

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Main Document**



**Date of Original Issuance: 08/15/2008**

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**Revision Number: 1**

**Federal Aviation Administration  
Honolulu Flight Standards District Office  
FSDO-13  
135 Nakolo Place  
Honolulu, Hawaii 96819**

**\*\*\* NOTICE TO ALL AIR TOUR OPERATORS \*\*\***

With respect to the airspace over, and within ½ mile of the boundaries of the following national park system units: Kaloko-Honokohau NHP, Pu'uuhonua O Hoanunau NHP, Puukohola Heiau NHS, the USS Arizona Memorial, Hawaii Volcanoes NP, Haleakala NP and Kalaupapa NHP, this manual applies to all commercial air tour operators, as defined by 14 CFR 136, in receipt of Interim Operating Authority (IOA). After Air Tour Management Plans (ATMP) are developed for these parks and/or park units, if the Administrator revises applicable conditions and limitations for safety that are more restrictive than those in the ATMP, then the more restrictive requirements would apply. If after an ATMP is developed the language of the Common Procedures Manual is less restrictive than the ATMP, the Common Procedures Manual will be updated within 90 days to reflect the more restrictive requirements set forth in the ATMP. This manual will not supersede, circumvent, or otherwise change any aspect of, or implementation of the ATMP, when developed, for these parks and/or park units. Please refer to the map legends for any specific national park or park unit flight restrictions.

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All commercial air tour operators, authorized to conduct operations below 1,500' above ground level (AGL) within the state of Hawaii, must comply with the requirements and limitations set forth in this manual.

All commercial air tour operators must:

1. For part 135 commercial air tour operators, the certificate holder must first apply for, and receive operations specification B048, prior to conducting operations below 1,500' AGL. For part 91 commercial air tour operators, the operator must first apply for, and receive a Deviation Authorization, prior to conducting operations below 1,500' AGL.
2. Prior to conducting commercial air tour operations below 1,500' AGL, pilots must receive operator specific training, as outlined below:

Module	Initial Ground Training	Initial Flight Training	Recurrent Ground Training	Recurrent Flight Training	Initial Flight Check	Recurrent Flight Check	Requalification	
							Ground	Flight
Mountain Flying Techniques, High-Density Altitude	X	X	X	X **	X	X	X*	X*
Performance Plans	X	X	X	X **	X	X	X*	X*
Cue-Based Island Specific Weather	X		X				X*	X*
Go/No-Go Procedures	X	X	X	X **	X	X	X*	X*
Route Knowledge, Aircraft Altitude Transition Segments	X	X	X	X **	1 route segment	1 route segment	X*	X*
Deviation Manual Knowledge	X	X	X	X **	X	X	X*	X*
Hawaii Air Tour Accident Review	X		X				X*	X*
Site Specific Tour Training (each site), emergency landing areas, entry and egress to site specific locations, radio protocol and position reports.	X	X	X	X **	1 route segment	1 route segment	X*	X*
Weather Enhanced Safety Areas (WESA)	X	X	X	X **	X	X	X*	X*
Height Velocity and Raw Terrain Descriptions (Helicopter only)	X		X				X*	X*

*\*\* Recurrent flight training for pilots must include, at least flight training in the maneuvers and procedures relative to each site, except that satisfactory completion of a recurrent flight check within the 12 calendar months may be substituted for recurrent flight training.*

*\* Items of recurrent training that was not completed when due. For requalification eligibility, last tour flight must have occurred within last 12 calendar months, otherwise, initial training must be completed.*



*Notes:*

- A) Route Knowledge-
    - i. All pilots must be provided initial and recurrent ground training on the contents of this manual.
    - ii. All pilots must satisfactorily complete initial site specific ground and flight training; and all pilots must be checked on a representative number of tour sites during recurrent flight checks (flight training may not be required prior to recurrent flight checks).
    - iii. Pilots that have completed the operator's approved training program on, or before, the publication date of this manual are not required to complete initial pilot flight training. However, all recurrent training requirements must be completed.
  - B) The Administrator, or designated check airmen, will conduct an initial evaluation of each company flight instructor over all site-specific, weather enhanced safety areas, and transition segments locations before authorizing the instructor to conduct flight instruction for operations being conducted under Part 136 Appendix A. For all aircraft flight checks, the Administrator or approved company check airmen may conduct the ground and flight check.
  - C) If a part 135 operator provides evidence that it has completed the same subjects to the same degree of specificity as contained in this manual, as part of its 135 training program, it may receive credit for that training to comply with the requirements set forth in this manual.
3. Special VFR departures are prohibited.
4. No commercial air tours permitted during night (night as defined in FAR Part 1) below 1,500' above ground level (AGL).
5. Visibility Restrictions: For flight below 1,500' commercial air tour flights must maintain 3 statute miles over land, including transition areas. 1 statute mile over offshore transition routes.
6. Additional airplane air tour restrictions: All altitudes below 1,500' feet AGL shall be conducted at an altitude +500' feet above the altitudes listed for helicopters.

**Map Legend and Definitions:**

**Yellow Highlighted Areas-**

1. An area that allows for helicopter operations at, or above, 500' AGL.
2. An area that allows for airplane operations at, or above, 1,000' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.
4. Helicopters must maintain a standoff distance from raw terrain of at least 300'.

**Clear (no highlight) –**

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Pink Highlighted Areas-**

1. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
2. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Black □ : Site Specific Areas:**

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
5. Site specific areas begin at, or above, 500' AGL and up to and including 999' AGL within the identified site specific location. (300' AGL and up to and including 999' for multi-engine helicopters with single-engine fly-away capabilities)

**Area defined by Dashed Lines (- - -): National Parks or National Park Units:**

1. An area that requires commercial air tour operator, as defined by 14 CFR 136, to be in possession of Interim Operating Authority (IOA) or Operating Authority (OA), once an Air Tour Management Plan is developed, prior to conducting commercial air tour operations. This area extends ½ mile outside the national park / park unit boundary line from the surface to 5,000' AGL.
2. Until such time as an ATMP is developed, commercial air tour operations may not be conducted at an altitude of less than 1,500' AGL, unless otherwise highlighted pink, yellow, or is clear (see map legend for altitude limitations for aforementioned colors). Green highlights are only used to help identify national park or national park / unit land.

In-flight deviation authority requirements:

- A) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

Site Specific Emergency Landing Area: When an operator conducts a commercial air tour over a popular site (site specific location) at or below 1,000' feet above ground level, the pilot should have a predetermined emergency landing area that was pre-approved by the Administrator. This is only required at site specific sites for single engine or multiengine helicopters that do not have the performance to fly away to a safe landing area when an engine failure occurs.

Radio Communications: Pilots will maintain minimum required radio transmissions in order to enhance flight safety by allowing only necessary communications and those required for emergency or distressed calls to be heard by other aircraft, in order to render immediate assistance. Pilots will maintain vigilance on area frequencies (these frequencies are depicted on the Hawaiian Island Sectional Chart) and will not use radio communications for "casual chit chat".

Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing, or pulsating lights when operating below 1,500 AGL.

ISLAND APPENDIES

APPENDIX A: Island of Hawaii

WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:

CONTENTS

1. Enroute specific procedures
2. Over water specific procedures
3. WESA Description, Diagram, Pictures and Area Map
4. Site Specific description and procedures
5. Site Specific Pictures

APPENDIX B: Island of Maui

WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:

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APPENDIX C: Island of Molokai

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APPENDIX D: Island of Lanai

WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:

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APPENDIX E: Island of Oahu

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APPENDIX F: Island of Kauai

WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:

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APPENDIX G: Island of Niihau

WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:

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**Appendix A – Island of Hawaii**



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- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

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Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi or landing lights when operating below 1,500 AGL.

**WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:**

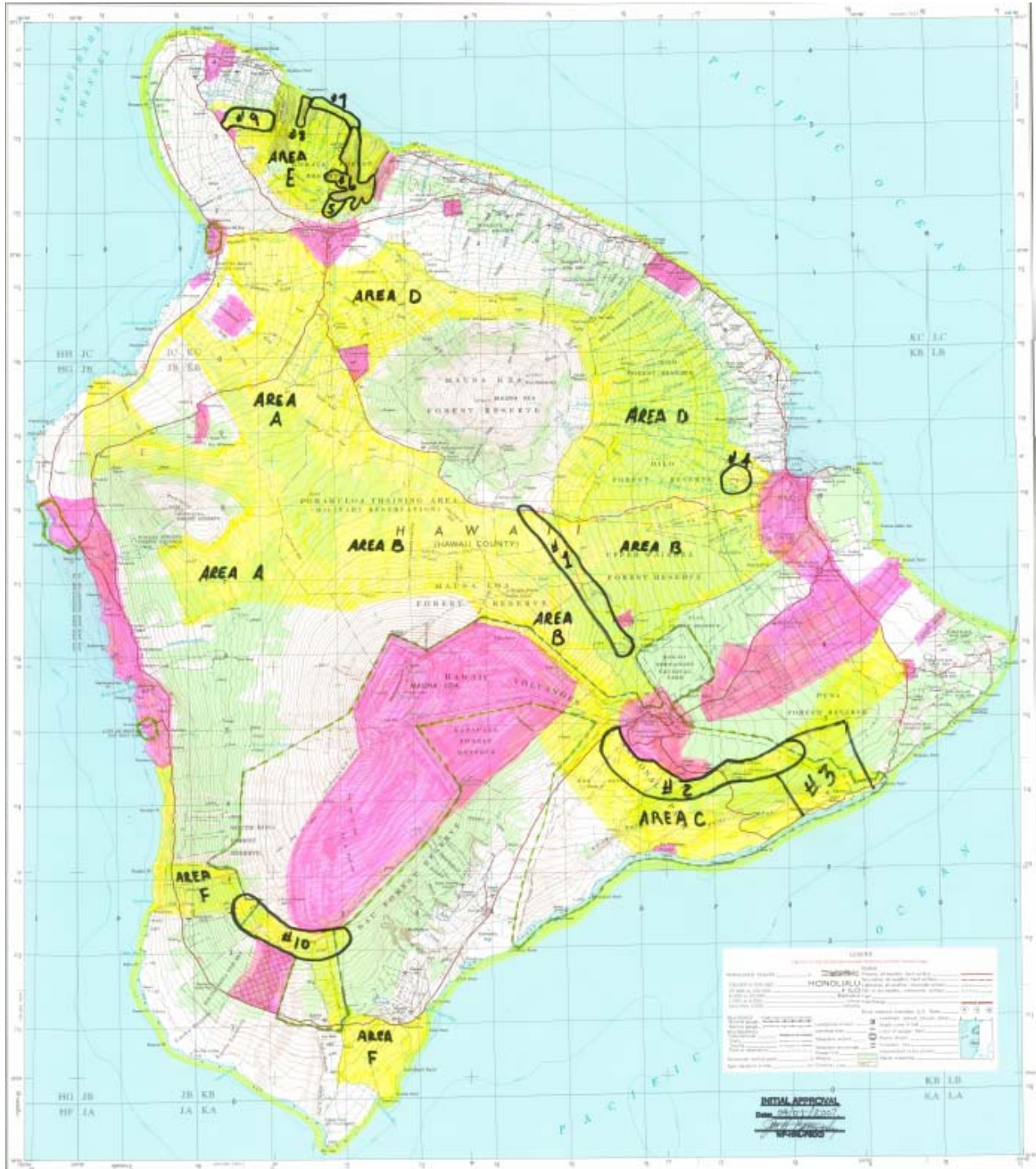
**CONTENTS**

1. Site Specific description and procedures
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## ISLAND OF HAWAII (Site Specific Locations)

