorized to rejoin the published route, when conditions permit, by the most direct means, without entering a Flight-Free Zone except for a safety of flight issue.

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1.5 Pilot Vigilance

Collateral duties such as narrating a tour or operating narration systems for passengers shall be performed only when the pilot's work load makes it safe to do so, and the collateral duties are in compliance with 14 CFR Section 121.542(b) or 135.100(b), as applicable.

1.6 Anti-collision lights, strobes, and landing lights

If so equipped, the anti-collision lights and strobes must be on at all times while operating within the GCNP SFRA airspace. The landing lights, pulsating lights or recognition lights must also be on while in the vicinity of Supai Village, the Dragon Corridor, Split Intersection or in a VFR holding area, if they can be turned on without extending the landing gear or exceeding any limitations. Operations may be conducted with the above mentioned equipment inoperative if the operator's approved minimum equipment list (MEL) allows.

1.7 Qualifications and Training requirements

The following training requirements and minimum standards are mandatory for all pilots conducting any flight operation within the GCNP SFRA which are authorized by their employer's OpSpecs or conducting operations on tour routes to fulfill a contractual obligation in support of a Native American Tribal Nation. This section does not apply to pilots operating off tour routes and solely under a special authorization (FAA Form 7711-1).

A. Ground Training

Each pilot must initially receive a minimum of 2.0 hours GCNP SFRA ground training. In addition, each pilot must receive a minimum of 1.0 hours of recurrent GCNP SFRA ground training each 12 calendar months thereafter. No pilot may serve as PIC within the

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GCNP SFRA unless he/she has received ground training since the beginning of the 12th calendar month before that service. The grace period provisions of 14 CFR Section 121.401(b) or 135.323(b) shall apply to recurrent GCNP SFRA ground training.

(1) GCNP SFRA ground training must contain current courseware appropriate to the geographic area(s) of operation to include the mandatory and appropriate supplemental courseware as follows:

(a) Mandatory training must adhere to the minimum training hours specified in paragraph “A” above. All operators must use the following courseware:

(i) GCNP SFRA Procedures Manual

(ii) GCN VFR Aeronautical Chart

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- (b) Supplemental Courseware is dependent on the geographic area and scope of operation. Supplemental courseware may vary greatly among operators depending on their specific operation. Operators shall work with the assigned POI to determine which documents to include in their individual training program and determine acceptable training minimums.

Supplemental courseware will include the following, as applicable:

- (i) ATC Letter(s) of Agreement
 - (ii) Grand Canyon Operators Route Standardization Letter of Agreement for helicopters.
 - (iii) Airport Procedures or route agreement(s)
 - (iv) Pertinent authorizations (FAA Form 7711-1) issued to the operator.
- (2) Except as provided in paragraph (4) below, GCNP SFRA ground training must be conducted by an instructor who is designated and qualified to provide ground instruction in the operator's 14 CFR Part 121 or 135 approved training program. In addition, the SFRA ground instructor must be a current route qualified pilot.
 - (3) Except as provided in paragraph (4) and (5) below, the hours credited for meeting the minimum hours for GCNP SFRA ground training must be administered by an instructor in a formalized classroom format.

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- (4) Current and qualified SFRA ground instructors and SFRA authorized check pilots may take credit for the ground training for which they teach or check. It is expected that instructors will make a reasonable effort to remain current on the latest developments so as to impart this information to their students.

- (5) There are two exceptions which excuse an operator from meeting the ground training requirements listed in paragraphs (2) and (3) above; a single pilot operator which has no training program or instructors, and a new entrant operator which must initially qualify its first GCNP SFRA ground instructor. These are the only situations in which it is considered appropriate to use a self-study method of accomplishing the required GCNP SFRA ground training hours which must be documented in accordance with section E of this chapter. Any other deviations from the requirements listed in paragraphs (2) and (3) above must be approved by the NEV FSDO on a case by case basis.

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B. Route Familiarization Flights

Pilots must complete route familiarization flights on each GCNP SFRA route that he/she will be required to fly. The familiarization flight requirements are as follows:

- (1) At least two complete route familiarization flights are required as part of the initial qualification process on each route that requires a route check, except when the requirements of section C paragraph (2) of this chapter are met. The routes requiring a route check are listed in chapter 2, section 2.0, paragraph I. The required familiarization flights must be completed prior to giving the pilot a route check on that route.
- (2) One familiarization flight is required for initial qualification on each route which does not require a route check. This applies to all routes not listed in chapter 2, section 2.0, paragraph I.
- (3) All familiarization flights must be conducted under the direct supervision of a route qualified company instructor pilot. A route qualified instructor pilot supervising familiarization flights must be employed by the same operator as the pilot being qualified on the route. However, exceptions may be approved in writing by the NEV FSDO on a case by case basis.
- (4) When a route qualified instructor pilot is conducting a route familiarization flight, he/she must occupy a pilot seat and be designated by the operator as PIC of the flight.
- (5) In all cases, pilots receiving a route familiarization flight must be the sole manipulator of the aircraft flight controls, except when the pilot is obtaining credit as an observer with a qualified instructor as described in Section C paragraph (2) of this chapter.

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- (6) Certificate holders that use aircraft requiring [two pilot crews](#), by type design and/or regulation, [may use a qualified GCNP SFRA pilot-in-command \(PIC\), in lieu of a company instructor, to](#) meet the requirements of sub-paragraphs 3, 4, and [5](#) above for a second-in-command (SIC) scheduled for upgrade or initial equipment training. The PIC may provide [route familiarization to a SIC](#) provided the pilot is [current and qualified on the route\(s\) in which he/she will provide familiarization](#). The [SIC must be current and qualified to act in that capacity for the certificate holder, met the prerequisite requirements of paragraph C below, and fly the route to be familiarized at least two times as the sole manipulator of the controls. An SIC may not take credit as an observer as described in](#) Section [C](#) paragraph [\(2\)](#) of this chapter.

C. Prerequisites for conducting route familiarization flights

With the exception of the 14 CFR Section 121.440 or 135.299 line check requirement, each pilot must have successfully completed all Part 121 or 135 training and testing requirements for the operator, including GCNP SFRA ground training, prior to receiving route familiarization flights.

NOTE: This prerequisite does not apply to non-revenue flights conducted solely for the purpose of accomplishing GCNP SFRA route familiarization flights.

- (1) One flight is required for initial qualification on each route which does not require a route check. This applies to all routes not listed in chapter 2, section 2.0, paragraph I.
- (2) For initial qualification, operators may elect to reduce the required two familiarization flights to one, if the pilot to be initially qualified has flown the route as an observer on a commercial air tour in a forward seat at least twice. In such, dual controls are not required. The PIC must be a qualified company instructor, be the sole manipulator of the flight controls, and make all radio calls. The pilot to receive familiarization must be provided a method to hear radio transmissions and communicate with the PIC.

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D. Route Checks

After successfully completing all the required training as outlined in this section, each pilot must receive a route check.

- (1) An airman must satisfy the route check requirements to be designated as PIC within the GCNP SFRA airspace. Except for pilots meeting the requirements of paragraph (7) below, no pilot may serve as PIC within the GCNP SFRA unless he/she has satisfactorily passed a route check since the beginning of the 12th calendar month before that service. The grace period provisions of 14 CFR Section 121.401(b) or 135.301(a) are applicable to GCNP SFRA route checks.
- (2) With the exception of the line check requirements of 14 CFR Section 121.440 and 135.299, a pilot must be fully qualified as PIC for the operator under 14 CFR Part 121 or 135 before receiving a GCNP SFRA route check (see paragraph (7) below).
- (3) The route check must be conducted by a qualified FAA Safety Inspector or designated check airman approved by the NEV FSDO to conduct such checks within the GCNP SFRA airspace (see section G below). A route check airman conducting GCNP SFRA route checks must be employed by the same operator as the pilot being qualified on the route. However, exceptions may be approved in writing by the NEV FSDO on a case by case basis.

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- (4) An initial route check is required on each route that requires a route check (see chapter 2, section 2.0, paragraph I). Therefore, no pilot may be assigned, nor may any pilot accept an assignment for a flight on such a route, unless he/she has satisfactorily accomplished an initial route check on that specific route. All initial route checks must consist of a flight along the entire published route unless the route portion tested is clearly annotated on the check ride form. In that case, the pilot is limited to flight assignments which cover the portion of the route flown during his/her route check.
- (5) A recurrent route check is required every 12 calendar months, except for pilots meeting the requirements of paragraph (6) below. For recurrent purposes a check on one route which requires a route check is sufficient. However, an attempt shall be made to rotate the recurrent route checks given from year to year among all routes on which a pilot is qualified. Flying only a portion of the published route is acceptable for recurrent route checks as long as it represents the entire route normally used by the operator. The grace period provisions of 14 CFR Section 121.401(b) or 135.301(a) are applicable to recurrent route checks
- (6) The requirement for a 12 month recurrent GCNP SFRA route check may, at the operator's discretion, be extended to 24 calendar months provided the following requirements are met:
- a. The pilot has maintained GCNP SFRA route qualification, without interruption, in the previous 24 consecutive months.
 - b. No pilot meeting the extension requirement may serve as PIC within the GCNP SFRA unless he/she has satisfactorily passed a route check since the beginning of the 24th calendar month before that service. This

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provision does not exempt the standard PIC currency requirements of 14 CFR Section 121.440 and 135.299.

- c. The operator establishes acceptable procedures for tracking pilot qualifications.

Note: The provisions of 14 CFR Section 121.401(b) or 135.301(a) are applicable to GCNP SFRA route checks and initial extension requirements.

- (7) During each route check (or series of route checks) the airman must be observed, by a qualified check airman or FAA Aviation Safety Inspector aboard the aircraft, performing in the capacity of PIC while flying the route as sole manipulator of the aircraft flight controls.
- (8) The GCNP SFRA route check requirements are separate from the line check requirements of 14 CFR Section 121.440 and 135.299. However, if the person conducting the route check also has authority to administer line checks, then the route check may serve to fulfill the line check requirement
- (9) Upon satisfactory completion of a route check, FAA Form 8410-3, or equivalent form approved by the operator's POI, shall be completed by the person conducting the check ride (see subparagraph E(1)(c) in this section)

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E. Training & checking documentation

- (1) All GCNP SFRA training and route checks must be documented and include the following information:

- (a) Ground Training:

- (i) Name of pilot receiving training,
 - (ii) Date of completion,
 - (iii) Hours, and
 - (iv) Instructor certification (self-certification acceptable for single pilot operator or new entrant operator qualifying its first GCNP SFRA ground instructor or credit taken for teaching or checking.

- (b) Route Familiarization Flight:

- (i) Name of pilot receiving route familiarization,
 - (ii) Date of flight,
 - (iii) Flight Time (for each flight),
 - (iv) Route(s) Flown,
 - (v) Aircraft registration number,
 - (vi) Certification by person giving route familiarization flight.
 - (vii) How familiarization was received (as observer or pilot flying).

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(c) Route Check (FAA Form 8410-3):

Route Checks are to be documented on a separate stand-alone FAA Form 8410-3 unless a company generated form, approved by the FAA, is being used.

Only the listed below are those which require explanatory guidance. All other blocks are considered self-explanatory.

- (i) Under “Type of Check” block, check the box labeled “135.299” and write “GCN Route Check” above it;
- (ii) Under “Airman Competency Information” area, write the expiration date in the line check block. (If the route check extension requirements are met, enter “(24 Months)” above the (12 Month) text. Complete the expiration date of the extension above the parenthesis. If 14 CFR 121.440 and 135.299 was completed in conjunction with the route check, enter the expiration date in the open parenthesis next to (12 Months
- (iii) Mark an “S” or “U” for each event observed under the “Aircraft” column in the “Flight Maneuvers Grade” section;
- (iv) Enter in a blank area of the form the route(s) on which the check was conducted and, if the entire route was not flown, enter a description of the portion covered;
- (v) All references in the form to FAR 121.440, FAR 135.299, or line checks should be crossed out unless the route check was

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conducted in conjunction with a line check (see paragraph D(8) in the previous section);

(vi) The following statement must be entered in the remarks section:
"AIRMAN DEMONSTRATED THE SKILL AND
KNOWLEDGE TO ACT AS PIC IN THE GCNP SFRA
AIRSPACE".

(vii) The following statement must be entered into the remarks section if GCNP route check has been extended to a 24 month cycle: "AIRMAN HAS MET THE REQUIREMENTS FOR THE 24 MONTH ROUTE CHECK EXTENSION "

Note: Any forms used (other than FAA Form 8410-3) to record GCNP SFRA route checks must include the information listed in this paragraph and be approved by the FAA.

