

18 8558

Information concerning CYR518  
Provided by  
Transport Canada  
Buttonville Transport Canada Centre  
Commercial and Business Aviation  
Helicopter Operations  
180 Renfrew Drive  
Box 140, Unit 120  
Markham, Ontario  
L3R 9Z2

DEPT. OF TRANSPORTATION  
DOCKETS

02 SEP 20 AM 9:49

Submitted to Docket No. FAA-2002-13235.-2  
Special Air Traffic Rules  
Flight Restrictions in the Vicinity of Niagara Falls  
Notice of Proposed Rulemaking



Transports  
Canada

Buttonville Transport Canada Centre  
Commercial and Business Aviation  
Helicopter Operations  
180 Renfrew drive  
Box 140, Unit 120  
Markham, Ontario  
L3R 9Z2

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Federal Aviation Administration  
Special Rule Making  
Washington, D.C.

Fax: (202) 267-5075  
Phone (202) 267-7320

Attention: Mr. Pat Boyd Regulatory Analyst

Attached please find the information you requested with regard to CYR518:

1. The pages from the Canada Flight Supplement (available to all pilots)
2. Rainbow Air's authority to operate on the Scenic Falls Route within CYR518.

REGARDS

A handwritten signature in black ink, appearing to read "Matt K. Millar".

Matt K. Millar  
Regional Superintendent  
Air Carrier Operations  
Ontario Region

Page 1 of 13  
Date: September 7<sup>th</sup>, 2001.

**Canada**

**APPENDIX 2**

**LIST OF EFFECTIVE PAGES to:**

**AUTHORIZATION TO CONDUCT FLIGHT OPERATIONS IN CLASS F SPECIAL  
USE RESTRICTED AIRSPACE CYR 518 NIAGARA FALLS, ONTARIO.**

The revision status of this Document is contained in the following list of effective pages. All changes since the original approval shall be listed here.

	<b>Page Numbers</b>	<b>Revision</b>	<b>Effective Date</b>
	1 of 7	2/96	October 9, 1996
	2 of 7	2/96	October 9, 1996
	3 of 7	2/96	October 9, 1996
	4 of 7	3/96	December 6, 1996
	5 of 7	2/96	October 9, 1996
	6 of 7	3/96	December 6, 1998
	7 of 7	1/98	November 25, 1998
Appendix 1	1 of 2	1/99	March 18, 1999
	2 of 2	2/96	October 9, 1996
Appendix 2	1 of 1	1/99	March 18, 1999

March 18, 1999

Amendment No. 1/99  
Page 1 of 1

**PROCEDURES**

**ALL AIRCRAFT AT 3500' ASL OR ABOVE**

- Prior to pattern entry and in pattern: recognition, landing, strobe and/or anti-collision lights ON.
  - Fly clockwise pattern as depicted.
  - Do not exceed 130 kts or minimum safe speed.
  - Broadcast altitude, checkpoint & intentions on 122.050 MHz prior to entry & monitor that frequency in pattern.
  - Use Niagara Falls Inal Altimeter Setting.
- WARNING:** This is a VFR procedure **"SEE AND BE SEEN"**.  
**Pilots are responsible for own separation - See A.T.P. Canada RAC 1.11 Collision Avoidance.**  
**WARNING:** Exit pattern as depicted, straight out, wings level.

**COMMUNICATION FREQUENCIES**

PATTERN FREQUENCY	122.050
Niagara Falls N.Y.	120.6 Rtd hrs
ATIS	118.5 Rtd hrs
TWR	123.25 Rtd hrs
St. Catharines Radio	

**CYR51B: FLIGHTS IN RESTRICTED AREA  
PRIOR WRITTEN AUTHORIZATION IS REQUIRED**

From the Regional Director, Regional Director, Commercial & Business Aviation

Address: TRANSPORT CANADA  
4900 YONGE STREET  
WILLOWDALE, ONT.  
M2N 6A5

NOTE: 10 days notice required/tel: 416-962-0011  
**GENERAL**

- CAUTION:** Numerous flights in CYR51B
- CAUTION:** High speed aircraft departing Niagara Falls, N.Y. in the vicinity of Whirlpool Bridge.
- CAUTION:** Goat Island may be obscured by mist.



**AUTHORIZATION TO CONDUCT FLIGHT OPERATIONS IN  
CLASS F SPECIAL USE RESTRICTED AIRSPACE  
CYR518 NIAGARA FALLS, ONTARIO, CANADA**

Pursuant to *the Canadian Aviation Regulations, subsection 601.04(2)*, Rainbow Air Inc. (Air Operator Certificate No. OWRA727T) of 454 Main Street, Niagara Falls, New York, USA, is hereby authorized to conduct flight operations using helicopters in Class F Special Use Restricted Airspace CYR 518, Niagara Falls, Ontario, Canada, subject to the conditions specified in Schedules I, II, III and IV.