Reference is made to the specific sites as depicted on the Big Island master map. The site specific are highlighted in yellow and outlined in black. This map is maintained by the Federal Aviation Administration at the Honolulu Flight Standards District Office.



### **The Island of Hawaii (Site Specific Locations)**

1. The Area between Big O (elevation 6578') and the Kulani Cone (elevation 5518')

This area is known as the saddle and quite often the cloud cover is such that transitions at 1,000 feet AGL are impossible, but would be possible and safe at 500' AGL. The area is wide open and devoid of any structures and the forced landing areas are everywhere.

- a. Ingress from the south would be from Big O.
- b. Ingress from the north would be at the Kulani Cone
- c. The egress will be the same spots, but going in the other direction.
- d. Call out would be Big O or Kulani Cone and intentions
- e. Forced landing areas are prolific as depicted in photos 1-1 and 1-2

Site 1: Big O consists of both Aa and Pahoehoe lava flows with scattered open grassy plains. The Pahoehoe flows and grassy plains provide suitable forced landing areas.







In the vicinity of Kalani Cone, the vegetation does increase with large open areas among the trees.



## 2. Chain of Craters

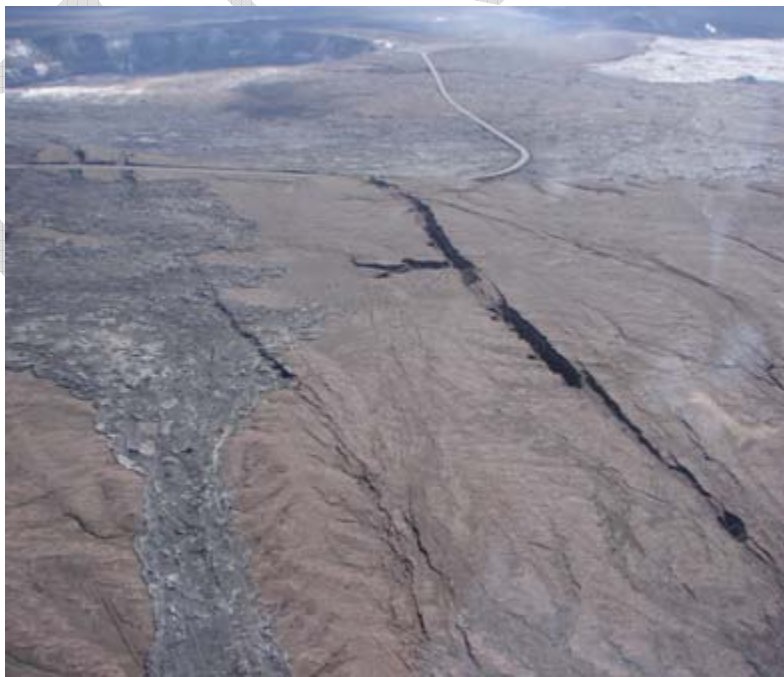
- a. Ingress will be crossing Hwy 11 one (1) mile southeast of Kilauea Crater (elevation 3600')
- b. Egress will be at Puu O'o or when heading down slope to the shore line.
- c. Call out will be Kilauea Crater, 4600' descending southeast to Puu O'o
- d. Forced landing areas are as depicted in photos 2-1 and 2-2.

From Kilauea Crater along the Chain of Craters to Pu'u O'o Vent the terrain consists of open Pahoehoe lava flows with some scattered trees.

**2-1**



**2-2**





3. Pu'u O'o Vent. (Elevation 2800' down to sea level) area taking in the vent to the lava trees down to the shore line and out to the road closure. It does not include Royal Gardens sub-division
  - a. Ingress would be from the north tree line, Kupa'ianaha Vent, the Pali or the Chain of Craters.
  - b. Egress would be the same spots out bound.
  - c. Call out would be from the ingress point to "The Vent". Egress would be from "The Vent to the egress point. i.e. "The Vent for the Pali."
  - d. Forced landing areas are everywhere since the terrain is open with no obstructions as depicted in photos 3-1 – 3-5.





**3-2**



**3-3**



3-4



3-5



4. The Upper Falls on the Wailuku River (elevation 1200')
  - a. Ingress from the south would be the Saddle road.
  - b. Ingress from the North would be Rainbow Falls
  - c. The egress will be the same spots, but going in the other direction.
  - d. Call out would be "Upper Falls"
  - e. Forced Landing areas are in the abandoned sugar Cane Fields to the North and the Various roads to the south as depicted in photo 4-1 and 4-2.



4-1



**4-2**

5. Waimea Reservoirs (elevation 3400')
- a. Ingress Waimea Reservoir
  - b. Egress Alakahi Gulch(elevation 3700')
  - c. Call out will be Waimea Reservoir climbing fro Alakahi
  - d. Forced landing areas as depicted in photo 5-1 and 5-2.



**5-1**



5-2

FHM



6. The Interior Valleys ( Kawainui elevation 700) of the Hamakua thru Waimanu Gap (elevation 1800') to the Waimanu Valley and the Key Hole (elevation 400')
  - a. Ingress Kawainui Valley
  - b. The egress the key hole.
  - d. Call out would be "Kawainui through the Gap
  - e. Forced landing areas are as depicted in photo's 6-1 through 6-4.



**6-1**



**6-2**

FILE



**6-3**

FILE





**6-4**

FPM



7. Departing Waimanu at the shoreline west bound for the sea cliffs and along the cliffs to Honopue Valley.
- a. Ingress would be leaving Waimanu Valley
  - b. Egress would be entering Honopue Valley
  - c. Call out will be Waimanu shoreline west bound.
  - d. Forced landing areas will be as depicted in photo 7-1 and 7-2.



**7-1**



7-2

8. Honopue west ridge (elevation 800') to Honokanenui / Pololu Valleys.
  - a. Ingress will be Honopue Valley.
  - b. Egress will be the ridge lines of Honokanenui or Pololu Valleys.  
(Depending on the weather.)
  - c. Call out will be, "front of Honopue for the back"
  - d. Forced landing areas are as depicted in photos 8-1 and 8-2.



**8-1**





9. Honokanenui or Pololu valleys crossing the ridge lines to the cinder cones (elevation 3000') of the western Kohala rift and the Kahua Ranch.
  - a. Ingress will be from Honokanenui or Polou valley.
  - b. Egress will be the the Kahua Ranch (elevation 3000')
  - c. Call out will be, "Climbing for Kahua"
  - d. Forced landing areas are as depicted in photos 9-1 and 9-2.