- (2) Each operator's record keeping system for GCNP SFRA training and checking must comply with the pilot record keeping requirements of 14 CFR Part 121 or 135. Operators are responsible for maintaining records which show each pilot's initial qualification on each route which he/she is assigned to fly. Such initial records must be kept for as long as the pilot remains employed by the certificate holder, plus the retention period specified in the appropriate regulation (6 months minimum for Part 121 and 12 months minimum for Part 135). Records must also show that each pilot has met the GCNP SFRA currency requirements of this chapter.
- (3) Operators may grant newly hired pilots credit for GCNP SFRA training and checking received from another operator. However, this may only be done when the training and checking is substantiated by obtaining copies of the records described in this subsection from the previous operator. Those copied records must be included in the new operator's pilot record. If appropriate documentation concerning a pilot's initial qualification on a

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given route cannot be obtained, the pilot must complete all the initial training and checking requirements for that route as set forth in this section.

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F. Requalification

If a pilot's currency in the GCNP SFRA lapses for any reason, he/she must be re-qualified. The requalification requirements will depend on how long the pilot has been non-current.

- (1) Currency lapse of less than 12 calendar months: Pilot must receive at least 1.0 hour of GCNP SFRA ground training and satisfactorily complete a recurrent route check before resuming PIC duties within the GCNP SFRA.

- (2) Currency lapse of 12 calendar months or more: Pilot must complete all requirements for initial qualification in the GCNP SFRA just as if he/she had never been previously qualified

- (3) Pilots who were previously granted a 24 month re-currency extension and have had a currency lapse of 12 calendar months or less, may be re-qualified with a 24 month extension.

Example: A pilot did not receive his/her recurrent check, which was due in April 1998. Because of the grace month provision, the pilot's currency lapses on May 31, 1998. The pilot may meet the requalification requirements listed in paragraph (1) above until May 31, 1999. After that date, the requalification requirements listed in paragraph (2) above apply.

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G. Check Airman

Any pilot who is to function in the capacity of check airman within the GCNP SFRA airspace must satisfy each of the following:

- (1) Be a current and qualified pilot under Part 135 or 121, to include satisfactory completion of a competency check and line check.
- (2) Complete the operators training program for instructor/check airman.
- (3) Complete all GCNP SFRA initial and recurrent training and route check requirements to act as PIC within the GCNP SFRA airspace. A check airman must be pilot qualified on each GCNP SFRA route on which he/she will administer route checks.
- (4) For initial designation as a check airman, administer a route check under the observation of a qualified FAA Safety Inspector. Upon completion of the route check observation, the check airman candidate shall complete FAA Form 8410-3 (or equivalent form) for the airman being checked as described in paragraph E(1)(c) of this section. The form will then be marked by the FAA Safety Inspector indicating whether the check airman's performance was satisfactory or unsatisfactory, followed by the inspector's signature. If the check airman's performance was satisfactory, the FAA Safety Inspector will inscribe the following statement in the remarks section of FAA Form 8410-3: "[INSERT NAME OF CHECK AIRMAN CANDIDATE] RECOMMENDED FOR CHECK AIRMAN AUTHORITY IN THE GCNP SFRA AIRSPACE."

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- (5) After initial designation as a check airman, be observed by a qualified FAA Safety Inspector satisfactorily administering a GCNP SFRA route check at least once in each 24 calendar month period. Upon completion of the route check observation, the check airman shall complete FAA Form 8410-3 (or equivalent form) for the airman being checked as described in paragraph E(1)(c) of this section. The form will then be marked by the FAA Safety Inspector indicating whether the check airman's performance was satisfactory or unsatisfactory, followed by the inspector's signature.
- (6) Hold a check airman letter issued by the company's certificate holding district office authorizing him/her to perform GCNP SFRA route checks. A sample letter is in Appendix A, Figure 2.

Note: A check airman's authorization applies to all routes on which he/she is currently qualified as PIC.

- (7) If the certificate holding district office for the check airman's company is other than the NEV FSDO, the manager of the NEV FSDO will send a memorandum authorizing the certificate holding district office to issue the airman GCNP SFRA route check airman authority. A sample of this memorandum is in Appendix A, Figure 1.

1.8 Routes, altitudes and procedures

The routes, altitudes and procedures as described in chapter 2 will be followed by all company pilots. No pilot shall be assigned, nor shall any pilot fly a tour route listed therein, unless that pilot has been trained and has received a route check, as applicable, on that route (refer to chapter 2, section 2.0, paragraph I for a list of routes requiring route checks). To remain current, a pilot must receive the recurrent training and route check as described in this chapter.

1.9 Grand Canyon National Park Airport arrival and departure procedures

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The arrival and departure procedures for the Grand Canyon National Park Airport (GCN) are outlined in the current Grand Canyon Tower Letter of Agreement. These procedures are applicable to operators that conduct air tours within the GCNP SFRA and operate under VFR to and from the GCN Airport. Information and procedures for VFR holding outside of Class D airspace are included in the current Letter of Agreement. All operators that make use of the GCN Airport and are authorized to conduct air tours within the GCNP SFRA must be signatories to the Grand Canyon Tower Letter of Agreement. All pilots employed by signatories to the Letter of Agreement must be familiar with its contents and are responsible for complying with all procedures set forth in that document

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1.10 Curfews

- A. Limitations on daily operations: Unless otherwise authorized by the NEV FSDO, no pilot may conduct commercial SFRA operations in the Dragon and Zuni Corridors during the following fixed flight-free periods:

- (1) Summer season (May 1 - September 30)
6:00 p.m. to 8:00 a.m. daily; and
- (2) Winter season (October 1 - April 30)
5:00 p.m. to 9:00 a.m. daily

1.11 Commercial Air Tour Limitations

- A. No certificate holder certificated in accordance with 14 CFR Part 119 for Part 121 or 135 operations may conduct more commercial air tours in any calendar year than the number of allocations specified on the certificate holder's OpSpecs.
- B. A certificate holder must use one allocation for each flight that is a commercial air tour.
- C. Each certificate holder's OpSpecs will identify the following information, as applicable:
- (1) Total SFRA allocations; and

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(2) Dragon corridor and Zuni Point corridor allocations.

D. Certificate holders authorized to conduct commercial SFRA operations are not required to use a commercial air tour allocation for each commercial air tour flight in the GCNP SFRA provided all the following conditions are satisfied:

- (1) Certificate holder conducts its operations in conformance with the route and airspace authorizations required by its OpSpecs and this manual;
- (2) Certificate holder has a written contract with the Hualapai Native American Nation that grants a trespass permit which specifies the maximum number of flights to be permitted to land at Grand Canyon West and other sites located in the vicinity of that airport. The certificate holder must operate in compliance with the contract.
- (3) The certificate holder has furnished proof of the Hualapai Native American Nation contract to NEV FSDO. The NEV FSDO has authorized the operator's CHDO to issue OpSpecs authorizing flights to transit the GCNP SFRA in support of the Hualapai Native American Nation. The certificate holder has been issued and complies with the conditions of the OpSpecs.

E. — Certificate holders who have converted to aircraft designated as quiet technology (QT) and have been issued commercial air tour allocations in the Dragon and/or Zuni point corridors qualify for QT seasonal relief. QT seasonal relief allows certificate holders to exceed the maximum number of authorized annual-commercial air tours conducted in the Dragon and/or Zuni point corridors during the calendar periods specified in OpSpec paragraph B049. A commercial air tour flight conducted during a seasonal relief period with a QT aircraft may be conducted without using a commercial air tour allocation. Therefore a commercial air tour flight during a QT relief period is not counted as a deduction from the annual total allocation authorized. This is provided that designated

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QT aircraft ~~are continued~~ to be used for those Dragon and/or Zuni point commercial air ~~tours~~ during the seasonal relief period. Procedures for QT aircraft designation may be found in 14 CFR Part 93, Subpart U, Appendix A.

1.12 Transfer and Termination of Allocations

- A. Allocations are not a property interest; they are an operating privilege subject to absolute FAA control.
- B. Allocations are subject to the following conditions:
 - (1) The Administrator will re-authorize and re-distribute allocations no earlier than two years from the effective date of May 4, 2000.
 - (2) Allocations that are held by the FAA at the time of reallocation may be distributed among remaining certificate holders, proportionate to the size of each certificate holder's total allocation.
 - (3) The aggregate SFRA allocations will not exceed the number of operations reported to the FAA for the base year beginning on May 1, 1997 and ending on April 30, 1998.

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- (4) Allocations may be transferred among certificate holders, subject to all of the following:
 - (a) Such transactions are subject to all applicable requirements of 14 CFR Part 93 Subpart U.
 - (b) Allocations authorizing commercial air tours outside the Dragon and Zuni Point corridors may not be transferred into the Dragon and Zuni Point corridors. Allocations authorizing commercial air tours within the Dragon and Zuni Point

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corridors may be transferred outside of the Dragon and Zuni Point corridors.

- (c) A certificate holder must notify the NEV FSDO in writing within 10 calendar days of a transfer of allocations. This notification must identify the parties involved, the type of transfer (permanent or temporary) and the number of allocations transferred. Permanent transfers are not effective until NEV FSDO authorizes the CHDO to reissue OpSpecs reflecting the transfer. Temporary transfers are effective upon notification of the NEV FSDO.
- (5) An allocation will revert to the FAA upon voluntary cessation of commercial air tours within the GCNP SFRA for any consecutive 180 day period unless the certificate holder notifies the NEV FSDO in writing, prior to the expiration of that time period, of the following
 - (a) The reason why the certificate holder has not conducted any commercial air tours during the 180 consecutive day time period; and
 - (b) The date the certificate holder intends to resume commercial air tour operations.

The NEV FSDO will notify the certificate holder of any extension to the 180 day time period, not to exceed an additional 180 consecutive days. A certificate holder may be granted one extension.

- (6) The FAA retains the right to re-distribute, reduce, or revoke allocations based on:

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- (a) efficiency of airspace;
- (b) voluntary surrender of allocations;
- (c) involuntary cessation of operations; and
- (d) aviation safety.

1.13 Flight Plans

- A. Unless an exemption has been granted and OpSpec A005 has been issued, each certificate holder conducting a commercial SFRA operation must file a visual flight rules (VFR) flight plan in accordance with 14 CFR Section 91.153. The flight plan must be on file with a FAA Flight Service Station prior to each flight. Each VFR flight plan must contain 3 specially coded elements (separated by commas) in the “remarks” section of the flight plan identifying the operator (by 4 character designator), the coded SFRA routes or route-strings flown as shown in Appendix B of this manual, and the purpose of the flight according to one of the following types as defined in Section 1.1 of this manual:

- (1) Commercial Air Tour (CT) or (OFXXXX)
- (2) Transportation (TR)
- (3) Repositioning (RP)
- (4) Maintenance Flight (MF)

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(5) Training/Proving (TP)

(6) Grand Canyon West (GW) or (GWXXXX)

Example: PG9A,BL1,CT/OEZA,BD,TR/KNFA,BL2,GW

Note: If a string of SFRA route segments will be flown, each route must be identified in the string, separated by slashes.

Example: OEZA,BL1/BN2,TR

Note: **OFXXXX** will be used in cases where Commercial Air Tour **OVERFLOW** operations are being conducted on behalf of another authorized commercial air tour operator, where “XXXX” is the 4 character operator designator against whom the allocation will be charged.

Example: OEZA,BL1,OFPG9A

Note: **GWXXXX** will be used in cases where Grand Canyon West **WET LEASE** operations are being conducted on behalf of a commercial air tour operator under the provisions of 14 CFR Section 93.319(f). “XXXX” is the 4 character designator of the operator holding the Hualapai Native American Nation allocation exemption.

Example: GCNA,BL2,GWAJZA

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- B. Certificate holders are responsible for designing and standardizing their respective procedures for meeting this requirement, and for coordinating implementation [directly](#) with the Prescott Flight Service Station. Normally flight plans are submitted by [email](#) to the following address: pps-wsa.fc-afss@lmco.com

1.14 Quarterly Reporting Requirements

- A. Each certificate holder conducting commercial SFRA operations, including those conducted under 14 CFR Section 93.309(g) and 93.319(f), within the GCNP SFRA shall submit in writing, within 30 days after March 31, June 30, September 30, and December 31, of each year, to the NEV FSDO, the following information for each operation within the GCNP SFRA for the preceding calendar quarter:

- (1) Make and model of aircraft;
- (2) Identification number (registration number) for each aircraft;
- (3) Departure airport for each segment flown;
- (4) Departure date and actual Universal Coordinated Time, as applicable for each segment flown

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(5) Type of operation (refer Section 1.13, paragraph A, (1)-(6)); and

(6) Route(s) flown.