In this Authorization a reference to variable information in a radio transmission such as aircraft call sign, position, or altitude will be indicated by square brackets eg. [aircraft call sign]. The pilot shall transmit the information described within the square brackets that pertains to the flight eg. "Rainbow 1."

Where this authorization refers to "pilot" it shall be taken as "pilot-in-command."

**Schedule I**

**Equipment and Markings**

1. Each helicopter shall be equipped with an altitude encoding (Mode C) transponder.
2. Each helicopter shall be equipped with navigation and anti-collision lights.
3. Each helicopter shall have conspicuous paint schemes on the upper surface of their main rotor blades, consisting of alternating bands of contrasting colour.

**Schedule II**

**Certification and Training**

1. (a) **Rainbow Air Inc.** Operations Manual shall include the following:
  - (i) a detailed description both pictorial and narrative of the Scenic Falls Route (SFR);
  - (ii) a detailed description both pictorial and narrative of the routes including altitudes pilots will use to enter and exit the SFR from and to the Company Heliport;

October 9, 1996

Amendment 2/96  
1 of 7 pages

**Certification and Training cont'd.**

- (iii) a detailed description of the procedures to be followed in the event of deteriorating weather both on the routes to and from the SFR and while within the SFR;
  - (iv) a detailed description of the training program with respect to the SFR;
  - (v) approved training personnel; and
  - (vi) a true copy of this authority.
- (b) The Company Operations Manual information detailed in 1.a. above shall be approved by an **Aviation Safety Inspector of the Federal Aviation Administration, Flight Standards District Office #23, Rochester, New York**. No portion of this part of the Company Operations Manual shall be altered or amended without the approval of the said authority.
2. **Rainbow Air Inc.** shall not assign a pilot to duty on a flight within CYR 518 unless that pilot has:
- (a) received a copy of that portion of the Company Operations Manual in which all routes, minima and procedures pertaining to operations within CYR518 have been included;
  - (b) written and passed an examination covering operations within CYR518 in accordance with the approved training program contained in the Company Operations Manual;
  - (c) received on a one-time basis and prior to flight operations within CYR518 a briefing on procedures to be followed within CYR518 given by an **Aviation Safety Inspector of the Federal Aviation Administration, Flight Standards District Office #23, Rochester, New York**;
  - (d) received ground training and flight training from the Chief Pilot or approved Training Pilot on the routes and altitudes to be flown in accordance with the Company Operations Manual; and
  - (e) been certified in her/his individual training record to be "proficient" by the Chief Pilot or the approved Training Pilot in accordance with the approved training program contained in the Company Operations Manual.
3. Passengers shall not be carried on training flights.

October 9, 1996

Amendment No. 2/96  
2 of 7 pages

### Schedule III

#### Operational Requirements

1. The ceiling as reported at the Niagara Falls International Airport (NFIA), is at or above 2900 feet above ground level (AGL).
2. Notwithstanding 1 above, when the ceiling as reported at the NFIA is below 2900 feet AGL but at or above 2400 feet AGL, pilots shall enter the SFR at the cruising altitude of 2500 feet above sea level (MSL) and exit the scenic falls route at the cruising altitude of 2500 feet MSL at the south exit.
3. The weather minima shall be a flight visibility of not less than three (3) miles and the distance of an aircraft from cloud shall not be less than five hundred (500) feet vertically and one (1) mile horizontally.
4. The Scenic Falls Route, is closed to all authorized Scenic Falls Route Tour Operators when the ceiling as reported at the NFIA is below 2400 feet above ground level (AGL).
5. All commercial flights shall be conducted in daylight.
6. All flights shall be conducted in accordance with VFR.
7. The pilot shall set the aircraft altimeter, prior to entering CYR518, to the altimeter setting provided by, in order of priority:
  - (a) the NFIA Automatic Terminal Information Service (ATIS) (frequency 120.8 MHz) or, if the ATIS is unavailable;
  - (b) the NFIA Air Traffic Control (ATC) Tower (frequency 118.5 MHz) or, if the NFIA Control Tower is not in operation;
  - (c) the Buffalo International Airport ATC Tower (frequency 120.5 MHz).
8. The pilot shall ensure that the transponder, the Mode "C" function of the transponder, all navigation lights and anti-collision lights are selected "ON" and serviceable prior to entering CYR518.
9. The pilot shall follow the Rotorcraft SFR depicted in Attachment "A" and described in the Company Operations Manual.
10. The pilot shall not conduct narration while in CYR518.