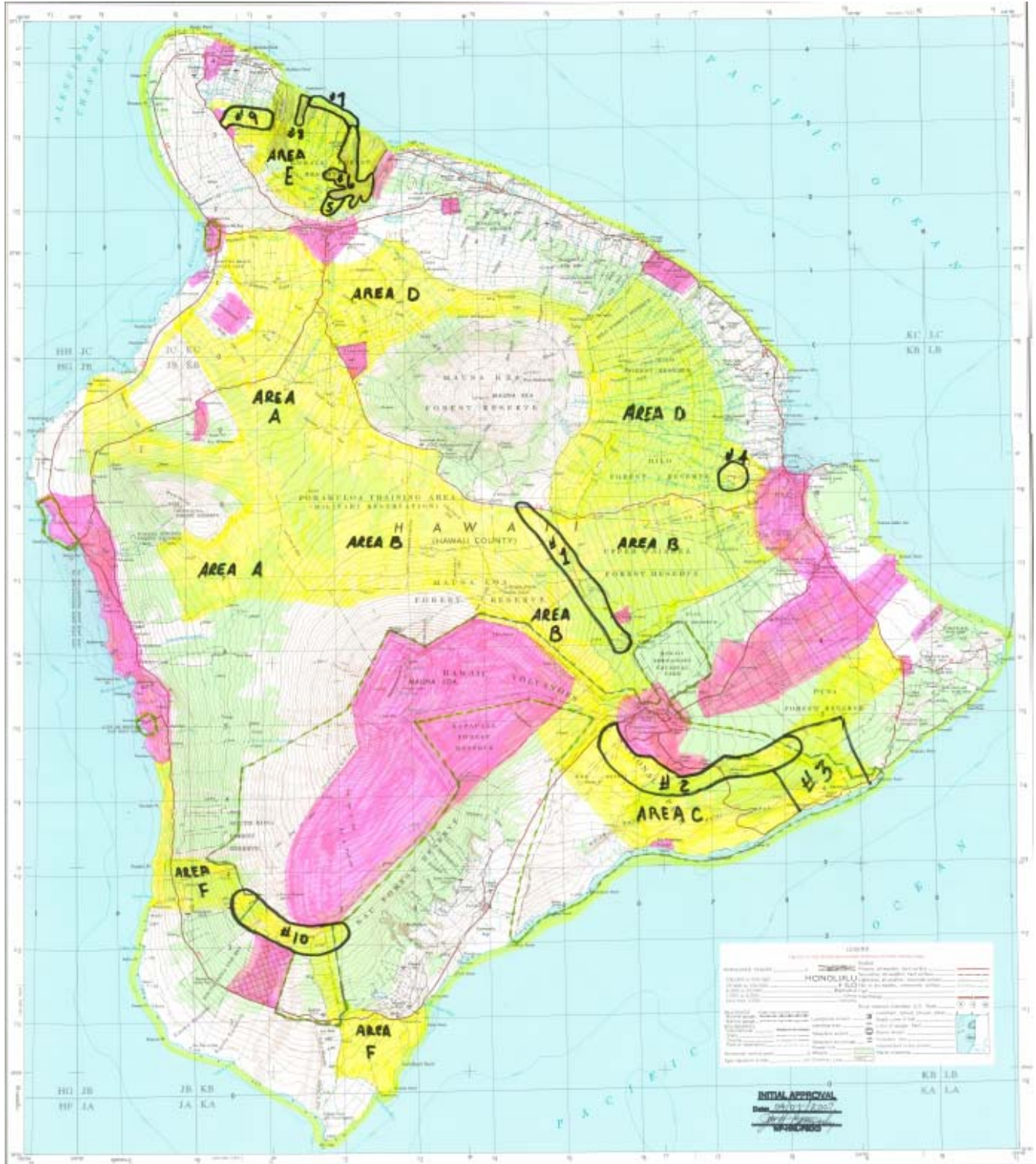
**9-1**



FL



## WEATHER ENHANCED SAFETY AREAS ISLAND OF HAWAII



## WEATHER ENHANCED SAFETY AREAS PROCEDURES

The attached Big Island topographical map contains "highlighted" areas in YELLOW and PINK. The YELLOW denotes "weather enhanced safety areas" providing a minimum flight altitude of 500 feet AGL. The PINK areas denote a minimum crossing altitude of 1500 feet AGL or "no fly" areas if conditions permit. Non highlighted areas are 1000' AGL transition areas.

The YELLOW "weather enhanced safety areas" are designated as Areas A, B, C, D, E and F. Attached with the map are photographs depicting typical terrain of each area which provides multiple suitable forced landing areas.

AREA A: Consists primarily of open pasture land with some interspersed scrubs and low trees along with open lava flows. Area A borders from the Kona International Airport to Hapuna Heliport and runs to the boundary of the Pohakuloa Training Area.

AREA B: Consists primarily of open lava flows with some scrub and sparse forest lands to the east and northeast. Area B covers the Pohakuloa Training Area, northeastern rift zone of Mauna Loa from the 9000' elevation NE to Hilo Class D airspace.

AREA C: Consists primarily of grass lands, some intermittent lands and open lava flows. Area C starts along Highway 11 south of the Hawaii Volcanoes Observatory, thru an area of desert lands to the area south of Hiiaka and Alae Craters to the Chain of Craters, Puu O'o eruption area and lava fingers toward Hilo and Highway 130.

AREA D: Consists of scattered agricultural land parcels, some rain forest and open pasture lands. Area D runs from Saddle Road, west and northwest from Hilo, up the slopes of Mauna Kea to Mana Road continuing north westerly to upper pasture lands of Parker Ranch and Waimea.

AREA E: Consists of the coastline, valleys and upper slopes of the Kohala Mountain with interspersed forest and pasture lands.

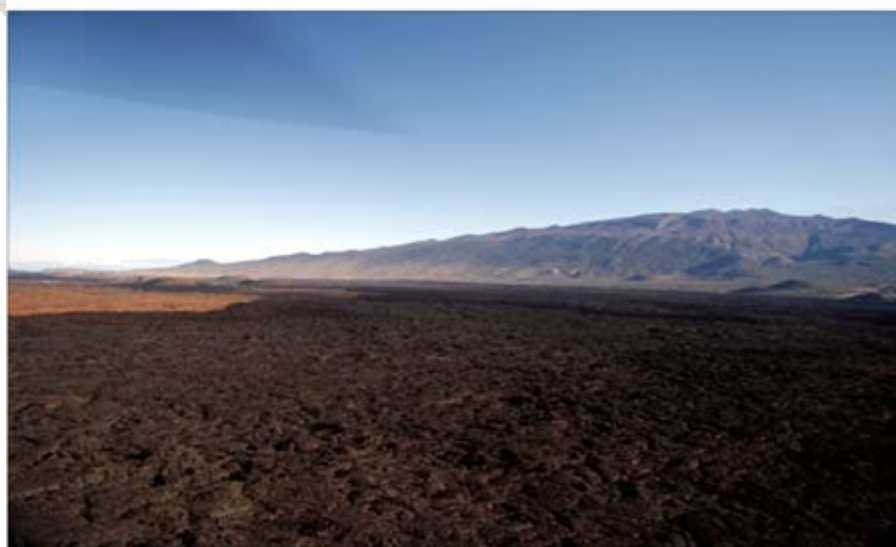
AREA F: Consists of open lava fields, intermittent patches of rainforest and pasture land. Area F is located makai (below) highway 11 starting south of Hookema Beach to Papa Bay then inland toward Oceanview Estates and Naalehu.





**HAWAII AREA A**

## HAWAII AREA B





**HAWAII AREA C**



**HAWAII AREA C**





**HAWAII AREA C**



**HAWAII AREA C**



**HAWAII AREA D**



**HAWAII AREA D**





**HAWAII AREA D**



**HAWAII AREA E**



**HAWAII AREA F**

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**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix B – Island of Maui**



**Date of Original Issuance: 08/15/2008**

**Revision Date: 08/15/2008**

**Revision Number: 1**

**Federal Aviation Administration  
Honolulu Flight Standards District Office  
FSDO-13  
135 Nakolo Place  
Honolulu, Hawaii 96819**

**\*\*\* NOTICE TO ALL AIR TOUR OPERATORS \*\*\***

With respect to the airspace over, and within ½ mile of the boundaries of the following national park system units: Kaloko-Honokohau NHP, Pu'uuhonua O Hoanunau NHP, Puukohola Heiau NHS, the USS Arizona Memorial, Hawaii Volcanoes NP, Haleakala NP and Kalaupapa NHP, this manual applies to all commercial air tour operators, as defined by 14 CFR 136, in receipt of Interim Operating Authority (IOA). After Air Tour Management Plans (ATMP) are developed for these parks and/or park units, if the Administrator revises applicable conditions and limitations for safety that are more restrictive than those in the ATMP, then the more restrictive requirements would apply. If after an ATMP is developed the language of the Common Procedures Manual is less restrictive than the ATMP, the Common Procedures Manual will be updated within 90 days to reflect the more restrictive requirements set forth in the ATMP. This manual will not supersede, circumvent, or otherwise change any aspect of, or implementation of the ATMP, when developed, for these parks and/or park units. Please refer to the map legends for any specific national park or park unit flight restrictions.



**Map Legend and Definitions:**

**Yellow Highlighted Areas-**

1. An area that allows for helicopter operations at, or above, 500' AGL.
2. An area that allows for airplane operations at, or above, 1,000' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.
4. Helicopters must maintain a standoff distance from raw terrain of at least 300 '.

**Clear (no highlight) –**

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Pink Highlighted Areas-**

5. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
6. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Black □ : Site Specific Areas:**

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
5. Site specific areas begin at, or above, 500' AGL and up to and including 999' AGL within the identified site specific location. (300' AGL and up to and including 999' for multi-engine helicopters with single-engine fly-away capabilities)

**Area defined by Dashed Lines (- - -): National Parks or National Park Units:**

1. An area that requires commercial air tour operator, as defined by 14 CFR 136, to be in possession of Interim Operating Authority (IOA) or Operating Authority (OA), once an Air Tour Management Plan is developed, prior to conducting commercial air tour operations. This area extends ½ mile outside the national park / park unit boundary line from the surface to 5,000' AGL.
2. Until such time as an ATMP is developed, commercial air tour operations may not be conducted at an altitude of less than 1,500' AGL, unless otherwise highlighted pink, yellow, or is clear (see map legend for altitude limitations for aforementioned colors). Green highlights are only used to help identify national park or national park / unit land.

In-flight deviation authority requirements:

- A) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

Site Specific Emergency Landing Area: When an operator conducts a commercial air tour over a popular site (site specific location) at or below 1,000' feet above ground level, the pilot should have a predetermined emergency landing area that was pre-approved by the Administrator. This is only required at site specific sites for single engine or multiengine helicopters that do not have the performance to fly away to a safe landing area when an engine failure occurs.

Radio Communications: Pilots will maintain minimum required radio transmissions in order to enhance flight safety by allowing only necessary communications and those required for emergency or distressed calls to be heard by other aircraft, in order to render immediate assistance. Pilots will maintain vigilance on area frequencies (these frequencies are depicted on the Hawaiian Island Sectional Chart) and will not use radio communications for "casual chit chat".

Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing or pulsating lights when operating below 1,500 AGL.