B. The reporting requirements of this section apply to all certificate holders which are currently authorized by OpSpecs to conduct commercial SFRA operations. Any certificate holder having no operations within the GCNP SFRA to report for

a given reporting period, must submit a written statement to the NEV FSDO certifying that no flights were conducted.

C. Certificate holders may ~~use the Grand Canyon Commercial Air Tour Reporting Data form, OMB Control Number 2120-0653, when submitting quarterly reports. Submission of this form should be made by email to: GrandCanyonAirData@faa.gov and copied to the Nevada FSDO point of contact listed on the form. This form can be obtained by contacting the Western Pacific Special Programs office (AWP-1SP) through email at: GrandCanyonAirData@faa.gov.~~ Refer to Appendix A, Figure 5 for a sample of [this](#) form.

1.15 7711-1 Reporting Requirement

A. Certificate holders with OpSpecs authorizing commercial SFRA activity shall report all operations conducted under FAA Form 7711-1 to FAA Headquarters on the standard electronic reporting form.

(1) A 7711-1 activity conducted wholly or in part on an SFRA route may be reported as an operation on that route under the Quarterly Reporting Requirement (see Section 1.14).

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- B. Off-route or random operations authorized under Form 7711-must also be reported. These additional reports shall be submitted concurrently with the reports due under Section 1.14, and in the same format.

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CHAPTER 2

GCNP SFRA AIR TOUR ROUTES DESCRIPTIONS

2.0 PROVISIONS

- A. No company shall assign a pilot, nor shall any pilot fly over a route depicted herein, unless that pilot has been adequately trained and checked on that route according to the procedures outlined in the GCNP SFRA Procedures Manual.
- B. The only authorized routes, altitudes and reporting points are listed herein and shall be followed by each pilot. However, the procedures set forth in this manual do not relieve the pilot from air traffic separation. All pilots must use the "see and avoid" principle.
- C. Each operator must carry a current GCNP SFRA Procedures Manual and Grand Canyon VFR aeronautical chart. Each operator in conjunction with his or her respective POI, may determine what other information must be available to the pilot. The Grand Canyon VFR Aeronautical Chart must be readily available to the pilot.
- D. Pilots shall make a written deviation report to their company for any of the following occurrences: deviation by more than one half (1/2) statute mile either side of a prescribed route; deviation by more than 300 feet from the assigned route altitude for longer than 1 minute; flight into or through a Flight-Free Zone. The report shall be in a form acceptable to the Administrator and retained at that pilot's flight operations office for not less than 90 days. Any operator that receives a deviation report concerning flight into or through a Flight-Free Zone shall send a copy of that report to the NEV FSDO within 10 calendar days of the occurrence.

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- E. Flight into a Flight-Free Zone is prohibited. Normal weather deviations shall not be made through a Flight-Free Zone, unless safety of flight dictates. The flight deviating from weather will avoid all Flight-Free Zones, even if doing so requires returning to the base of departure or another suitable airport. Flights into or through a Flight-Free Zone will not be permitted for the benefit of completing a tour. The only acceptable reason for entry into a Flight-Free Zone will be for safety of flight.
- F. Only helicopters may operate on the Green routes. Only fixed wing aircraft may operate on the Blue and Black routes. Brown routes are used for river runner support. Brown 6 is to be used by helicopters only.
- G. There is a noise sensitive area, 1.5 nautical miles in radius around Point Imperial. Pilots shall not fly within this area.
- H. The Grand Canyon West Airport (1G4) altimeter setting, reported on AWOS, shall be utilized within the Pearce Ferry Sector. In the event the AWOS is out of service, the Las Vegas McCarran (LAS) altimeter setting shall be used.
- I. The following routes require familiarization flights, described in Chapter 1 section 1.7, and a route check prior to an airman functioning as pilot in command. All other routes require at least one (1) familiarization flight given by a qualified pilot in command.
 - 1. Blue 1 Alpha, Blue 2.
 - 2. Black 1, Black 1 Alpha, Black 4 and Black 5.
 - 3. Green 1, Green 1 Alpha, Green 2, and Green 4.
- J. The only authorized entry point to the Zuni Corridor is via Green 1 or Black 1 routes. Entry to the Black 1 route from the south at Zuni Alpha will be made ONLY AT 9,000

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FEET MSL. Aircraft entering the Black 1 route from the south shall remain at 9,000 ft. MSL until reaching Nankoweap Mesa.

- K. No operator may use an aircraft on any route published in this chapter, unless the aircraft is authorized for that operator's use in 14 CFR Part 121 or 135 operations. The only exception to this applies to applicants for an air carrier or operating certificate which have been given written approval from the NEV FSDO to conduct route familiarization flights and route checks in the GCNP SFRA.
- L. The authorization to operate within the GCNP SFRA airspace is issued to the carrier, and not to individual pilots or personnel. Therefore, a pilot operating outside the operational control of an authorized carrier, may not operate below the altitudes, as specified in 14 CFR 93.307 (a)(2) for transient general aviation operations, without written permission from the NEV FSDO.
- M. 14 CFR Part 121 and 135 operators may conduct VFR operations within the GCNP SFRA only as authorized by that operator's OpSpecs or other written authorization issued by the NEV FSDO.
- N. There is a 2 nautical mile radius noise sensitive area established around the Supai Village. Except for takeoff and landing or other authorized operations, no pilot shall fly within 2 nautical miles of Supai Village.
- O. Passing of Aircraft: There shall be a minimum horizontal distance of 500 feet while passing another aircraft. A mandatory radio call shall be made to assure the aircraft being passed is aware. When hearing such a radio call, the pilot of an aircraft being passed is required to acknowledge that call by making a radio reply. 14 CFR Section 91.113 applies.

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There shall be no passing or "S" turns within any corridor unless safety dictates.

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- P. Route Altitudes: The altitudes depicted for each route are the initial and final altitudes for that route unless the GCNP SFRA Procedures Manual specifically authorizes descents and climbs. In consideration of potential impacts on Native American lands, operators utilizing the Blue Direct North and Blue Direct South routes are encouraged to use the highest published route altitude consistent with safety and aircraft performance.
- Q. Standard arrival and departure procedures shall not be restricted by the SFRA airspace within the airport traffic area or SFRA segment immediately west of Grand Canyon West Airport (1G4). Therefore, operations conducted by certificate holders, strictly for the purpose of landing and taking off at Grand Canyon West airport, shall not be subject to the requirements to report commercial SFRA operations, file VFR flight plans, use allocations, or pay park over-flight fees.

2.1 **Blue 1 Alpha Route** (Available by transition from Dragon Bravo on Black 1 Alpha route only. Route Check required.)

A. The Dragon

Altitude: 9,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Maintain a course 1 nautical mile west of the Black 1 Alpha route southbound.

Pass on the west side of the Dragon, just to the east side of Confucius Temple, over Marsh Butte and proceed midway between Mimbreno and Cocopa Point.

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Remarks: When abeam Grama Point, descend to and maintain 8,500 feet MSL.

Use caution, helicopter traffic will be at 7,500 feet MSL within the Dragon Corridor on Green 2 route clockwise. Parallel airplane traffic will be southbound through the Dragon Corridor on Black 1 Alpha route. This is a 1000 foot MSL separation from helicopters on the Green 2 route northbound.

B. Confucius Temple

Altitude: 8,500 feet MSL or descending to 8,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Pass on the east side of Confucius Temple.

Remarks: Use caution, helicopter traffic will be at 7,500 feet MSL along the Green 2 route clockwise within the Dragon Corridor. Parallel airplane traffic will be southbound through the Dragon Corridor on the Black 1 Alpha route at 9,500 feet MSL.

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C. Colorado River

Altitude: 8,500 feet MSL. Maintain 8,500 feet MSL until south of Cocopa, then descend so as to cross south of the Siding at 8,000 feet MSL.

Frequency: 119.00: Make a position report on 120.05 just prior to the river, then contact GCN Tower.

Route: Cross over the Colorado River. Fly towards the Ranch and turn southeast after crossing the Park Boundary Road.

Remarks: Use caution, helicopter traffic will be at 7,500 feet MSL along the Green 2 route clockwise within the Dragon Corridor. Parallel airplane traffic will be southbound through the Dragon Corridor on the Black 1 Alpha route descending to 8,500 feet MSL. Fixed wing traffic will proceed straight ahead out of the Dragon Corridor. Proceed to The Siding and cross The Siding at 8000 feet MSL.

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2.2 **Blue 2 Route** (Pearce Canyon entry - west end tour; Route Check required)

NOTE: Blue 2 route altitudes of 5,500 and 6,500 feet MSL will be flown at a maximum speed of 130 knots indicated. Blue 2 route altitudes of 7,500 and 8,500 feet MSL will be flown at a minimum speed of 110 knots indicated.

A. Pearce Canyon

Altitude: 5,500 or 7,500 feet MSL.

Frequency: 120.65/121.95: A standard SFRA position report is required on both frequencies.

Route: Enter the GCNP SFRA airspace over the mouth of Pearce Canyon eastbound. Make a right turn and remain north of the river. Proceed southeast.

Remarks: Be aware of westbound traffic departing the GCNP SFRA airspace and operating below the prescribed altitudes due to weather.

B. Bat Caves

Altitude: 5,500 or 7,500 feet MSL.

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Frequency: 121.95: Position report not required.

Route: Proceed southeast keeping the river to the right. Fixed-wing aircraft will not overfly the river. Maintain a track south of the canyon rim until reaching Burnt Canyon.

Remarks: Be aware of Grand Canyon West Airport (1G4) traffic that may inadvertently stray into the airspace.

C. Burnt Canyon

Altitude: 5,500 or 7,500 feet MSL.

Frequency: 121.95: Position report required.

Route: The flight will remain south of the canyon rim until reaching Burnt Canyon, then make a right turn and cross the river so as to approach the south rim between Quartermaster and Horseflat Canyons. When south of the river, turn northeast prior to reaching Horseflat Canyon. Climb as to Cross the river once again to the next route altitude. When north of the river, turn northwest toward Burnt Canyon at 6,500 or 8,500 feet MSL.

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Remarks: Be aware of Grand Canyon West Airport (1G4) traffic that may inadvertently stray into the airspace.

Fixed-wing aircraft may depart the Blue 2 route and GCNP SFRA airspace (prior to reversing) by turning southwest bound and crossing the south rim at a point between Quartermaster and Horseflat Canyons, as depicted. No turns shall be made to enter the Grand Canyon West Airport (1G4) area until clear of the GCNP SFRA airspace.

D. Burnt Canyon

Altitude: 6,500 or 8,500 feet MSL.

Frequency: 121.95: Position report required.

Route: The flight will remain north of the river until passing the Bat Tower, then make an arcing left turn to cross to the south side of the river. Once south of the river, turn southwest and prepare to exit the airspace.

Remarks: Be aware of aircraft transitioning to and from Grand Canyon West Airport (1G4).

E. Departing the West End

Altitude: 6,500 or 8,500 feet MSL.

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Frequency: 121.95/120.65: Position report required on both frequencies. Make a standard SFRA position report at the West End on 121.95. Report Grand Wash Cliffs with altitude and direction of flight on 120.65.

Remarks: Be aware of tour aircraft arriving southeast bound toward the Grand Canyon West Airport (1G4) area, 7,500 feet MSL and below.

2.3 Blue Direct North/Blue Direct South Routes Westbound

A. Departing Grand Canyon (GCN) Airport

Altitude: Climb unrestricted to 8,500 or 10,500 feet MSL on Blue Direct North, and 10,500 feet MSL only on Blue Direct South.

Frequency: 119.00/127.05: Remain on GCN Tower frequency until departing the class D airspace. Report the Square and the route in use on 127.05.

Route: Enter the GCNP SFRA airspace over the Square. Proceed direct to Pearce Canyon (Blue Direct North), or the West End (Blue Direct South).

Remarks: If equipment and company procedures allow, continue to monitor Grand Canyon (GCN) Tower frequency until crossing South Supai Canyon.

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Be aware of heavy traffic approaching and departing the Grand Canyon (GCN) Airport Class D Airspace in the vicinity of the Square. Be aware of possible VFR holding operations at the Square.

B. South Supai Canyon:

Altitude: 8,500 or 10,500 feet MSL on Blue Direct North, 10,500 feet MSL on blue Direct South.

Frequency: 127.05: Position report not required

Route: Proceed west on a direct course for Pearce Canyon or the West End.