October 9, 1996

Amendment No. 3/96  
3 of 7 pages

**Operational Requirements cont'd.**

11. The pilot shall remain clear of the SFR if entering the Route would result in more than six (6) helicopters operating in the Rotorcraft SFR.
12. The pilot shall:
  - (a) enter the SFR at the cruising altitude of 2500 feet above sea level (ASL); and
  - (b) depart the SFR at:
    - (i) the cruising altitude of 3000 feet ASL when departing at the "North Exit" or
    - (ii) the cruising altitude of 2500 feet ASL when departing at the "South Exit" and maintain a heading of 120° until clear of CYR518.
13. The pilot shall operate the helicopter at indicated airspeeds between 80kts/92mph and 120kts/138mph while in the Helicopter SFR.
14. The pilot shall maintain a minimum of one half (½) mile in trail horizontal spacing from the preceding aircraft when in CYR518.
15. The pilot shall maintain a listening watch on frequency 122. 05MHz before entering and while within CYR518.
16. The pilot shall broadcast the aircraft's position, on frequency 122.05MHz, prior to entering and upon departing the SFR at the points designated in Table 1.

**Table 1**

POINT	TRANSMISSION
1. One (1) nautical mile prior to entering the SFR at the Rainbow Bridge.	"[Call sign] One mile [direction] of Rainbow"
2. Entering the SFR over the midpoint of the Rainbow Bridge.	"[Call sign] Entering Rainbow"
3. Exiting the SFR at the "North Exit", over the midpoint of the Rainbow Bridge.	"[Call sign] Exiting Rainbow"
4. Exiting the SFR at the "South Exit", at Goat Island.	"[Call sign] Exiting Goat Island at 2500 feet"

**Operational Requirements cont'd.**

17. The pilot shall provide position reports to other aircraft with respect to specific check points, when information on the position of the aircraft is requested. These check points are as follows:
- (a) Goat Island;
  - (b) Climbing;
  - (c) Control Gate; and
  - (d) Horseshoe Falls.

**Flight Procedures in Deteriorating Weather Conditions**

1. If the weather conditions deteriorate or are reported as deteriorating by another pilot (via a "**Weather diversion**" radio transmission from another rotorcraft or an aeroplane) to less than those conditions described in Schedule III, Section 1. of this Authorization, one of the following procedures shall be followed.
- (a) **Prior to the Rainbow Bridge**
    - (I) Pilots shall adjust the altitude as required to remain clear of cloud, transmit the following message and return to the Company Heliport:  
  
"Weather diversion, [Aircraft call sign] exiting [direction] at [position] returning to the heliport at [altitude]. Scenic Route Closed."
  - (b) **South of the Rainbow Bridge - Prior to the South Exit**
    - (I) Pilots shall adjust the altitude as necessary to remain clear of cloud, exit the SFR via the south exit point maintaining heading 120° to exit CYR518, circumnavigate CYR518 and return to the Company Heliport, avoiding any conflict with the Aeroplane SFR. Transmit the following radio message:  
  
"Weather Diversion, [Aircraft call sign] exiting south returning to the heliport at [altitude]. Scenic route closed."

October 9, 1996

Amendment No. 2/96  
Page 5 of 7

**Operational Requirements cont'd.****(c) After Passing the South Exit Point**

- (I) Pilots shall adjust the altitude as required to remain clear of cloud and transmit the following radio message:

"Weather diversion, [Aircraft call sign] at [position] levelling at [altitude] proceeding to the Rainbow exit. Scenic route northbound closed and all aircraft report position to ensure separation."

**(d) Returning to the Heliport after the Rainbow Bridge Exit**

- (I) Pilots shall proceed via a direct route to the Company Heliport and transmit the following radio message:

"Weather diversion, [Aircraft call sign] exiting Rainbow at [altitude] returning direct to the Company Heliport. Scenic route northbound closed."

2. When aircraft have landed, flights shall be resumed only when a weather report from NFIA weather station indicates a ceiling 2900 feet (AGL) or better and a route weather check has been conducted by a company pilot to ensure the route weather is in accordance with this authority. No passengers shall be carried on weather check flights.

**NOTE'**

Pilots are reminded that this is a VFR operation - **SEE AND BE SEEN'**. Pilots are advised to be vigilant, exercise sound airmanship and maintain a look-out for other aircraft when conducting flight operations within CYR518.

**Schedule IV****User Meetings**

**Rainbow Air Inc.** Chief Pilot or the Director of Flight Operations (Operations Manager) or designate thereof shall attend all meetings called by the **Transport Canada, Regional Manager Commercial and Business Aviation, Ontario Region** for the purpose of discussing operational issues concerning CYR518 and the SFRs. There will be at least a pre-season meeting.

December 6, 1996

Amendment No. 3/96  
Page 6 of 7

**Period of Validity**

1. This authorization is valid effective 0001 hours November 25, 1998. This authority supersedes and revokes all previously issued like authorities.
2. This authorization shall remain valid until the earliest of:
  - (i) the date on which any condition set out in this authorization is breached; or
  - (ii) the date on which this exemption is revoked in writing, by the Minister where he is of the opinion that it is no longer in the public interest or it is likely to affect aviation safety.

Dated at North York, Ontario, Canada this 25<sup>th</sup> day of November 1998.

Michael R. Stephenson  
Regional Manager  
Commercial and Business Aviation  
Ontario Region

November 25, 1998

Amendment No. 1/98  
7 of 7 pages