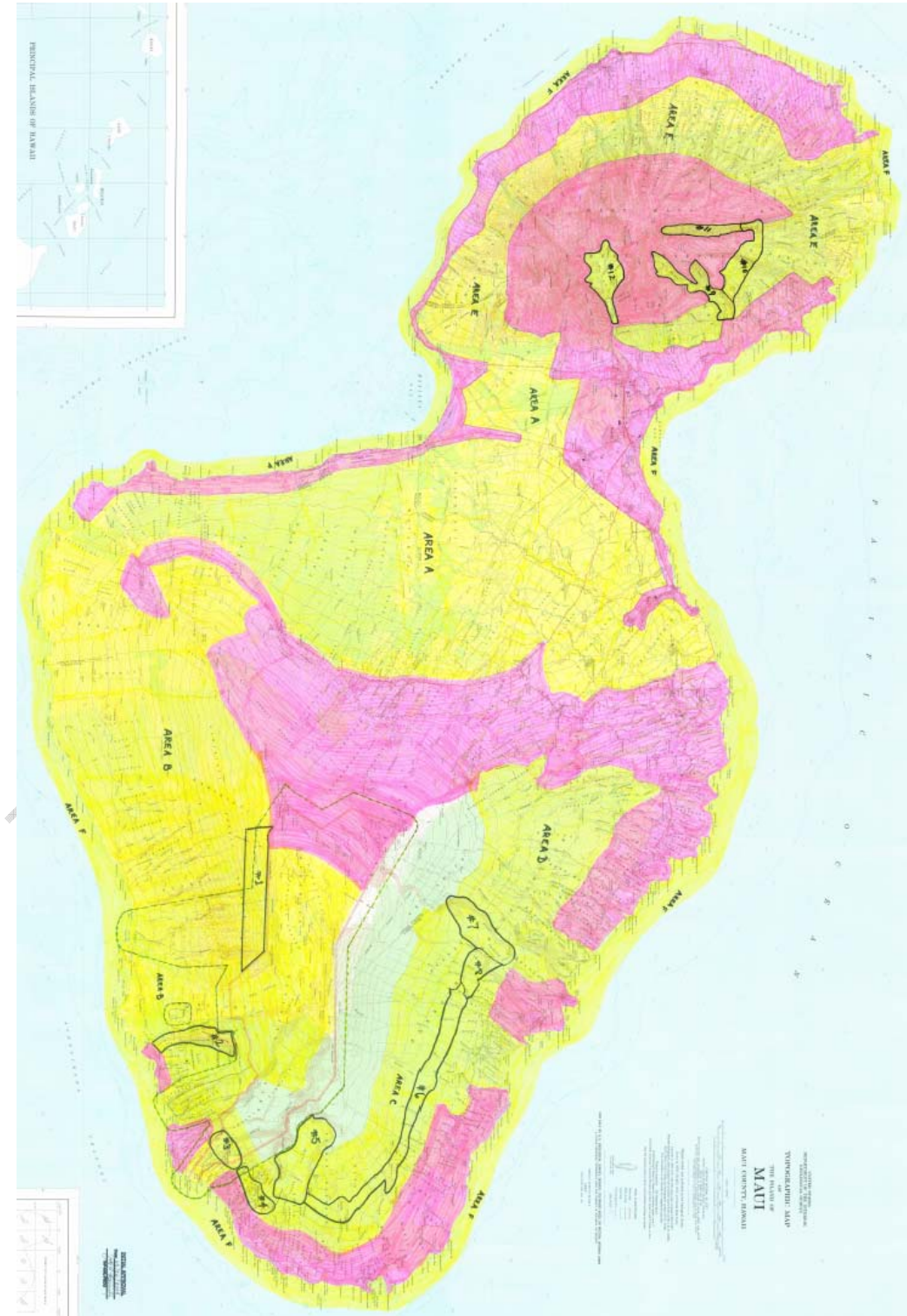
**WEATHER ENHANCED SAFETY AREAS (WESA), SITE SPECIFIC AND ENROUTE OPERATIONS:**

**CONTENTS:**

1. Enroute specific procedures.
2. Over water specific procedures.
3. WESA Description, Diagram, Pictures and Area Map.
4. Site Specific description and procedures.
5. Site Specific Pictures.

## ISLAND OF MAUI (Site Specific Locations)

Reference is made to the specific sites as depicted on the Maui master map. This map is maintained by the Federal Aviation Administration at the Honolulu Flight Standards District Office.



## **THE ISLAND OF MAUI (Site Specific Locations)**

The operator must use all sites and transitions areas depicted on the Maui Master Map. The Maui Master Map is maintained by the Honolulu Flight Standards District Office.

### Site # 1

1. Southeast side of Haleakala crater. “The Notch” Alt: 8,932’ MSL.
  - a. Ingress from the west will be “Abeam Science City”.
  - b. Ingress from the east will be “Kaupo Gap”.
  - c. The egress will be the same spots, but going in the other direction.
  - d. The call out for the site will be the “Notch” which is the low point along the crater rim on the southeast side.
  - e. The forced landing area for the Notch is the shore line to the east as depicted in the pictures 1-1 and 1-2.







1-2

FPM

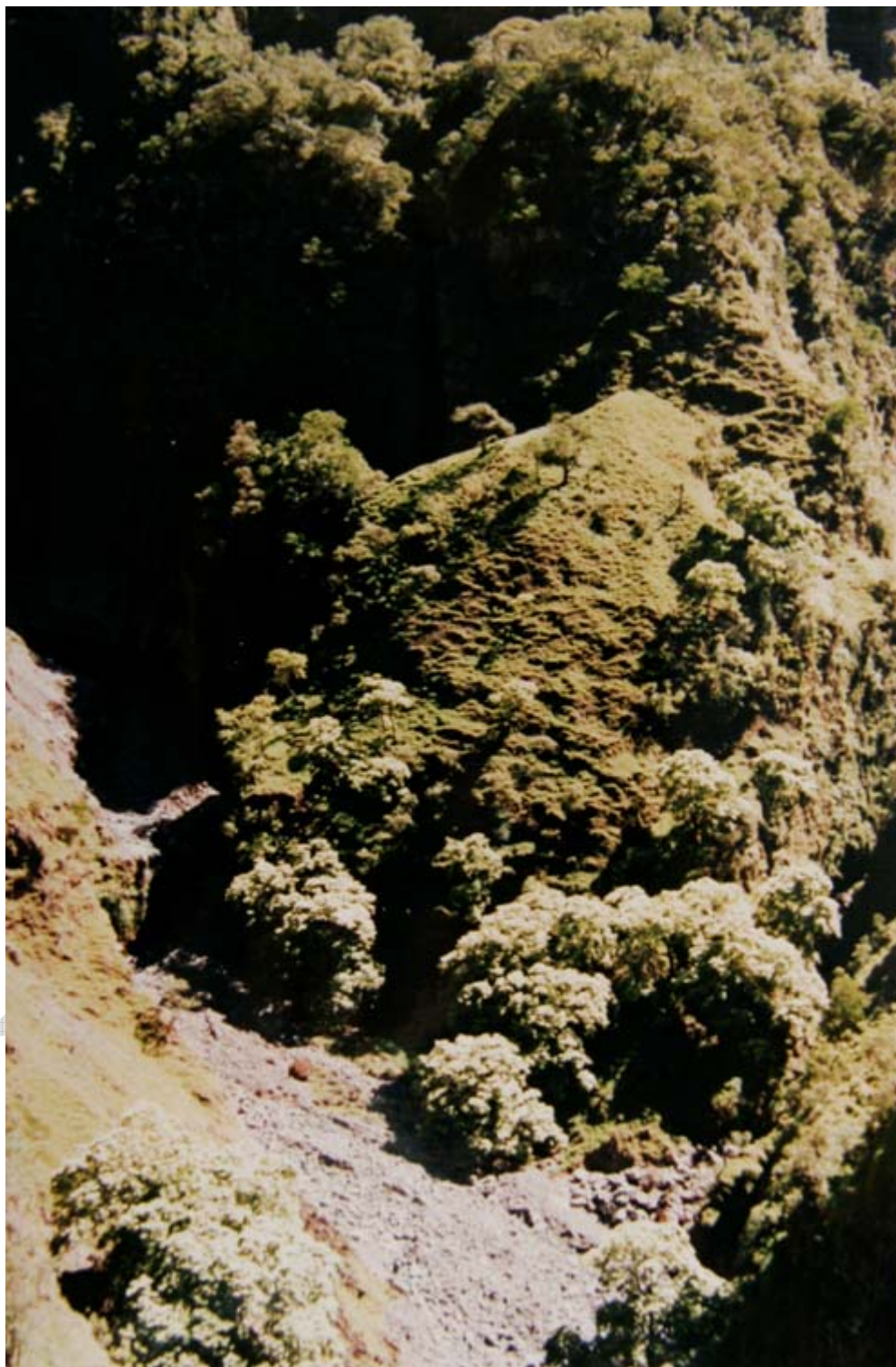
2. Manawainui Valley

- a. Ingress from the west will be Kaupo Gap Alt: 2,900' MSL.
- b. Ingress from the east will be Kaupo Church.
- c. The egress will be the same spots, but going in the other direction.
- d. The call out for the site will be Manawainui.
- e. The forced landing areas are in the valley floor as depicted in the pictures 2-1 and 2-2.



**Manowainui Valley 2-1**





**Landing Site 2-2**

3. Waimoku Falls and the Pools of Oheo Alt: 2,300' MSL. Because of Park Service Preference, transition above Waimoku Falls in both directions at 500 feet AGL. This has the least amount of noise impact on the visitors at the Pools of Oheo (7 Sacred Pools).

- a. The Ingress from the west will be Kipahulu.
- b. The ingress from the east will be Waihiimalu Falls.
- c. The egress will be the same spots, but going in the other direction.
- d. The call out will be "Mauka Waimoku Falls".
- c. The forced landing areas are as depicted in pictures 3-1 and 3-2.



**Waimoku Falls 3-1**





3-2

FEM

4. Waihiimalu Falls alt 2,400' MSL

- a. The Ingress from the west will be Kipahulu.
- b. The ingress from the east will be Waihoi Valley.
- c. The egress will be the same spots, but going in the other direction.
- d. The call out will be Waihiimalu.
- e. The forced landing areas are as depicted in picture 4-1 – 4-3.



**4-1**





4-2



4-3

5. Waihoi Valley Alt: 2,400' MSL
- a. Ingress from the east will be Waihiimalu Falls
  - b. Ingress from the west will be the reservoir above Hana
  - c. The egress will be the same spots, but going in the other direction.
  - d. The call out will be Waihoi Valley
  - e. Forced landing areas as depicted in 5-1 – 5-3.



**Waihoi Valley 5-1**





**5-2**



**5-3**



6. Hana Rain Forest. Alt: 2,300' MSL
  - a. Ingress from the east will be Hana reservoir
  - b. Ingress from the west will be above or mauka Hana Highway.
  - c. The egress will be the same spots, but going in the other direction.
  - d. The call out will be Hana Rain Forest
  - e. Forced landing areas are numerous as depicted in pictures 6-1 – 6-3.