Remarks: Be aware of heavy eastbound traffic between 9,500 and 7,500 feet MSL.

Be aware of transient aircraft at 10,000 feet MSL or above in the Supai sector, and 9,000 feet MSL or higher in the Diamond Creek sector.

C. Supai Highway

Altitude: 8,500 or 10,500 feet MSL on Blue Direct North, 10,500 feet MSL on Blue Direct South.

Frequency: 127.05: Position report not required.

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Route: Proceed west on a direct route for Pearce Canyon or the West End.

Remarks: Be aware of heavy eastbound traffic at 9,500 and 7,500 feet MSL.

Be aware of transient aircraft above 9,000 feet MSL in the Diamond Creek sector.

D. Colorado River

Altitude: 8,500 or 10,500 feet MSL on Blue Direct North, 10,500 feet MSL on Blue Direct South.

Frequency: 127.05/121.95: Position report required on both frequencies crossing the river westbound.

Route: Proceed west on a direct course for Pearce Canyon or the West End.

Remarks: Be aware of heavy eastbound traffic at 9,500 and 7,500 feet MSL on the Blue Direct North route, and 9,500 feet MSL on the Blue Direct South.

Be aware of transient aircraft above 9,000 feet MSL in the Diamond Creek sector and above 8,000 feet MSL in the Pearce Ferry sector.

The Grand Canyon West (1G4) altimeter setting shall be utilized from this point westbound on the Blue Direct routes.

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E. Mt. Dellenbaugh

Altitude: 8,500 or 10,500 feet MSL on Blue Direct North, 10,500 feet MSL only on Blue Direct South.

Frequency: 121.95: Position reports required.

Route: Proceed west on a direct course for Pearce Canyon or the West End.

Remarks: Be aware of transient aircraft above 8,000 feet MSL in the Pearce Ferry sector.

On the Blue Direct South route, be aware of possible traffic at 8,500 feet MSL on the Blue 2 route.

F. West End (Blue Direct South)

Altitude: 10,500 feet MSL

Frequency: 121.95/120.65: Position report required on both frequencies. Make a standard SFRA position report at the West End on 121.95. Report the West End on 120.65 with altitude and direction of flight.

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G. Pearce Canyon (Blue Direct North)

Altitude: 8,500 or 10,500 MSL

Frequency: 121.95/120.65: Position report required on both frequencies. Make a standard SFRA position report at Pearce Canyon on 121.95. Report Pearce Canyon on 120.65 with altitude and direction of flight.

2.4 **Blue Direct North/Blue Direct South Routes Eastbound**

A. West End (Blue Direct South)

Altitude: 9,500 feet MSL only.

Frequency: 120.65/121.95: A standard SFRA position report is required on both frequencies.

B. Pearce Canyon (Blue Direct North)

Altitude: 7,500 or 9,500 MSL

Frequency: 120.65/121.95: A standard SFRA position report is required on both frequencies.

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Remarks: Be aware of heavy traffic on the west end of the Grand Canyon.

C. Mt. Dellenbaugh

Altitude: 7,500 or 9,500 feet MSL on Blue Direct North, 9,500 feet MSL on Blue Direct South.

Frequency: 121.95: Position report not required.

Route: Proceed east on a direct route for the Square.

Remarks: Be aware of heavy westbound traffic at 10,500 and 8,500 feet MSL on the Blue Direct North route, 10,500 feet MSL on the Blue Direct South route.

Be aware of transient aircraft above 8,000 feet MSL in the Pearce Ferry sector, and above 9,000 feet MSL in the Diamond Creek sector.

D. Colorado River

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Altitude: 7,500 or 9,500 feet MSL on Blue Direct North, 9,500 feet MSL on Blue Direct South.

Frequency: 121.95/127.05: Position report required on both frequencies crossing the river eastbound.

Route: Proceed east on a direct route for the Square.

Remarks: Be aware of transient aircraft above 9,000 feet MSL in the Diamond Creek sector. The Grand Canyon (GCN) altimeter setting shall be utilized from this point eastbound.

E. Supai Highway

Altitude: 9,500 or 7,500 feet MSL on Blue Direct North, 9,500 feet MSL on Blue Direct South. Aircraft at 9,500 feet MSL on either route must descend so as to cross 20 miles west of GCN Airport at 7,500 feet MSL.

Frequency: 127.05: Position report required if descending.

Route: Proceed east on a direct route for the Square.

Remarks: Be aware of heavy westbound traffic at 10,500 and 8,500 feet MSL.

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F. 20 mile fix for the GCN Airport

Altitude: 7,500 feet MSL.

Frequency: Make a position report on 127.05 just prior to the fix. Contact Grand Canyon (GCN) Tower on the appropriate frequency when over the 20 mile fix.

Route: Proceed to the Square unless otherwise directed by the Grand Canyon (GCN) Tower or Letter of Agreement.

Remarks: Be aware of heavy traffic approaching and departing the Grand Canyon (GCN) Airport Class D Airspace in the vicinity of the Square. Be aware of possible VFR holding operations at the Square and Ranch.

2.5 **Black 1 Route** (Grand Canyon east tour; Route Check required)

NOTE: Black 1 route altitudes of 8,000 and 8,500 feet MSL will be flown at a maximum speed of 130 knots indicated. Black 1 route altitudes of 9,000 and 9,500 feet MSL will be flown at a minimum speed of 110 knots indicated.

A. Ten X Meadow

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Altitude: 8,000 or 9,000 feet MSL.

Frequency: 119.00: Remain on the Grand Canyon (GCN) Tower frequency until clear of the Class D airspace so as to monitor the traffic inbound and for any VFR holding traffic.

Make a standard call after leaving tower frequency as soon as practical outbound on Black 1 on 120.05.

Northbound traffic from the south entering Zuni Point Corridor on the Black 1 route shall call 5 nautical miles south of Zuni Alpha on 120.05 at 9,000 feet MSL. Remain at 9,000 ft. MSL until reaching Nankoweap Mesa.

Route: Depart the Grand Canyon (GCN) Class D airspace according to instructions given by the Grand Canyon Tower or procedures listed in the Grand Canyon Tower Letter of Agreement as appropriate, then follow the procedures as outlined herein.

Proceed so as to cross over the east end of the Ten X Meadow, as instructed. Make a position report at Grandview Ridge on 120.05. At Grandview Ridge, if at 8,500 feet MSL, descend to 8,000 feet MSL prior to Zuni Alpha. If at 9,000 feet MSL, remain at 9,000 feet MSL until Nankoweap Mesa.

Remarks: Be aware of heavy traffic on the east side of the Grand Canyon (GCN) Airport Class D Airspace.

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Be aware of traffic that may be in VFR holding areas east and southeast of the airport.

For aircraft that will fly the Black 1 route at 9,000 feet MSL northbound and 9,500 feet MSL southbound be aware of traffic entering the Black 1 route from the south at Zuni Alpha at 9,000 feet MSL.

B. Zuni Check Point Alpha

Altitude: 8,000 or 9,000 feet MSL.

Frequency: 120.05: Position report required.

Route: Fly northbound so as to enter the Zuni Corridor along the east boundary over Papago Point. ***Do not fly close to Tusayan Ruins or museum.*** Remain west of Connie's Curve.

Remarks: Be aware of southbound traffic through the Zuni corridor at 8,500 and 9,500 feet MSL. Helicopter traffic will be at 7,500 feet MSL north and southbound through the Zuni Corridor.

C. Unkar Rapids

Altitude: 8,000 or 9,000 feet MSL

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Frequency: 120.05: Position report not required.

Route: Fly through the Zuni Corridor and then on a route just west of Unkar Rapids. Remain clear of the Desert View Flight-Free Zone.

Remarks: Be aware of southbound traffic through the Zuni Corridor at 8,500 and 9,500 feet MSL. Helicopter traffic will be at 7,500 feet MSL north and southbound through the Zuni Corridor.

Be aware of Black 2 route traffic northbound at 8,000 feet MSL merging into the Black 1 route near Palisades Creek area.

D. Ochoa Point

Altitude: 8,000 or 9,000 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly so as to cross over Ochoa Point and proceed northbound.

Remarks: Be aware of helicopter traffic parallel northbound at 7,500 feet MSL on Green I route.

Be aware of southbound traffic at 8,500 and 9,500 feet MSL near Apollo Temple.

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E. Temple Butte

Altitude: 8,000 or 9,000 feet MSL.

Frequency: 120.05: Position report required.

Route: Fly so as to cross over Temple Butte. Make a right turn and proceed direct to Cape Solitude. Enter into the Little Colorado and then make a gentle left turn back westbound for the river.

Remarks: Be aware of helicopter traffic parallel northbound at 7,500 feet MSL on the Green 1 route.

Be aware of Black 3 route traffic at 8,500 feet MSL merging into the route from the east along the Little Colorado.

Be aware of Black 2 route traffic at 8,000 feet MSL merging from the east near Palisades Creek.

F. Cape Solitude

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Altitude: 8,000 or 9,000 feet MSL.

Frequency: 120.05: Position report not required.

Route: Prior to reaching the park boundary, make a left turn, cross the Little Colorado River and proceed direct to Sixtymile Rapid.

Remarks: Be aware of helicopter traffic parallel northwest bound at 7,500 feet MSL on the Green I route

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Be aware of Black 3 route traffic at 8,500 feet MSL merging into the route from the east along the Little Colorado.

G. Sixtymile Canyon

Altitude: 8,000 or 9,000 feet MSL (Black 3 route traffic will remain at 8,500 feet MSL).

Frequency: 120.05: Position report not required unless turning left to reverse and climbing to 8,500 feet MSL.

Route: Proceed northwest for Kwagunt Butte or climb to 8,500 feet MSL (or 9,500) feet MSL and join the Black 1 route southbound.

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green 1 route.

Be aware of Black 1 route traffic at 8,500 and 9,500 feet MSL southbound from Gunther Castle.

H. Kwagunt Butte

Altitude: 8,000 or 9,000 feet MSL. (Black 3 route traffic will remain at 8,500 feet MSL).

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Frequency: 120.05: Position report not required.

Route: Continue on the Black 1 route so as to cross over Kwagunt Butte.

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green 1 route.

Some tour aircraft may have to start the climb from 8,000 to 8,500 feet MSL between Kwagunt Butte and Nankoweap Mesa.

I. Nankoweap Mesa

Altitude: Begin climb to 8,500 feet MSL. (or 9,500 feet MSL).

Frequency: 120.05: Position report required.

Route: Pass just to the west side of Nankoweap Mesa and then proceed northwest bound for Marion Point.

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green 1 route.

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Be aware of traffic merging into the route from the Black 5 route southbound at 8,500 and 9,500 feet MSL and east of Saddle Mountain.

J. Marion Point

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Cross over Marion Point. Continue in a shallow left turn and fly so as to cross over Bourke Point and then direct to a point midway between Mount Hayden and Ehrenberg Point. (near the 4800 foot altitude contour of Nankoweap Creek).

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green I route.

Be aware of traffic merging into the route from the Black 5 route southbound at 8,500 and 9,500 feet MSL and east of Saddle Mountain.

There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial. Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.***

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K. Split west or south

Altitude: 8,500 or 9,500 feet MSL.

Frequency; 120.05: Position report required.

Route: Cross over Split Intersection. Make a right turn to fly west on Black l Alpha route at 9,500 feet MSL or turn left and continue the Black l route southeast bound towards Gunther Castle. Split Intersection is a point that is midway between Mount Hayden and Ehrenberg Point (near the 4800 foot altitude contour of Nankoweap Creek). The position report will be either "Split west" or "Split south".

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green l route.

Be aware of traffic climbing from 8,500 feet MSL or 9,500 feet MSL for the Black l Alpha route; also, be aware of faster traffic already at 9,500 feet MSL.

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Landing lights will be on provided they can be turned on without extending the landing gear or exceeding any limitations.

There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial. Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.***

If Split west is the option made, turn right, maintain 9,500 feet MSL and join the Black 1 Alpha route.

The maximum indicated airspeed west of Split Intersection shall not exceed 150 knots at 9,500 feet MSL on Black 1 Alpha route.

If Split south is the option made, turn left and proceed towards Gunther Castle on a route so as to fly between Alsap Butte and Brady Peak.

L. Colter Butte

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly on a route that passes just over Colter Butte and then to a point between Jeffords Point and Cochise Butte.

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Remarks: Remain north of the Bright Angel Flight-Free Zone.

Be aware of traffic merging into the route from Sixtymile canyon area.

M. Gunther Castle

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Cross over Cochise Butte, just to the west of Gunther Castle, turn right and fly southbound keeping Gunther Castle to the left. Remain east of Hubbell Butte. Proceed southbound on a route so as to fly between Cape Final and Jupiter Temple.

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green 1 route.

Remain clear of the Bright Angel Flight-Free Zone.

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Be aware of traffic merging into the route from the Sixtymile Canyon area.

N. Jupiter Temple

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly so as to pass just west of Jupiter Temple, in a line for just east of Solomon Temple and continue for the Zuni Corridor.

Remarks: Be aware of helicopter traffic parallel on the route at 7,500 feet MSL on the Green 1 route.

Be aware of traffic northbound through the Zuni Corridor at 8,000 and 9,000 feet MSL. Also be aware of transient traffic southbound through the Zuni Corridor at 10,500 feet MSL.

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O. Zuni Check Point Bravo

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report required.

Route: The Zuni Check Point Bravo is located at Unkar Creek. Enter the Zuni Corridor and proceed southbound over Zuni Point. Remain east of Moran Point.

Remarks: Be aware of traffic northbound through the Zuni Corridor at 8,000 and 9,000 feet MSL. Also be aware of transient traffic southbound through the Zuni Corridor at 10,500 feet MSL.

P. Departing Zuni Corridor

Altitude: 8,500 or 9,500 feet MSL.

Frequency: 120.05: Position report not required unless the 9,500 foot altitude traffic descends to 8,500 feet MSL after departing the Zuni Corridor and westbound.

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Route: Fly just east of Solomon Temple and cross over Zuni Point. Do not over fly Moran Point. The following arrival procedures shall be flown unless the GCN Tower issues different instructions or grants a different procedure:

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Southbound: If the flight is not going to land at the GCNP Airport, then maintain altitude and continue southbound until clear of the GCNP SFRA airspace.

Exit the Zuni Corridor: Maintain 8,500 feet MSL, turn right, track inbound on the GCN 075 degree radial and cross just north of the Grandview Lookout Tower and Contact GCN Tower when abeam Grandview Lookout Tower.

Unless otherwise instructed by the tower, proceed so as to cross over the west end of Ten X Meadow and proceed to enter the airport traffic pattern.

Remarks: Be aware of helicopter traffic entering and departing the Zuni corridor at 7,500 feet MSL on the Green route.

Be aware of traffic eastbound for the Zuni Corridor at 7500 feet MSL or 9000 feet MSL.

Be aware of aircraft that may be in the VFR holding areas.

Remain clear of the Grand Canyon Class D Airspace until clearance is received by the Grand Canyon Tower.

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2.6 **Black 1 Alpha Route** (Westbound across Kaibab Plateau; Route Check required)

A. Split west

Altitude: 9,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Cross over Split Intersection. Make a right turn and fly west on Black 1 Alpha route at 9,500 feet MSL. Split Intersection is a point that is midway between Mount Hayden and Ehrenberg Point. (Near the 4800 foot altitude contour of Nankoweap Creek.) The position report will be "Split west". Fly the route so as to cross just north of Neal Spring, north of the picnic area, north of Upper Thompson Spring and direct westbound for the Dragon Corridor.

Remarks: Be aware of helicopter traffic parallel on the route at 9,000 feet MSL on the Green 1 Alpha route.

Be aware of traffic climbing from 8,500 feet MSL to 9,500 feet MSL for the Black 1 Alpha route; also, be aware of faster traffic already at 9,500 feet MSL slowed to 150 knots maximum indicated airspeed

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There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial. Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.***

The maximum indicated airspeed west of Split Intersection shall not exceed 150 knots at 9,500 feet MSL on Black 1 Alpha route.

B. Dragon Check Point Bravo

Altitude: 9,500 feet MSL

Frequency: 120.05: Position report required.

Route: Remain north of the Bright Angel Flight-Free Zone. Dragon Check Point Bravo is over Basin Spring where Point Sublime Trail and Tiyo Point Trail joins.

Remarks: Be aware of helicopter traffic westbound at 300 feet AGL on the Green 1 Alpha route.

Remain clear of Bright Angel Flight-Free Zone.

Be aware of transient aircraft at 10,500 feet MSL or above.

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Cross Dragon Check Point Bravo at a maximum indicated airspeed of 150 knots. Do not pass unless safety dictates. Try to stay in trail to the airport. Faster traffic may transition to the Blue 1 Alpha at Dragon Checkpoint Bravo.

C. Little Dragon

Altitude: 9,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Enter the Dragon Corridor just west of the Little Dragon and fly southwest of Dragon Creek and east of Dragon Head.

Remarks: Remain clear of Bright Angel Flight-Free Zone.

Be aware of transient aircraft at 10,500 feet MSL or higher in transition through the Dragon Corridor.

Use caution, southbound traffic on the right will be merging into the Dragon Corridor west of the Dragon.

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Helicopter traffic will be at 7,500 feet MSL within the Dragon Corridor in a clockwise flow.

D. Dragon Head

Altitude: 9,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Remain east of Dragon Head. Proceed south through the Dragon Corridor. Fly just west of Claude Birdseye Point and over the Tower of Ra.

Remarks: Remain clear of the Bright Angel Flight-Free Zone.

Be aware of transient aircraft at 10,500 feet MSL or higher in transition through the Dragon Corridor.

Use caution, southbound traffic to the right on Blue 1 alpha will be descending to 8,500 feet MSL and departing the Dragon Corridor west of Cocopa Point.

Helicopter traffic will be at 7,500 feet MSL within the Dragon Corridor in a clockwise flow.

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E. Tower of Ra

Altitude: 9,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Cross over the Tower of Ra. Begin descent to 8500 feet MSL. If exiting south, see remarks below. Proceed southwest to the river on a route direct for Travertine Canyon.

Remarks: Remain clear of the Bright Angel Flight-Free Zone.

Be aware of transient aircraft in the Dragon Corridor at 10,500 feet MSL or higher.

Use caution, southbound traffic to the right on Blue 1 Alpha will be descending to 8,500 feet MSL and exiting the Dragon Corridor west of Cocopa Point.

Helicopter traffic will be at 7,500 feet MSL within the Dragon Corridor in a clockwise flow. If exiting to the south or joining of the Blue direct route at 10,500 feet MSL is anticipated, 9500 feet MSL shall be maintained.

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F. Colorado River

Altitude: [8500 feet MSL](#) or 9500 feet MSL. [Maintain at or above 8500 feet MSL until south of Boundary Road, then continue descent so as to cross the Siding at 8000 feet MSL.](#)

Frequency: 119.00: Make a position report just north of the river on 120.05, then contact the Grand Canyon Tower and follow the Arrival Letter of Agreement.

Route: Cross the Colorado River at Travertine Canyon. Pass just west of Yuma Point and exit the corridor over Dripping Springs. Proceed according to the Grand Canyon Tower Letter of Agreement.

Remarks: Remain clear of Bright Angel Flight-Free Zone.

Use caution, southbound traffic to the right will be merging into the flow of traffic from south of Cocopa Point.

Helicopter traffic will be at 7,500 feet MSL within the Dragon corridor in a clockwise flow.

If a southern exit is planned, then 9,500 feet MSL must be maintained.

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G. Join Blue Direct route

Altitude: 8,500 feet MSL or 10,500 feet MSL.

Frequency: 119.00: Monitor the tower frequency until south of the Dragon Corridor, then 127.05. Position report required prior to joining Blue 1 Reverse route.

Route: Depart the Dragon Corridor just west of Yuma Point, cross over Dripping Springs and the ranch. Join Blue Direct route at the 10 mile arc.

If the use of 10,500 feet MSL on the Blue Direct is anticipated, maintain 9500 feet MSL until south of the Ranch then climb to 10,500 feet MSL.

Remarks: Refer to the Blue Direct route.

Use caution for southbound traffic departing the Dragon Corridor on Blue 1 Alpha route south of Cocopa at 8,500 feet MSL that will be turning east toward Siding.

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2.7 **Black 2 Route** (Southeast entry point)

A. Cedar Mountain

Altitude: 8,000 or 9,000 feet MSL.

Frequency: 120.05: Position report not required.

Route: Remain to the east of Desert View Flight-Free Zone. Proceed northbound. Do not turn left until abeam of Espejo Butte.

Remarks: Be aware of transient aircraft at 10,000 feet MSL or higher.

B. Zuni Check Point Charley

Altitude: 8,000 or 9,000 feet MSL.

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Frequency: 120.05: Position report required.

Route: When abeam Espejo Butte, turn left and fly northwest over Palisades Creek. Join Black 1 route over Lava Canyon.

Remarks: Be aware of aircraft on the Black 1 route at 8,000 feet MSL and 9,000 feet MSL. Helicopter traffic will be at 7,500 feet MSL on the Green 1 route.

Check Point Charley is located at the east head of Palisades Creek abeam of Espejo Butte.

2.8 Black 3 Route

East entry point

Altitude: 8,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Enter the GCNP SFRA airspace along the Little Colorado River. Turn right and join the Black 1 route.

Remarks: Be aware of Black 1 route traffic at 8,000 and 9,000 feet MSL northbound.

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2.9 **Black 4 Route** (Northbound Through Marble Canyon; Route Check required)

A. Nankoweap Rapids

Altitude: 9,000 feet MSL or descend so as to cross section boundary line at 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Remain east of the river and proceed northbound. Do not cross the river.

Remarks: Be aware of transient aircraft at 8,000 feet MSL or higher.

Use caution for traffic southbound on the Black 5 route.

May exit over Blue Moon Bench.

B. South Canyon

Altitude: 9,000 or 7,500 feet MSL.

Frequency: 120.05: Position report not required.

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Route: Remain east of the river until abeam South Canyon, then turn left and cross to the west side. Do not fly west of the river if south of South Canyon.

Remarks: Be aware of transient aircraft at 8,000 feet MSL or higher.

Use caution for traffic southbound on the Black 5 route.

To exit, join Black 6 route.

C. North Canyon

Altitude: Maintain 7,500 feet MSL or descend to 5,500 feet MSL when east of the river and north of North Canyon.

Frequency: 120.05: Position report required.

Route: Remain west of the river until over North Canyon, then turn right and cross to the east side. ***Do not fly west of the river if north of North Canyon.*** Proceed northbound and depart the airspace.

Remarks: Be aware of transient aircraft at 5,000 feet MSL or higher.

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Use caution for traffic southbound on the Black 5 route.

2.10 Black 5 Route (Southbound through Marble Canyon; Route Check required)

A. Cliff Dwellers

Altitude: 5,000 or 6,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Remain west of the river, proceed southbound. Do not cross the river.

Remarks: Be aware of transient aircraft at 8,000 feet MSL or higher.

Use caution for traffic northbound on the Black 4 route.

B. North Canyon

Altitude: 6,500 feet MSL.

Frequency: 120.05: Position report not required.

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Route: Remain west of the river until crossing North Canyon, then make a left turn and cross to the east side. Proceed southbound.

Remarks: Be aware of transient aircraft at 8,000 feet MSL or higher.

Use caution for traffic northbound on the Black 4 route.

C. South Canyon

Altitude: 6,500 feet MSL until south of South Canyon and west of the river.

Frequency: 120.05: Position report not required.

Route: Remain east of the river until abeam South Canyon, then make a right turn and cross to the west side. Proceed southbound. ***When west of the river and south of South Canyon, climb to and maintain 8,500 feet MSL.*** If reversing, make a climbing left turn north of Saddle Mt. Climb to 7,500 feet MSL.

Remarks: Be aware of transient aircraft at 8,000 feet MSL or higher in the Marble Canyon area and at 10,000 feet MSL or higher in the Supai sector.

Use caution for traffic northbound on the Black 4 route.

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Be aware of traffic merging from the west on the Black 6 route over South Canyon.

D. Saddle Mountain

Altitude: 8,500 feet MSL or climbing to 9,500 for Split West.

Frequency: 120.05: Position report required.

Route: Remain east of Saddle Mountain and then make a right turn and join the Black 1 route near Marion Point.

Remarks: Be aware of transient aircraft at 10,000 feet MSL or higher in the Supai sector.

Use caution for traffic westbound on the Black 1 route.

Be aware of helicopter traffic at 7,500 feet MSL.

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2.11 **Black 6 Route** (West entry - Departure South Canyon)

A. South Canyon

Altitude: 8,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Enter the airspace just south of South Canyon, make a right turn and join Black 5 route.

Remarks: Be aware of general aviation above 6,000 feet MSL.

Use caution for traffic southbound on the Black 5 route.

Departures can be made at 7,500 and 9,000 feet MSL. Exit just north of South Canyon. Adjust to a western cardinal heading upon departing from the GCNP SFRA airspace.