**6-2**



**6-3**



7. Koolau Falls alt. 3,000 MSL

- a. Ingress from the east will be the stream bed up the east side.
- b. The egress will be down the west side of the stream bed.
- d. The call out will be Koolau Falls.
- e. Forced landing areas are numerous as depicted in pictures 7-1 and 7-2.



**Ko'olau Falls 7-1**





7-2

FPM

8. Kano Falls Alt: 2,000' MSL 600' AGL due to HV diagram.
  - a. Ingress from the east will be from the Box.
  - b. Ingress from the west will be from Honomanu Bay.
  - c. The egress will be the same spots, but going in the other direction.
  - d. The call out will be "Kano".
  - e. Forced landing areas as depicted in picture 8-1.



**8-1**



9. Waihee Valley Alt: 2,000' front to 2,500' back MSL.
  - a. Ingress will be the shore line outside the valley.
  - b. Egress will be the Key Hole, a water fall just inside the valley.
  - c. The call out will be, "Shore line for the back" ingress and "key Hole outbound" for the egress.
  - d. Forced landing areas as depicted in pictures 9-1 and 9-2.



**9-1**





10. Waihee valley to Honokohau Valley alt: 2,500 MSL.
- a. Ingress will be at the western edge of the Waihee valley.
  - b. Egress will be the eastern ridge of Honokohau Valley.
  - c. The calls will be leaving Waihee and entering Honokohau.
  - d. Forced landing areas are as depicted in photo 10-1.



**10-1**

11. Honokohau Valley alt: 2,000 MSL.
- a. Ingress will be from the eastern ridge.
  - b. Egress will be by the western ridge.
  - c. Call out will be Honokohau.
  - d. Forced landing areas as depicted in photos 11-1 and 11-3.

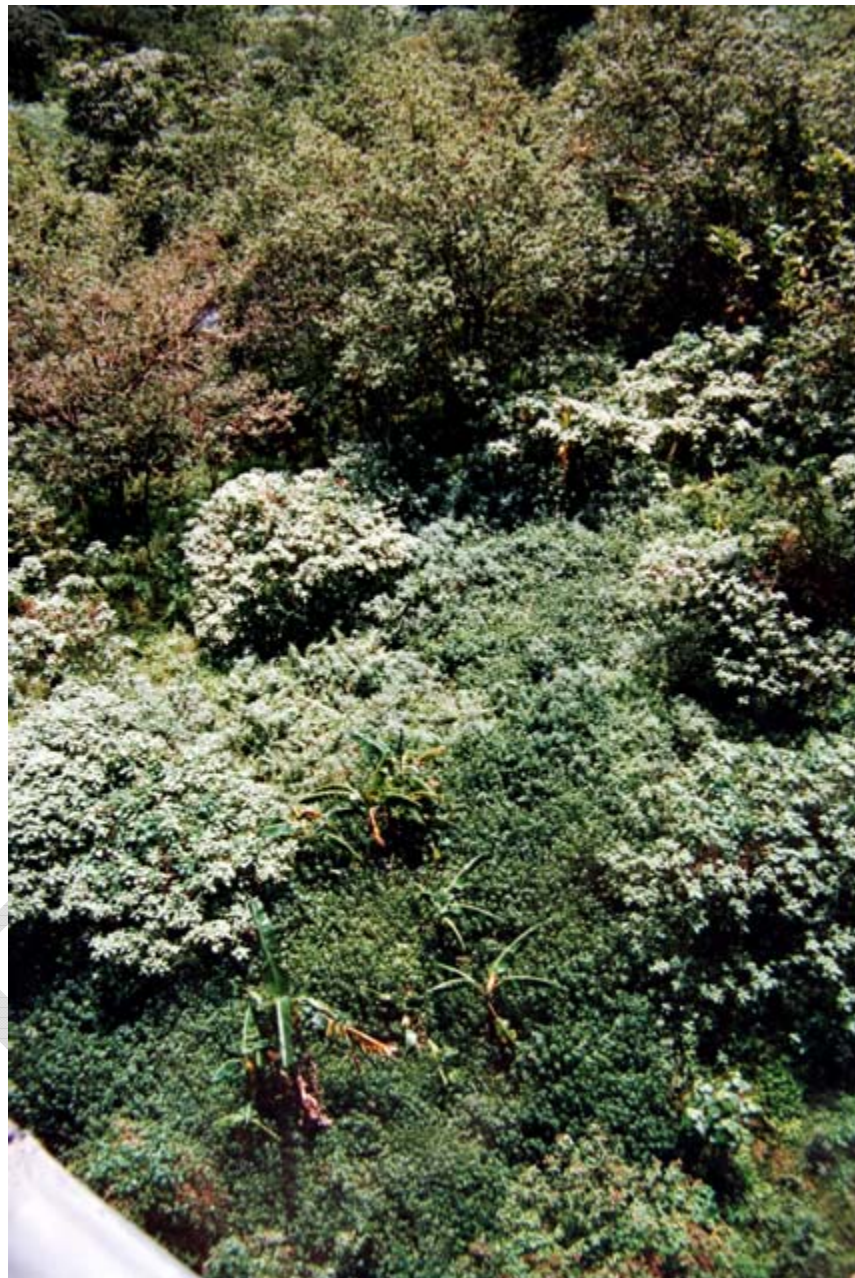


**11-1**











12. Iao Valley, (Standoff only). Alt: 2,500' MSL.
  - a. Ingress from the west will be Launiupoko Valley.
  - b. Ingress from the east will be Iao Park on the south side of the valley.
  - c. The egress will be the same spots, but going in the other direction or the Waikapu Valley.
  - d. The call out will be Iao from where you are coming from.
  - e. Forced landing areas are as depicted in photos 12-1 and 12-3.



**IAO Valley 12-1**



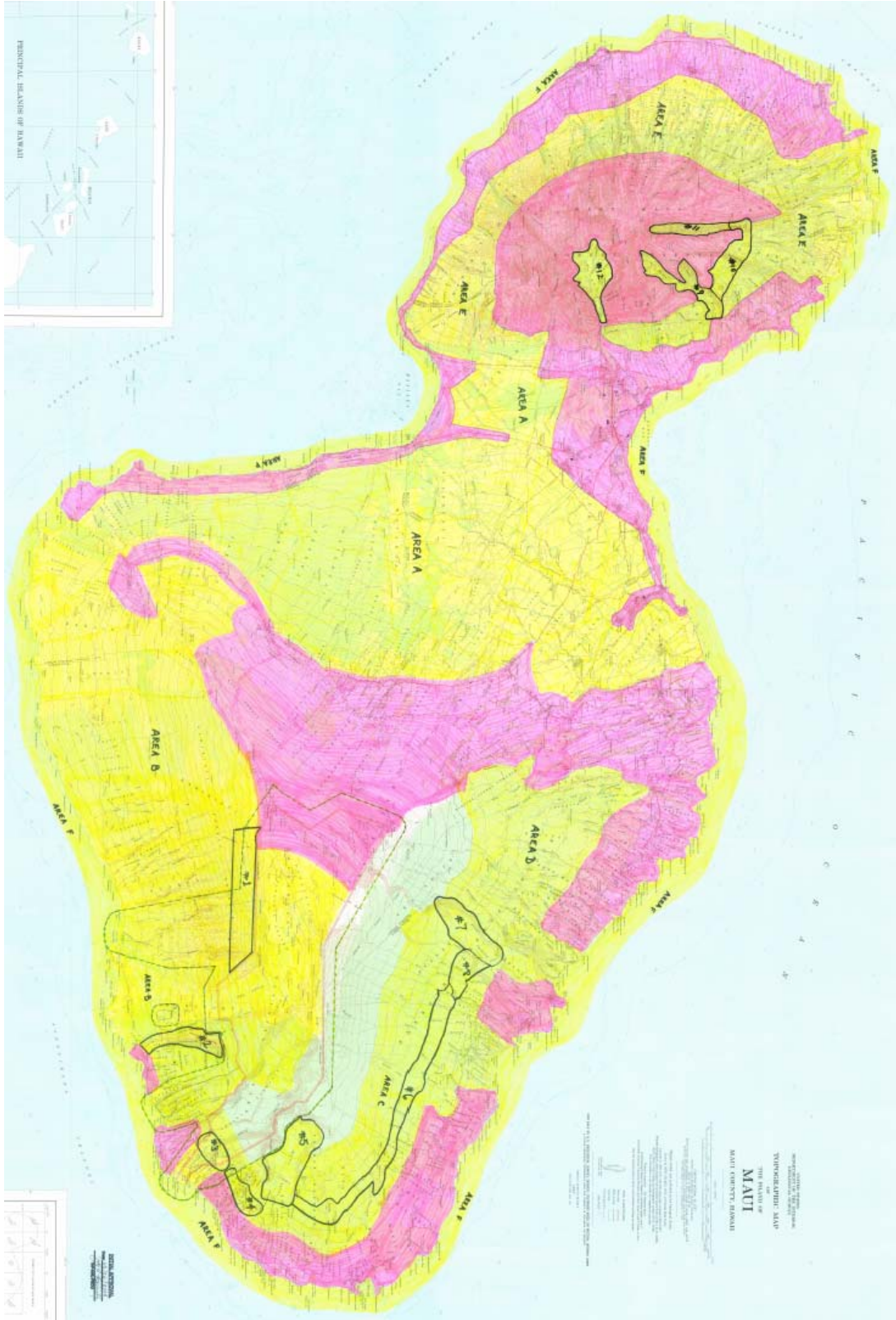
**12-2**



**12-3**



## ISLAND OF MAUI WEATHER ENHANCED SAFETY AREAS





## ISLAND OF MAUI WEATHER ENHANCED SAFETY AREAS

The attached Maui topographical maps contain areas "highlighted" in YELLOW. These "highlighted" areas are designated 500ft AGL "weather enhanced safety areas" intended to increase the pilot's options for selecting safe routes through areas of weather. When operating below 1500'agl the pilot shall have a suitable emergency landing areas within power off gliding distance at all times. Non highlighted areas are 1000' AGL transition area.

Areas highlighted in PINK are areas that are 14 CFR Part 136 Appendix A, has no deviation.

Areas highlighted in YELLOW are Weather Enhanced Safety Areas.

Areas highlighted in GREEN are areas that the National Park System Agreements and 14 CFR Part 136 apply.

The use of these Weather Enhanced Safety Areas is predicated on the following:

1. Each pilot will receive ground training on the geographic boundaries of each weather enhanced safety areas and the operation procedures therein. This will include the requirement for the pilot to insure a "safe" landing area is available at all times while operating under this deviation.
2. The minimum enroute altitude is 500ft AGL.
3. The minimum visibility for "overland" operations is 3 statute miles and for "off shore" operations is 1 statute mile.
4. Before conducting any tour operations under this deviation, each pilot must satisfactorily complete a route check of all applicable weather enhanced safety areas. The administrator and or his / her designated representative will conduct this check.

The Yellow "Weather Enhanced Safety Areas" are designated as Area A, B, C, D, E, and F. Attached with the map are photographs depicting typical terrain of each area which provides multiple suitable forced landing areas.

**AREA A:** Consists primarily of open cane fields with some interspersed scrub and low trees along with open lava flows. Area A borders' from the Kahului International Airport to La Pemuse Bay and runs up Haleakala to the developed areas.

**AREA B:** Consists primarily of open pasture lands, lava flows with some scrub and sparse forest lands upslope to Haleakala to the north and northeast. Maui Area B covers the La Perouse Bay area, north eastern rift zone of Haleakala to the 9000' MSL elevation, east to Kaupo Gap.

**AREA C:** Consists primarily of grass lands, some intermittent forest lands. Area C starts at Kipahulu and runs east to northeast from mauka of the Hana Highway to the 2500' MSL contour ending Mauka of Hana Ranch. Maui Area C includes all of Waihoi Valley.

**AREA D:** Consists of scattered agricultural land parcels, some rainforest and open pasture lands. Area D runs from Hana Ranch. West and northwest to Makawao up the slopes of Haleakala to 1000' contour and down slope to the Hana Highway.

**AREA E:** Consists of areas around West Maui that are Mauka of the populated areas and Makai of the forested areas that are primarily agricultural areas interspersed scrubs and low trees. It follows an expanded area of the existing deviation route structure

**AREA F:** Consists of the coastline and off shore routes that are at least 1500' off shore.

**MAUI PICTURES**



**MAUI AREA A**



FL

**MAUI AREA A**





FILE

**MAUI AREA A**



**MAUI AREA A**



FLIGHT

**MAUI AREA B**





**MAUI AREA B**



**MAUI AREA C**



**MAUI AREA C**





**MAUI AREA C**



**FULL**

**MAUI AREA C**



FILE

**MAUI AREA D**





**MAUI AREA D**

## WEST MAUI



**MAUI AREA E**



**MAUI AREA E**





FULL

**MAUI AREA E**

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix C – Island of Moloka’i**



**Date of Original Issuance: 08/15/2008**

**Revision Date: 08/15/2008**

**Revision Number: 1**

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**Map Legend and Definitions:**

Yellow Highlighted Areas-

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2. An area that allows for airplane operations at, or above, 1,000' AGL.
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4. Helicopters must maintain a standoff distance from raw terrain of at least 300 '.

Clear (no highlight) –

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
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Pink Highlighted Areas-

7. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
8. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

Black □ : Site Specific Areas:

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
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In-flight deviation authority requirements:



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Site Specific Emergency Landing Area: When an operator conducts a commercial air tour over a popular site (site specific location) at or below 1,000' feet above ground level, the pilot should have a predetermined emergency landing area that was pre-approved by the Administrator. This is only required at site specific sites for single engine or multiengine helicopters that do not have the performance to fly away to a safe landing area when an engine failure occurs.

Radio Communications: Pilots will maintain minimum required radio transmissions in order to enhance flight safety by allowing only necessary communications and those required for emergency or distressed calls to be heard by other aircraft, in order to render immediate assistance. Pilots will maintain vigilance on area frequencies (these frequencies are depicted on the Hawaiian Island Sectional Chart) and will not use radio communications for "casual chit chat".

Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing, or pulsating lights when operating below 1,500 AGL.

## ISLAND OF MOLOKAI (SITE SPECIFIC LOCATIONS)

Reference is made to the specific sites as depicted on the Molokai master map. The site specific are highlighted in yellow and outlined in black. This map is maintained by the Federal Aviation Administration at the Honolulu Flight Standards District Office.



### **The Island of Molokai (Site Specific Locations)**

The Molokai Master Map is maintained by the Federal Aviation Administration Honolulu Flight Standards District Office.

#### **Site # 1**

Option 1. Murphy Ranch/Halawa Valley Alt: 1,200' MSL.

- a. Ingress will be Elephant Rock.
- b. Egress will be over the ridge west of the valley.
- c. Call out will be "Cape Halawa".
- d. Forced landing areas are the water and as depicted in photo 1-1 - 1-3.

Option 2. Kahiwa / Papalaua Falls (Stand off only).

- a. Ingress will be from the shore line east.
- b. Egress will be by the shore line west.
- c. Call out will be Kahiwa Falls.
- d. Forced landing areas are as depicted in photo 2-1















3. Waiakuilani Gulch Alt: 2,600' MSL at the top. Stay above ridge lines.
  - a. Ingress will be from the Kawela.
  - b. Egress will be by Kamalu.
  - c. Call out will be "Waikuiana" .
  - d. Forced landing are as depicted in photo 3-1.



The attached Molokai topographical maps contain areas "highlighted" in YELLOW. These "highlighted" areas are designated 500ft AGL "weather enhanced safety areas" intended to increase the pilot's options for selecting safe routes through areas of weather. When operating below 1500' AGL the pilot shall have a suitable emergency landing areas within power off gliding distance at all times. Non highlighted areas are 1000' AGL transition segments.

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The Yellow "Weather Enhanced Safety Areas" are designated as Area C & F. Attached with the map are photographs depicting typical terrain of each area which provides multiple suitable forced landing areas.

**AREA C:** Consists primarily of open cane fields with some interspersed scrub and low trees along with open lava flows. Area C borders' from the south shoreline east from Kalamaula to Cape Halawa then around to Wilau Valley.

**AREA F:** Consists of the 500' AGL offshore transition area around the entire Island of Molokai.

## ISLAND OF MOLOKAI WEATHER ENHANCED SAFETY AREAS





**WEATHER ENHANCED SAFETY AREAS  
MOLOKAI PICTURES**



**Molokai Area C**



**Molokai Area C**



**Molokai Area C**





**Molokai Area C**



**Molokai Area C**



**Molokai Area C**





FILE

**Molokai Area F**



**Molokai Area F**

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix D – Island of Lana'i**



**Date of Original Issuance: 08/15/2008**

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**Federal Aviation Administration  
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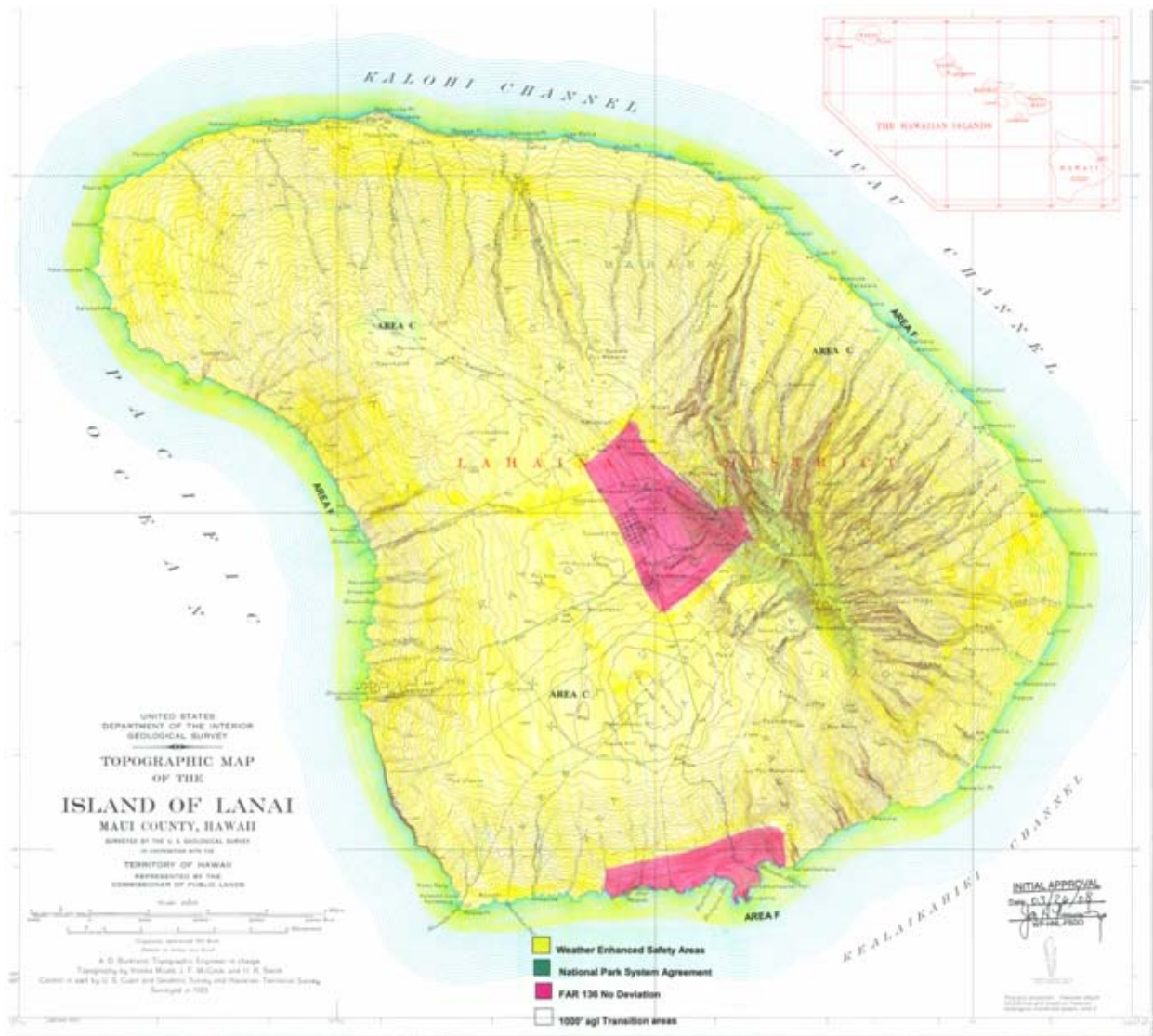
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**ISLAND OF LANAI  
WEATHER ENHANCED SAFETY AREAS**





## **WEATHER ENHANCED SAFETY AREAS ISLAND OF LANAI**

The attached Lanai topographical maps contain areas "highlighted" in YELLOW. These "highlighted" areas are designated 500ft AGL "weather enhanced safety areas" intended to increase the pilot's options for selecting safe routes through areas of weather. When operating below 1500' AGL the pilot shall have a suitable emergency landing areas within power off gliding distance at all times. Non highlighted areas are 1000' AGL transition areas.