Entries can be made at 8,500 and 9,500 feet MSL.

2.12 **Green 1 Route** (East helicopter tour route; Route Check required)

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A. Departing Grand Canyon (GCN) Airport

Altitude: 7,500 feet MSL or safe terrain clearance.

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Frequency: As assigned by ATC. Monitor until reaching the Arizona Trail on Grandview Ridge.

Route: Depart the Grand Canyon (GCN) Airport eastbound, fly on a track of 090 degrees until reaching Grandview Lookout Tower. Proceed direct to Zuni Alpha, then proceed direct to Papago Point.

Remarks: Be aware of heavy traffic on the east side of the Grand Canyon (GCN) Class D Airspace.

B. Zuni Check Point Alpha

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Enter the Zuni Corridor along the east boundary over Papago Point. Remain west of Connie's Curve. ***Do not fly near Tusayan Ruins.***

Remarks: Be aware of southbound traffic, through the Zuni Corridor at 7,500 feet MSL.

C. Unkar Rapids

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Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly through the Zuni Corridor and then on a route so as to cross over Unkar Rapids. Remain clear of the Desert View Flight-Free Zone.

Remarks: Be aware of southbound helicopter traffic at 7,500 feet MSL southbound through the Zuni Corridor.

Be aware of Black 1 route traffic, northbound at 8,000 and 9,000 feet MSL.

D. Ochoa Point

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly so as to cross over Ochoa Point and proceed northbound.

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Remarks: Be aware of aircraft traffic parallel northbound at 8,000 feet MSL on Black 1 route.

Be aware of southbound traffic at 7,500 feet MSL near Apollo Temple.

E. Temple Butte

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Fly so as to cross over Temple Butte, make a right turn and proceed direct to Cape Solitude.

Remarks: Be aware of airplane traffic parallel northbound at 8,000 feet MSL on the Black 1 route.

Be aware of Black 2 route traffic at 8,000 feet MSL over Palisades Creek.

Be aware of Black 3 route traffic at 8,500 feet MSL merging into the route from the east along the Little Colorado.

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F. Cape Solitude

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Prior to reaching the park boundary, make a left turn, cross the Little Colorado River and proceed direct to Sixtymile Rapid.

Remarks: Be aware of airplane traffic parallel northwest bound at 8,000 feet MSL on the Black 1 route.

Be aware of Black 3 route traffic at 8,500 feet MSL merging into the route from the east along the Little Colorado.

G. Sixtymile Canyon

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required unless turning left to reverse.

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Route: Proceed northwest for Kwagunt Butte or join the Green 1 route southbound.

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Remarks: Be aware of airplane traffic parallel on the route at 8,000 feet MSL on the Black 1 route.

Be aware of Green 1 route traffic at 7,500 feet MSL southbound from Gunther Castle.

H. Kwagunt Butte

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Continue on the Green 1 route. Pass just to the southwest of Kwagunt Butte. Follow Butte Fault north to Nankoweap Mesa.

Remarks: Be aware of airplane traffic parallel on this route at 8,000 feet MSL on the Black 1 route.

I. Nankoweap Mesa

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

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Route: Fly along the west side of Nankoweap Mesa and proceed northwest bound for Marion Point.

Remarks: Be aware of airplane traffic parallel on the route at 8,500 feet MSL on the Black 1 route.

J. Marion Point

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Cross over Marion Point. Continue in a shallow left turn and fly so as to cross over Bourke Point and then direct to a point midway between Mount Hayden and Ehrenberg Point. (Near the 4800 foot altitude contour of Nankoweap Creek.)

Remarks: Be aware of airplane traffic parallel on the route at 8,500 feet MSL on the Black 1 route.

There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial.***

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Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.

K. Split west or south

Altitude: 7,500 or 9,000 feet MSL.

Frequency: 120.05: Position report required.

Route: Cross over Split Intersection, turn right, fly west on Green 1 Alpha route. After established westbound, climb to 9,000 feet MSL. If Split south is the option made, turn left and proceed towards Gunther Castle on a route so as to fly between Alsap Butte and Brady Peak. Split Intersection is a point that is midway between Mount Hayden and Ehrenberg Point. (Near the 4,800 foot altitude contour of Nankoweap Creek.) The position report will be either "Split west" or "Split south."

Remarks: Be aware of airplane traffic parallel on the route at 8,500 feet MSL on the Black 1 route.

Be aware of traffic climbing from 8,500 feet MSL to 9,500 feet MSL for the Black 1 Alpha route; also, be aware of faster traffic already at 9,500 feet MSL.

There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial. Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.***

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L. Colter Butte

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly on a route that passes just south of Colter Butte.

Remarks: Remain north of the Bright Angel Flight-Free Zone.

Be aware of traffic merging into the route from Sixtymile Canyon area.

M. Gunther Castle

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

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Route: Fly to a point midway between Jeffords Point and Cochise Butte, just west of Gunther Castle, turn right and fly southbound keeping Gunther Castle to the left. Remain east of Hubbell Butte and fly southbound on a route so as to fly between Cape Final and Jupiter Temple.

Remarks: Be aware of airplane traffic parallel on the route at 8,500 feet MSL on the Black 1 route.

Remain clear of the Bright Angel Flight-Free Zone.

Be aware of traffic merging into the route from the Sixty mile Canyon area.

N. Apollo Temple

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Cross just to the west of Apollo Temple and continue for the Zuni Corridor.

Remarks: Be aware of airplane traffic parallel on the route at 8,500 feet MSL on the Black 1 route.

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Be aware of traffic northbound through the Zuni Corridor at 8,000 and 9,000 feet MSL. Also be aware of helicopter traffic southbound through the Zuni Corridor at 7,500 feet MSL.

O. Zuni Check Point Bravo

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Enter the Zuni Corridor and proceed southbound. Remain to the right of the Zuni Corridor and exit over Zuni Point.

Remarks: Be aware of traffic northbound through the Zuni Corridor at 8,000 and 9,000 feet MSL.

Zuni Check Point Bravo is located over Unkar Creek.

P. Departing Zuni Corridor

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

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Route: Exit over Zuni Point. Fly south of East Rim Drive. Turn right, fly westbound and parallel East Rim Drive. Remain south of the Bright Angel Flight-Free Zone and contact the GCN Tower prior to entering the Class D Airspace.

2.13 **Green 1 Alpha Route** (Westbound across the Kaibab Plateau; Route Check required)

A. Split West

Altitude: 7,500 climbing to 9,000 feet MSL.

Frequency: 120.05: Position report required.

Route: Cross over Split Intersection, make a right turn and fly west on Green 1 Alpha route. After heading westbound, climb to 9,000 feet MSL. Split Intersection is a point that is midway between mount Hayden and Ehrenberg Point. (Near the 4800 foot altitude contour of Nankoweap Creek.) The position report will be "Split west". Fly the route so as to cross over Neal Spring, north of the campground, south of the picnic area, midway between Upper and Lower Thompson Springs and direct westbound for the Dragon Corridor.

Remarks: Be aware of airplane traffic parallel on the route at 9,500 feet MSL on the Black 1 Alpha route.

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Be aware of airplane traffic on the Black 1 route at 8,500 feet MSL splitting south.

Be aware of traffic climbing from 8,500 feet MSL to 9,500 feet MSL for the Black 1 Alpha route.

There is a 1.5 nautical mile radius noise sensitive area around Point Imperial. ***Do not fly within 1.5 nautical miles of Point Imperial.***

Remain at least 1 nautical mile east of Mount Hayden and 1/2 mile south of Hancock Butte.

B. Dragon Check Point Bravo

Altitude: 9,000 feet MSL or 300 AGL.

Frequency: 120.05: Position report required.

Route: Remain north of the Bright Angel Flight-Free Zone. Dragon Check Point Bravo is over Basin Spring where Point Sublime Trail and Tiyo Point Trail join. Continue west to the east side of “the Dragon”, turn left and join the Green 2 route southbound through the Dragon Corridor.

Remarks: Be aware of airplane traffic westbound at 9,500 feet MSL on the Black 1 Alpha route.

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Remain clear of Bright Angel Flight-Free Zone.

Be aware of transient aircraft at 10,000 feet MSL or above.

Use caution, airplane traffic from the northwest will be entering the Dragon Corridor west of “the Dragon” at 9,500 feet MSL.

All available lights shall be on.

Use caution, helicopter traffic clockwise on the Green 2 route may be at 8300 feet MSL crossing “the Dragon” and then descending to 7,500 feet MSL

2.14 Green 2 Route (Helicopter Dragon Corridor route; Route Check required)

A. Departing Grand Canyon (GCN) Class D Airspace

Altitude: Remain at 300 feet AGL, but not above 7000 feet MSL. Climb to 7,500 feet MSL after making the right turn to enter the Dragon Corridor. Climb so as to cross Eremita Tank at 7,500 feet MSL.

Frequency: As assigned by ATC until leaving the Class D Airspace.

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Route: Depart the Grand Canyon (CGN) Class D Airspace as instructed. Fly on a direct line south of the Siding. Do not overfly houses or populated areas. Continue on the south side of boundary road until west of the trail leading north to Eremita tank, then turn right so as to enter the Dragon Corridor midway between Eremita Tank and the head of Boucher Creek.

Remarks: Be aware of airplane traffic eastbound at 8,000 feet MSL departing the Dragon Corridor continuing to The Siding.

B. Eremita Tank

Altitude: Climb so as to cross abeam Eremita Tank at 7,500 feet MSL.

Frequency: 120.05: Position report required.

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Route: Fly on the west of Eremita Tank, mid-way between Eremita Tank and Boucher Creek.

Remarks: ***Use caution for helicopter traffic eastbound on the Green 2 route at 300 feet AGL, but not higher than 7,000 feet MSL.***

C. Marsh Butte

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly on a route so as to cross over Marsh Butte and just east of Crystal Rapids. Remain clear of the Shinumo Flight-Free Zone.

Remarks: Be aware of airplane traffic southbound at 8,500 feet MSL through the Dragon Corridor.

Use caution for helicopter traffic southbound on the Green 2 route at 7,500 feet MSL

D. Crystal Rapids

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Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: From over Marsh Butte fly on a route so as to cross just east of Crystal Rapids. Remain clear of the Shinumo Flight-Free Zone.

Remarks: Be aware of airplane traffic southbound at 8,500 feet MSL through the Dragon Corridor.

Use caution for helicopter traffic southbound on the Green 2 route at 7,500 feet MSL.

E. Confucius Temple

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Remain east of Confucius Temple. Proceed northbound and remain clear of the Shinumo Flight-Free Zone.

Remarks: Be aware of airplane traffic southbound at 9,500 feet MSL descending to 8,500 feet MSL through the Dragon Corrido

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F. Grama Point

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: From abeam Grama Point fly north up Crystal Creek. Remain clear of the Shinumo Flight-Free Zone. A right turn to join Green 2 route southbound is permitted. Position report required if reversing.

Remarks: Be aware of airplane traffic southbound at 9,500 feet MSL through the Dragon Corridor.

Use caution for helicopter traffic southbound on the Green 2 route at 7,500 feet MSL and reversing just south of “the Dragon”.

G. North of the Dragon

Altitude: 7,500 feet MSL. May climb to approximately 8,300 feet MSL to cross the saddle between Milk Creek and Crystal Creek.

Frequency: 120.05: Position report required.

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Route: Cross north of “the Dragon Head”, fly south down Milk Creek.
Northbound traffic must remain west of “the Dragon”.

Remarks: Be aware of airplane traffic southbound at 9,500 feet MSL through the Dragon Corridor.

Use caution for helicopter traffic merging into the Green 2 route from the northeast on the Green 1 Alpha route.

H. Dragon Head

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report required.

Route: Fly just to the east of the Dragon Head. Remain west of Dragon Creek and clear of the Bright Angel Flight-Free Zone.

Remarks: Be aware of airplane traffic southbound descending to 8,500 feet MSL through the Dragon Corridor.

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I. Tower of Ra

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

Route: Fly over or just on the east side of the Tower of Ra. Remain to the extreme east side of the corridor. Remain just to the west of Claude Birdseye Point.

Remarks: Be aware of airplane traffic southbound at 8,500 feet MSL.

Use caution for helicopter traffic northbound within the Dragon Corridor at 7,500 feet MSL near Marsh Butte.

J. Travertine Canyon:

Altitude: 7,500 feet MSL.

Frequency: 120.05: Position report not required.

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Route: Fly on a direct line to where Travertine Canyon meets the river.

Remarks: Be aware of airplane traffic at 8,500 feet MSL or higher departing the Dragon Corridor.

Use caution for helicopter traffic entering the Dragon corridor at 7,500 feet MSL between Cocopa Point and Mimbreno Point.

K. Dripping Spring

Altitude: Cross abeam Dripping Spring at 7,500 feet MSL and then descend to 300 feet AGL.

Frequency: 120.05: Position report required. Airplanes will be on tower frequency or 127.05, but they will be higher so as not to be a factor.

Route: Cross over Dripping spring and follow along the southbound trail.

Remarks: ***Use caution for helicopter traffic westbound, south of the southern boundary road and then entering the Dragon Corridor at 300 AGL climbing to 7,500 feet MSL west of Eremita Tank.***

Be aware of eastbound helicopter traffic at 7000 feet MSL joining the flow over boundary road from the Brown 6 toward GCNP Airport.

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L. Horsethief Tank

Altitude: Maintain 300 feet AGL, but not more than 7,000 feet MSL.

Frequency: As assigned by ATC. Position report not required.

Route: Fly on a track 1/4 mile south of Horsethief Tank, remain north of the service road eastbound.

Remarks: Be aware of airplane traffic eastbound departing the Dragon Corridor descending to 8000 feet MSL

Use caution for helicopter traffic departing the Class D Airspace, maintaining 300 feet AGL, south of the southern boundary road until turning northbound for the Dragon Corridor just west of Eremita Tank.

M. Sewage disposal ponds

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Altitude: Maintain 7,000 feet MSL.

Frequency: As assigned by ATC. Position report not required.

Route: Fly on a track 1/4 mile south of the Sewage Disposal Ponds, contact the Grand Canyon Tower and follow the ATC instructions.

Remarks: Be aware of helicopter traffic westbound, south of the Land Fill at 300 feet AGL, but not higher than 7,000 feet MSL.

2.15 **Green 4 Route** (West End entry - Pearce Canyon exit - west end tour; Route Check required)

A. West End

Altitude: 5,000 feet MSL.

Frequency: 121.95: Position report required.

Route: Enter the GCNP SFRA airspace keeping the West End of the Grand Canyon on the left. Make a right turn so as to remain on the south side of the river.

Remarks: Be aware of eastbound fixed wing traffic entering the GCNP SFRA airspace at 5,500 feet MSL and northbound Helicopters entering at Eternity Canyon descending toward the Bat Towers then turning eastbound.

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B. Bat Tower

Altitude: 5,000 feet MSL.

Frequency: 121.95: Position report required

Route: Proceed southeast keeping the river to the left. Helicopters southeast bound will not overfly the river unless a course reversal is necessary.

Remarks: Be aware of traffic from Grand Canyon West (1G4) Airport that may inadvertently stray into the airspace. Course reversal may be accomplished by crossing the river to join the route northwest bound. Use caution for other helicopters established on the route northwest bound.

C. Quartermaster Canyon

Altitude: 5,000 feet MSL.

Frequency: 121.95: Position report required.

Route: The flight will cross the mouth of Quartermaster Canyon, keeping the river to the left. Abeam a point on the west rim, midway between Quartermaster and Horseflat Canyons, reverse course and proceed northwest bound, again keeping the river on the left.

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Remarks: Course reversal may be accomplished by crossing the river to join the route northwest bound.

Be aware of Grand Canyon West (1G4) Airport traffic that may inadvertently stray into the airspace.

Helicopters may depart the Green 4 route and the GCNP SFRA airspace (prior to reversing) by turning southwest bound through Quartermaster Canyon, as depicted. No turns shall be made to enter the Grand Canyon West (1G4) Airport area until clear of the GCNP SFRA.

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D. Burnt Springs Canyon

Altitude: 5,000 feet MSL.

Frequency: 121.95: Position report required.

Route: The flight will remain north of the river until leaving the GCNP SFRA airspace.

Remarks: Be aware of helicopters southeast bound at 5,000 feet MSL south of the river.

Be aware of helicopters southeast bound at 5000 feet MSL that may conduct a course reversal at the Bat Towers.

Be aware of Grand Canyon West (1G4) Airport traffic that may inadvertently stray into the airspace.

E. Exiting the West End

Altitude: 5,000 feet MSL.

Frequency: 121.95: Position report required.

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Route: The flight will remain north of the river until departing the GCNP SFRA airspace.

Remarks: Be aware of aircraft southeast bound at 5,000 feet MSL and above entering the GCNP SFRA airspace.

2.16 Brown 1 Route (GCNP Airport to Bar Ten Airport; river runner support only)

A. Departing Grand Canyon (GCN) Airport

Altitude: 8,500 feet MSL

Frequency: 119.00/127.05: Monitor the Grand Canyon (GCN) Tower frequency until clear of the Class D Airspace.

Route: Depart the Grand Canyon (GCN) Class D Airspace according to the letter of agreement. Do not turn northwest toward the Square until passing 8,000 feet MSL. After departing the Grand Canyon (GCN) Class D Airspace, proceed direct to the rapids south of Bar Ten.

Remarks: The Brown 1 route is for river runner support only. No air tour operation is authorized.

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Use caution for a heavy volume of aircraft at all levels, south through northwest of the Grand Canyon (GCN) Airport.

B. The Square

Altitude: 8,500 feet MSL.

Frequency: 127.05: Position report required.

Route: After departing the Square, proceed direct to the rapids south of Bar Ten as depicted.

Remarks: Use caution for transient aircraft at 10,000 feet MSL and above in the Supai sector.

C. South Supai Canyon

Altitude: 8,500 feet MSL.

Frequency: 127.05: Position report not required.

Route: Proceed direct to the rapids south of Bar Ten as depicted.

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D. Aubrey Cliffs

Altitude: Descend so as to cross Aubrey Cliffs at 7,000 or 8,000 feet MSL.

Frequency: 127.05: Position report not required.

Route: Proceed direct to the rapids south of Bar Ten as depicted.

Remarks: Use caution for transient aircraft at 9,000 feet MSL and above in the Diamond Creek sector.

E. Colorado River

Altitude: Descend so as to cross the Colorado River just north of the rapids at 7,000 or 8,000 feet MSL as depicted. Do not initiate the final descent until north of the river.

Frequency: 127.05/122.9: Position report required.

Route: Proceed direct to Bar Ten Airport.

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Remarks: Use caution for aircraft southeast bound on the Brown 4 route climbing to 7,500 feet MSL.

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Be aware of possible Brown 2 arrivals and Brown 5 departures.

2.17 Brown 2 Arrival Route (Arriving into Bar Ten from the west; river runner support)

A. Entry into Bar Ten Airport

Altitude: 7,500 feet MSL until the Brown 2 route is joined. Cross Twin Peaks at 6,500 feet MSL.

Frequency: 121.95/127.05: Report required on both frequencies crossing the sector line. Bar Ten Airport frequency at pilot's discretion.

Route: Follow the Blue Direct North route procedure from Pearce Canyon. Join the Brown 2 route prior to leaving the Shivwits Plateau as depicted. Descend and cross just south of the northernmost Twin Peak at 6,500 feet MSL. Bar Ten arrival at pilot's discretion.

Remarks: The Brown 2 route is for river runner support only. No air tour operation is authorized.

2.18 Brown 4 Route (Bar Ten Airport departure - GCN Airport; river runner support only)

A. Departing Bar Ten: (Whitmore)

Altitude: 7,500 feet MSL.

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Frequency: 122.9/127.05: Report departing Bar Ten. Position report required on sector frequency crossing the river.

Route: Depart the Bar Ten Airport, proceed southbound, then turn southeast so as to cross the river just west of the rapids. Continue southeast to join the Blue Direct North route on the plateau east of Prospect Valley as depicted.

Note: Brown 4 route aircraft may use this transition to depart the GCNP SFRA. To do so, turn directly southbound from Prospect Valley at 7,200 feet MSL rather than intercepting the Blue Direct North route.

Remarks: Use caution for eastbound traffic on the Blue Direct North route at 7,500 MSL and above

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2.19 **Brown 5 Departure Route** (Departing Bar Ten Airport northwest; river runner support)

A. Departing Bar Ten Airport:

Altitude: Climb to 8,500 feet MSL.

Frequency: 122.9/127.05: Report departing Bar Ten on the airport frequency, then monitor the sector frequency until departing the GCNP SFRA airspace northwest through Andrus Canyon.

Route: After takeoff from Bar Ten, proceed southwest so as to pass north of the northernmost Twin Peak. Turn northwest bound and depart the GCNP SFRA airspace through Andrus Canyon.

2.20 **Brown 6 Route** (Helicopter Direct to Supai Village and return; FAA Form 7711-1 required authorizing use)

A. Departing Grand Canyon (GCN) Class D Airspace

Altitude: Maintain 300 feet AGL after departing the Grand Canyon (GCN) Class D Airspace.

Frequency: 128.7/127.05: Position reports on sector frequency as required for safety.

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Route: Fly on a track direct to O'Connell Tank, direct to Midway No. 2 Tank, and then direct to Supai Village.

Remarks: Be aware of fixed-wing and helicopter traffic operating inbound from the Dragon Corridor. Be aware of helicopters outbound on the Green 2 route. Use caution for fixed-wing aircraft holding at the Ranch.

B. Departing Supai Village

Altitude: Maintain 300 feet AGL or as required for safety.

Frequency: 127.05: Position reports on sector frequency as required for safety. Position report required abeam Diana Temple.

Route: Operate approximately 1 mile north of, and parallel to the westbound track. Proceed so as to join the Green 2 arrival track south of Hermits Rest at 300 feet AGL. Arrival will be accomplished in accordance with the letter of agreement, or as directed by Grand Canyon (GCN) Tower.

Remarks: Route is for Havasupai Indian Tribe support only.

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CHAPTER 3

ADMINISTRATIVE PROCEDURES FOR GCNP SFRA

3.0 *GENERAL*

This chapter contains procedures for applying for authorization to conduct operations within the GCNP SFRA airspace.

3.1 Special Authorizations

- A. This section contains guidance for non-commercial operators, commercial operators, or air carriers requesting special authorization to operate within the GCNP SFRA airspace. Special authorizations apply to operations involving deviations from air tour routes or purposes other than air tours. For the purposes of this section the term operator includes government entities.

- B. Normally, authorization will be granted for operations in the area described in 14 CFR Section 93.305 (Flight-Free Zones) or below the sector altitudes listed in Section 93.307 (a) only for operations of aircraft necessary for:
 - (1) Law enforcement.

 - (2) Firefighting.

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- (3) Emergency medical treatment.
 - (4) Evacuation of persons in the vicinity of the Park.
 - (5) Support of Park maintenance or activities.
 - (6) Aerial access to and maintenance of other property located within the GCNP SFRA.
 - (7) Other operations deemed appropriate.
- C. Application and Issuance of Special Authorization: All requests for special authorization to either deviate from a published tour route or to conduct non-tour operations in the GCNP SFRA airspace will be processed as follows:
- (1) FAA Form 7711-2, Application for Certificate of Waiver or Authorization, must be submitted at least 45 days prior to the proposed operation to the NEV FSDO for approval.
 - (2) The application shall include a map showing the proposed operation location, landing sites, and routes the operator intends to fly.

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- (3) Only properly trained crews shall be allowed to operate within the SFRA. Therefore, the application submitted to NEV FSDO must include a training plan to ensure that pilots will be adequately trained on the GCNP SFRA airspace, tour routes, altitudes, sector frequencies and Flight-Free Zones.
- (4) [For applications which involve overflight of Grand Canyon National Park lands, the NEV FSDO will provide notification of the approved waiver or authorization to the Grand Canyon National Park, AWP-200, and AWP-1SP within one working day after the approval has been authorized.](#)
- (5) Authorizations may be issued for a limited validity period to accommodate an event or series of events. They may also be issued on an annual or continuous basis depending on the type of operation and needs of the operator.
- (6) If the NEV FSDO approves the application requesting special authorization, it will issue FAA Form 7711-1 (Certificate of Waiver or Authorization) to the applicant, including any special provisions deemed necessary to ensure safety of flight.
 - (a) The following statement shall be entered within the "OPERATIONS AUTHORIZED" block of FAA Form 7711-1:
"AUTHORIZED IN ACCORDANCE WITH 14 CFR 93,
SUBPART U TO CONDUCT FLIGHT OPERATIONS
WITHIN THE GRAND CANYON NATIONAL PARK
SPECIAL FLIGHT RULES AREA."