Areas highlighted in PINK are areas are 14 CFR Part 136 Appendix A that has no deviation.

Areas highlighted in YELLOW are Weather Enhanced Safety Areas.

Areas highlighted in GREEN are areas that the National Park System Agreements and 14 CFR Part 136 Air Tour Management Plan (ATMP) apply.

The use of these Weather Enhanced Safety Areas is predicated on the following:

1. Each pilot will receive ground training on the geographic boundaries of each weather enhanced safety areas and the operation procedures therein. This will include the requirement for the pilot to insure a "safe" landing area is available at all times while operating under this deviation.
2. The minimum enroute altitude is 500ft AGL.
3. The minimum visibility for "overland" operations is 3 statute miles and for "off shore" operations is 1 statute mile.
4. Before conducting any tour operations under this deviation, each pilot must satisfactorily complete a route check of all applicable weather enhanced safety areas. The administrator and or his / her designated representative will conduct this check.

The Yellow "Weather Enhanced Safety Areas" are designated as Area A. Attached with the map are photographs depicting typical terrain of area A which provides multiple suitable forced landing areas.

**AREA A:** Highlighted "Yellow" is the total island except for "Pink" FAR Part 136 Appendix A non deviation areas.

**THERE ARE NO SITE SPECIFIC AREAS ON THE ISLAND OF LANAI.**

## LANAI PICTURES



**Lanai Area A**



**Lanai Area A**





**Lanai Area A**



**Lanai Area A**



**Lanai Area A 1**





**Lanai Area A 2**

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix E – Island of Oahu**



**Date of Original Issuance: 08/15/2008**

**Revision Date: 08/15/2008**

**Revision Number: 1**

**Federal Aviation Administration  
Honolulu Flight Standards District Office  
FSDO-13  
135 Nakolo Place  
Honolulu, Hawaii 96819**

**\*\*\* NOTICE TO ALL AIR TOUR OPERATORS \*\*\***

With respect to the airspace over, and within ½ mile of the boundaries of the following national park system units: Kaloko-Honokohau NHP, Pu'uuhonua O Hoanunau NHP, Puukohola Heiau NHS, the USS Arizona Memorial, Hawaii Volcanoes NP, Haleakala NP and Kalaupapa NHP, this manual applies to all commercial air tour operators, as defined by 14 CFR 136, in receipt of Interim Operating Authority (IOA). After Air Tour Management Plans (ATMP) are developed for these parks and/or park units, if the Administrator revises applicable conditions and limitations for safety that are more restrictive than those in the ATMP, then the more restrictive requirements would apply. If after an ATMP is developed the language of the Common Procedures Manual is less restrictive than the ATMP, the Common Procedures Manual will be updated within 90 days to reflect the more restrictive requirements set forth in the ATMP. This manual will not supersede, circumvent, or otherwise change any aspect of, or implementation of the ATMP, when developed, for these parks and/or park units. Please refer to the map legends for any specific national park or park unit flight restrictions.

**Map Legend and Definitions:**

**Yellow Highlighted Areas-**

1. An area that allows for helicopter operations at, or above, 500' AGL.
2. An area that allows for airplane operations at, or above, 1,000' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.
4. Helicopters must maintain a standoff distance from raw terrain of at least 300 '.

**Clear (no highlight) –**

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Pink Highlighted Areas-**

11. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
12. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Black □ : Site Specific Areas:**

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
5. Site specific areas begin at, or above, 500' AGL and up to and including 999' AGL within the identified site specific location. (300' AGL and up to and including 999' for multi-engine helicopters with single-engine fly-away capabilities)

**Area defined by Dashed Lines (- - -): National Parks or National Park Units:**

1. An area that requires commercial air tour operator, as defined by 14 CFR 136, to be in possession of Interim Operating Authority (IOA) or Operating Authority (OA), once an Air Tour Management Plan is developed, prior to conducting commercial air tour operations. This area extends ½ mile outside the national park / park unit boundary line from the surface to 5,000' AGL.
2. Until such time as an ATMP is developed, commercial air tour operations may not be conducted at an altitude of less than 1,500' AGL, unless otherwise highlighted pink, yellow, or is clear (see map legend for altitude limitations for aforementioned colors). Green highlights are only used to help identify national park or national park / unit land.



In-flight deviation authority requirements:

- A) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

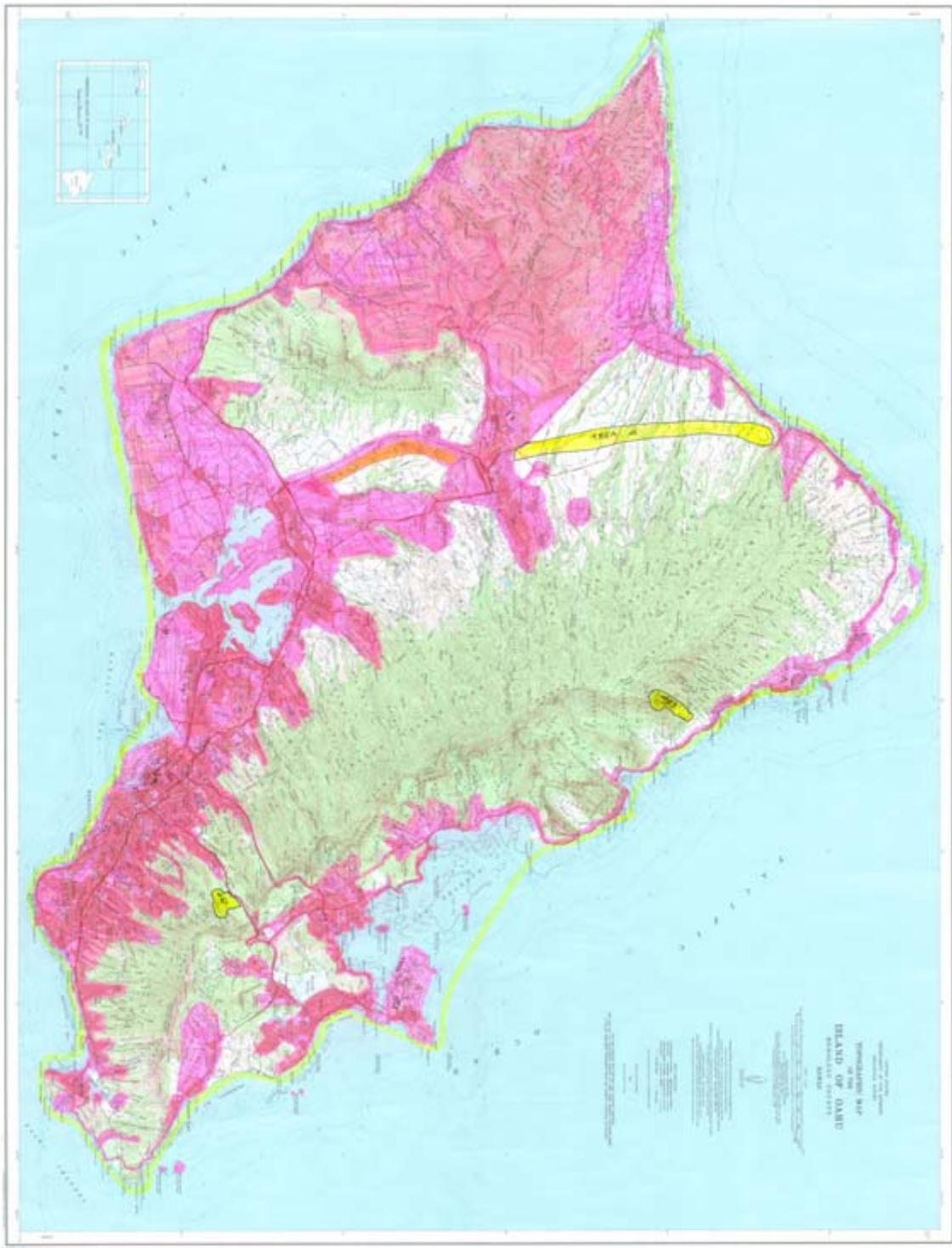
Site Specific Emergency Landing Area: When an operator conducts a commercial air tour over a popular site (site specific location) at or below 1,000' feet above ground level, the pilot should have a predetermined emergency landing area that was pre-approved by the Administrator. This is only required at site specific sites for single engine or multiengine helicopters that do not have the performance to fly away to a safe landing area when an engine failure occurs.

Radio Communications: Pilots will maintain minimum required radio transmissions in order to enhance flight safety by allowing only necessary communications and those required for emergency or distressed calls to be heard by other aircraft, in order to render immediate assistance. Pilots will maintain vigilance on area frequencies (these frequencies are depicted on the Hawaiian Island Sectional Chart) and will not use radio communications for "casual chit chat".

Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing. Or pulsating lights when operating below 1,500 AGL.

## ISLAND OF OAHU (SITE SPECIFIC LOCATIONS)

Reference is made to the specific sites as depicted on the Oahu master map. The site specific are highlighted in yellow and outlined in black. This map is maintained by the Federal Aviation Administration at the Honolulu Flight Standards District Office.