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- (7) If the application is denied the NEV FSDO will provide an explanation in the remarks section of FAA Form 7711-2, Application for Certificate of Waiver or Authorization, make a photocopy for the file and return it to the operator.
 - (8) Operators conducting multiple SFRA operations under FAA Form 7711-1 shall maintain a record of each operation for a period of 24 months. The records shall specify the time, date, purpose, aircraft registration number, and ground track to the extent that the ground track varies from the original approved route of flight. These records shall be made available to NEV FSDO upon request.
- D. An operator, person or entity that does not hold a special authorization or OpSpecs to operate within the GCNP SFRA airspace, may operate in the airspace under contract with a government entity as long as that government entity has a valid FAA Form 7711-1 authorizing the type of activity to be conducted within the GCNP SFRA airspace. The operator, person or entity is deemed to be operating under the provisions of the government entity's special authorization. Each government entity must provide a briefing packet and ensure that the contracted operator, person or entity is fully knowledgeable of the GCNP SFRA boundaries, Flight-Free Zones, tour routes and sector frequencies. The NEV FSDO must be supplied with a copy of all such contracts.
- E. A special authorization extends authority to operate within the GCNP SFRA only to operators, persons and entities specifically listed on the special authorization and only for the purpose of conducting the activities described in the special authorization. Therefore, a 14 CFR Part 121 or 135 operator with a special authorization to operate within the GCNP SFRA may not authorize another operator, person or entity, to conduct operations within the SFRA, unless specifically permitted to do so under the special authorization.

3.2 Certification and Administration of 14 CFR Part 121 and 135 Air Tour Operators

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- A. 14 CFR Part 93 Subpart U prescribes special operating rules for all persons operating aircraft under VFR or IFR in the airspace designated as the GCNP SFRA. The NEV FSDO has responsibility for and is the authorizing agent for operations within the GCNP SFRA airspace.

- B. An operator intending to conduct air tour operations within the GCNP SFRA airspace begins the approval process by contacting its CHDO. NEV FSDO will assist the operator and the POI as necessary throughout the approval process. The approval procedures are as follows:
 - (1) A letter of intent must be submitted to the POI by the operator containing the following information:
 - (a) operator's name, address and phone number;

 - (b) certificate number;

 - (c) type and number of aircraft intended to operate within the GCNP SFRA airspace.

 - (d) name of the Director of Operations (or other point of contact).

 - (2) If based in NEV FSDO, the POI will deliver a copy of the letter of intent to the NEV FSDO General Aviation (GA) Operations Unit supervisor. If based in a CHDO other than NEV FSDO, the POI will mail a copy of the letter of intent attached to a memorandum signed by his/her office manager to the NEV FSDO Manager.

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- (3) If it is determined that the operator is eligible and qualified, the NEV FSDO GA Operations Unit supervisor or assigned inspector will either deliver the following documents to the POI, (if the POI is based in the NEV FSDO), or mail the following documents to the operator's CHDO

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- (a) GCNP SFRA Procedures Manual.
 - (b) A letter addressed to the operator and signed by the NEV FSDO Manager authorizing operation for 30 days within the GCNP SFRA for the purpose of conducting route familiarization flights and route checks (sample letter in Appendix A, Figure 4). The letter may authorize a period longer than 30 days, or be reissued to extend this time period when the situation warrants.
 - (c) A current template of OpSpecs paragraph B049 to authorize operations within the GCNP SFRA is available in the FAA WebOpss computer application.
 - (d) If the operator's CHDO is other than the NEV FSDO, a memorandum addressed to the CHDO manager and signed by the NEV FSDO Manager describing the procedures to be followed (sample memorandum in Appendix A, Figure 3).
- (4) The POI will deliver or mail to the operator the letter authorizing temporary operations in the GCNP SFRA along with the GCNP SFRA Procedures Manual.
 - (5) The POI will monitor the operator's activities during the GCNP SFRA pilot qualification process to ensure compliance with all requirements set forth in this manual.
 - (6) Once the operator has qualified at least one pilot on at least one route (successful completion of ground training, familiarization flights and required route checks)

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and has otherwise complied with all requirements set forth in this manual, the POI may issue OpSpecs paragraph B049 to authorize operations within the GCNP SFRA. The current template of OpSpecs paragraph B049 may be obtained from the FAA WebOpss computer application.

- C. If an operator's authorization to operate within the GCNP SFRA is rescinded for lack of qualifications or other cause, the POI must notify the NEV FSDO GA Operations Unit supervisor. Authority to operate within the SFRA shall be rescinded by withdrawing OpSpecs paragraph B049.
- D. The authorization granted by OpSpecs paragraph B049 for operations within the GCNP SFRA requires the operator's compliance with all requirements set forth in this manual.

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APPENDIX A

SAMPLE FAA DOCUMENTS AND CORRESPONDENCE RELATED TO
GCNP SFRA OPERATING AUTHORIZATIONS

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GCNP SFRA ROUTE CHECK AIRMAN MEMORANDUM TO CHDO

FIGURE 1



Federal Aviation
Administration

Memorandum

Date: [Type date here]
To: [Manager, CHDO]
From: [Manager, NEV FSDO]
Reply to: [GA Operations Unit Supervisor]
Attention of: (702) 617-8500 Phone
(702) 269-8013 Fax

Subject: **ACTION:** [operator name] Approval for Grand Canyon National

Park Special Flight Rules Area Check Airman Authority

This is to advise you that [name of airman], holder of pilot certificate No. [Number], and employed by [operator name], has demonstrated the ability to conduct route checks in the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA).

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This memorandum is your authorization to issue check airman authority for GCNP SFRA route checks to [name of airman]. This check airman authority will be limited to those routes upon which he/she is qualified as pilot-in-command. A sample check airman letter is attached. Please send a copy of the check airman authorization letter to this office.

If this airman's service as a GCNP SFRA route check airman for [operator name] terminates at some future date, we would appreciate a notification from your office.

Attachment: Sample check airman authorization letter

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GCNP SFRA ROUTE CHECK AIRMAN AUTHORIZATION LETTER

FIGURE 2



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Nevada Flight Standards
District Office
(Las Vegas Office)

7181 Amigo Street, Suite
180
Las Vegas, NV 89119
Phone: (702) 617-8500

Date

[operator name]

[name], [title]

[address]

[City, State, Zipcode]

Dear Mr. or Ms. [name]:

[airman name], FAA certificate number [certificate number], is approved as a check pilot. This check pilot is approved to conduct checks in the [aircraft types] aircraft for employees of [operator name]. This approval is applicable for the following checking functions:

() Proficiency check pilot - Aircraft

Effective: _____

() Proficiency check pilot - Simulator

Effective: _____

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- | | | |
|-----|---|-----------------------------------|
| (X) | Line check pilot - All seats | Effective: <u>[date approved]</u> |
| () | Line check pilot - Observer's seat ONLY | Effective: _____ |
| () | Check pilot - All checks | Effective: _____ |
| (X) | Route check pilot - All seats (GCNP SFRA) | Effective: <u>[date approved]</u> |

Please retain a copy of this letter in Mr. or Ms. [airman name]'s individual flight training records.

Sincerely,

POI name

Principal Operations Inspector

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GCNP SFRA APPROVAL PROCEDURES MEMORANDUM TO CHDO

FIGURE 3



Federal Aviation
Administration

Memorandum

Date: [Type date here]

To: [Manager, CHDO]

From: [Manager, NEV FSDO]

Reply to: [GA Operations Unit Supervisor]

Attention of: (702) 617-8500 Phone
(702) 269-8013 Fax

Subject: ACTION: [operator name] Approval Procedures for Commercial SFRA Operations in
the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA)

Enclosed is the approval package for the application of [operator name] to conduct commercial SFRA operations within the GCNP SFRA. The procedural process for this approval is as follows:

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- The operator's Principal Operations Inspector (POI) should deliver or mail the letter authorizing temporary operations in the GCNP SFRA along with the GCNP SFRA Procedures Manual. Both documents should be enclosed in this package.
- The operator will then have a limited time period, as specified in the temporary letter of authorization, to accomplish the training and route checks necessary to qualify at least one pilot for GCNP SFRA operations. If a longer time period is needed, please notify this office for an extension.
- During the GCNP SFRA initial pilot qualification process, the POI should monitor the operator's activities to ensure compliance with all requirements set forth in the GCNP SFRA Procedures Manual.
- Once the operator has qualified at least one pilot on at least one route (successful completion of ground training, familiarization flights and required route checks) and has otherwise complied with all requirements set forth in the GCNP SFRA Procedures Manual, the POI may issue OpSpecs paragraph B049 to authorize operations within the GCNP SFRA. Paragraph B049 must also be referenced in paragraph B050 and authorized in paragraph A4. A sample of OpSpecs paragraph B049 is included in this package.
- If this operator's authorization to operate within the GCNP SFRA is ever rescinded for lack of qualifications or other cause, the POI must notify the NEV FSDO GA Operations Unit supervisor. Authority to operate within the SFRA shall be rescinded by withdrawing OpSpecs paragraph B049.

The NEV FSDO General Aviation Operations Unit is available to assist your office and the operator as necessary throughout the approval process. This memorandum is your authorization to issue paragraph B049 of the OpSpecs approving [operator name] to conduct GCNP SFRA operations. However, this should only be done after the procedural requirements listed in this memorandum have been complied with.

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Attachments: GCNP SFRA Procedures Manual

Temporary Letter of Authorization to operator

LETTER TO OPERATOR AUTHORIZING TEMPORARY OPERATIONS IN THE GCNP SFRA FIGURE 4



U.S. Department
of Transportation
**Federal Aviation
Administration**

Nevada Flight Standards
District Office. Las Vegas

Date:

[operator name]

[name], [title]

[address]

[City, State, Zipcode]

Dear Mr. or Ms. [name]:

[operator name] is approved to conduct flights within the Grand Canyon National Park Special Flight Rules Area (GCNP SFRA) for the purpose of accomplishing initial route familiarization flights and route checks required by the GCNP SFRA Procedures Manual.

Route familiarization flights may be conducted by industry pilots who are currently qualified on the specified routes, or by qualified Federal Aviation Administration (FAA) Safety Inspectors from the Nevada Flight Standards District Office (NEV FSDO). Qualified FAA Safety Inspectors must conduct all

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route checks under this authorization unless a GCNP SFRA route check airman from another company is specifically authorized in writing to conduct route checks for [operator name].

This is a temporary authorization which expires on [date]. Permanent authorization for operations within the GCNP SFRA will be given by your FAA Certificate Holding District Office (CHDO) through the issuance of operations specifications (OpSpecs) paragraph B049 after [operator name] has complied with all requirements set forth in the GCNP SFRA Procedures Manual. This will require at least one pilot to be qualified on at least one route.

If the expiration date of this temporary authorization provides insufficient time due to unusual circumstances, [operator name] must request an extension from the NEV FSDO through its principal operations inspector (POI).

All operations in the GCNP SFRA airspace must be conducted in accordance with the procedures, routes, and altitudes described in the GCNP SFRA Procedures Manual, as revised. For questions concerning operations in the GCNP SFRA or the requirements described in the GCNP SFRA Procedures Manual, you may phone the NEV FSDO GA Operations Unit at (702) 617-8500.

Sincerely,

NEV FSDO Manager's Name

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GRAND CANYON COMMERCIAL AIR TOUR REPORTING DATA (OMB FORM 2120-0656)

FIGURE 5

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APPENDIX B

GCNP SFRA ROUTE CODES

<u>Paragraph</u>	<u>Route</u>	<u>Code</u>
2.1	Blue 1 Alpha Route.....	(BL1A)
2.2	Blue 2 Route	(BL2)
2.3	Blue Direct North/Blue Direct South Routes Westbound.....	(BDNW)/(BDSW)
2.4	Blue Direct North/Blue Direct South Routes Eastbound.....	(BDNE)/(BDSE)
2.5	Black 1 Route.....	(BK1)
2.6	Black 1 Alpha Route	(BK1A)
2.7	Black 2 Route.....	(BK2)
2.8	Black 3 Route.....	(BK3)
2.9	Black 4 Route.....	(BK4)
2.10	Black 5 Route.....	(BK5)

2.11	Black 6 Route	Entry: (BK6E)
		Exit: (BK6X)
2.12	Green 1 Route.....	(GR1)
2.13	Green 1 Alpha Route.....	(GR1A)
2.14	Green 2 Route	(GR2)
2.15	Green 4 Route.....	(GR4)
2.16	Brown 1 Route.....	(BN1)
2.17	Brown 2 Arrival Route.....	(BN2)
2.18	Brown 4 Route.....	(BN4)
2.19	Brown 5 Departure Route.....	(BN5)
2.20	Brown 6 Route.....	(BN6)