## THE ISLAND OF OAHU

(Site Specific Locations)

Site # 1 is Lulumahu Falls

### *Area of Authorization Lulumahu Falls (Site # 61)*

500 foot AGL and 500-foot standoff.

Ingress / Egress and call out points are the same for both Trade and Kona winds

1. South side of the Koolau's  $\frac{3}{4}$  miles due south of Pali Lookout.
  - a. Ingress and Egress are marked on the map with a (X). This point is the entrance gate to the reservoir. We will refer to this point as "Entrance Gate".
  - b. Call out site marked on map with a (X). Frequency 122.85. Pilot will announce where he is, altitude, what his intentions are while entering and exiting the area. Minimum altitude MSL is 1,500 while remaining 500 foot from the ridgeline.
  - c. The forced landing area for the falls will be Nuuanu Reservoir as depicted in pictures on page 116.
  - d. Location of site map, refer to page 116.





**Photo of Nuuanu Valley, red line denotes location of Lulumahu Water Falls.  
(Note: Nuuanu reservoir in lower left corner of photo.)**



**Photo of Nuuanu reservoir, forced landing "LZ" shown in red.**

Site # 2 is Sacred Falls

***Area of Authorization Sacred Falls (Site # 2)***

500 foot AGL and 500-foot standoff.

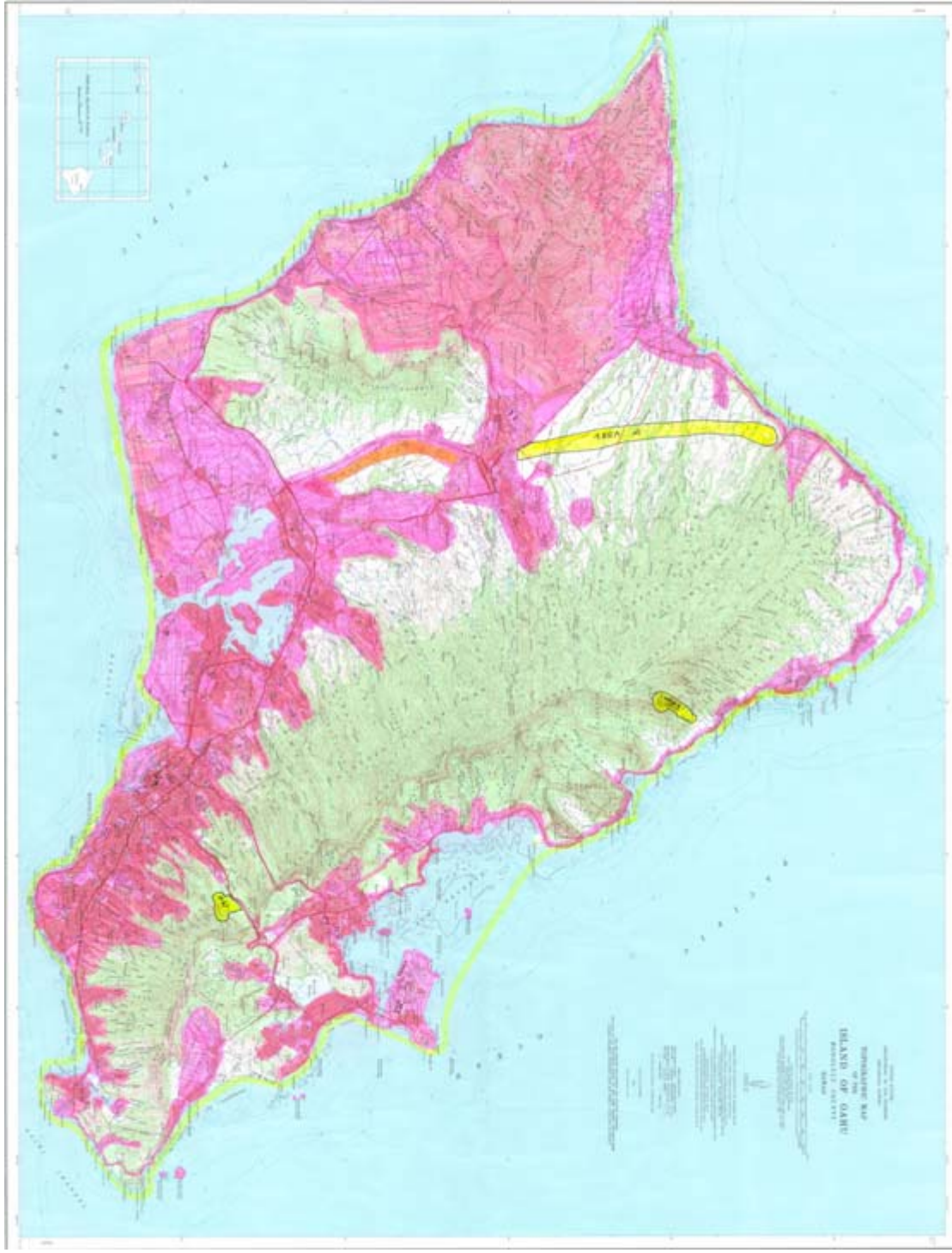
Ingress / Egress and call out points are the same for both Trade and Koa winds

1. Northeast side of the Koolau's, 1-mile south of Hauula.
  - a. Ingress from the east. Approximately 1/2 miles west of Farrington Highway. Marked with a (X). We will refer to this point as "Entering Sacred"
  - b. Egress will be the same area except from the opposite direction. Marked with an (X)
  - c. Call out site marked on map with a (X). Frequency 122.85. Pilot will announce where he is, altitude, what his intentions are while entering and exiting the area. Minimum altitude MSL is 1,500 while remaining 500 foot standoff from both sides of the valley walls.
  - d. The forced landing area for the falls will be open area as depicted in picture below.
  - e. Locations of site map refer to picture below.

**ISLAND OF OAHU**



**ISLAND OF OAHU  
WEATHER ENHANCED SAFETY AREA**





## ISLAND OF OAHU WEATHER ENHANCED SAFETY AREA

The attached Oahu topographical maps contain areas "highlighted" in YELLOW. These "highlighted" areas are designated 500ft AGL "weather enhanced safety areas" intended to increase the pilot's options for selecting safe routes through areas of weather. When operating below 1500'agl the pilot shall have a suitable emergency landing areas within power off gliding distance at all times. Non highlighted areas are 1DOOR AGL transition segments.

Areas highlighted in PINK are areas that FAR 136has no deviation.

Areas highlighted in YELLOW are Weather Enhanced Safety Areas.

Areas highlighted in GREEN are areas that the National Park System Agreements and FAR 136apply.

The use of these Weather Enhanced Safety Areas is predicated on the following:

1. Each pilot will receive ground training on the geographic boundaries of each weather enhanced safety areas and the operation procedures therein. This will include the requirement for the pilot to insure a "safe" landing area is available at all times while operating under this deviation.
2. The minimum enroute altitude is 500ft AGL.
3. The minimum visibility for "overland" operations is 3 statute miles and for "off shore" operations is 1 statue mile.
4. Before conducting any tour operations under this deviation, each pilot must satisfactorily complete a route check of all applicable weather enhanced safety areas. The administrator and or his / her designated representative will conduct this check.

The Yellow "Weather Enhanced Safety Areas" are designated as Area A. Attached with the map are photographs depicting typical terrain of each area which provides multiple suitable forced landing areas.

**AREA A:** The area is unpopulated, generally consisting of overgrown pineapple fields and cane fields. There are numerous forced landing areas. Consists of an area from Waimea Bay south to Wheeler AFB traffic area and is two miles wide. Oahu also has an offshore transition area of 500' AGL that circles the island.

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix F – Island of Kaua’i**



**Date of Original Issuance: 08/15/2008**

**Revision Date: 08/15/2008**

**Revision Number: 1**

**Federal Aviation Administration  
Honolulu Flight Standards District Office  
FSDO-13  
135 Nakolo Place  
Honolulu, Hawaii 96819**

**\*\*\* NOTICE TO ALL AIR TOUR OPERATORS \*\*\***

With respect to the airspace over, and within ½ mile of the boundaries of the following national park system units: Kaloko-Honokohau NHP, Pu'uuhonua O Hoanunau NHP, Puukohola Heiau NHS, the USS Arizona Memorial, Hawaii Volcanoes NP, Haleakala NP and Kalaupapa NHP, this manual applies to all commercial air tour operators, as defined by 14 CFR 136, in receipt of Interim Operating Authority (IOA). After Air Tour Management Plans (ATMP) are developed for these parks and/or park units, if the Administrator revises applicable conditions and limitations for safety that are more restrictive than those in the ATMP, then the more restrictive requirements would apply. If after an ATMP is developed the language of the Common Procedures Manual is less restrictive than the ATMP, the Common Procedures Manual will be updated within 90 days to reflect the more restrictive requirements set forth in the ATMP. This manual will not supersede, circumvent, or otherwise change any aspect of, or implementation of the ATMP, when developed, for these parks and/or park units. Please refer to the map legends for any specific national park or park unit flight restrictions.

**Map Legend and Definitions:**

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2. An area that allows for airplane operations at, or above, 1,000' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.
4. Helicopters must maintain a standoff distance from raw terrain of at least 300 '.

**Clear (no highlight) –**

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Pink Highlighted Areas-**

13. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
14. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Black □ : Site Specific Areas:**

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
5. Site specific areas begin at, or above, 500' AGL and up to and including 999' AGL within the identified site specific location. (300' AGL and up to and including 999' for multi-engine helicopters with single-engine fly-away capabilities)

**Area defined by Dashed Lines (- - -): National Parks or National Park Units:**

1. An area that requires commercial air tour operator, as defined by 14 CFR 136, to be in possession of Interim Operating Authority (IOA) or Operating Authority (OA), once an Air Tour Management Plan is developed, prior to conducting commercial air tour operations. This area extends ½ mile outside the national park / park unit boundary line from the surface to 5,000' AGL.
2. Until such time as an ATMP is developed, commercial air tour operations may not be conducted at an altitude of less than 1,500' AGL, unless otherwise highlighted pink, yellow, or is clear (see map legend for altitude limitations for aforementioned colors). Green highlights are only used to help identify national park or national park / unit land.



In-flight deviation authority requirements:

- A) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

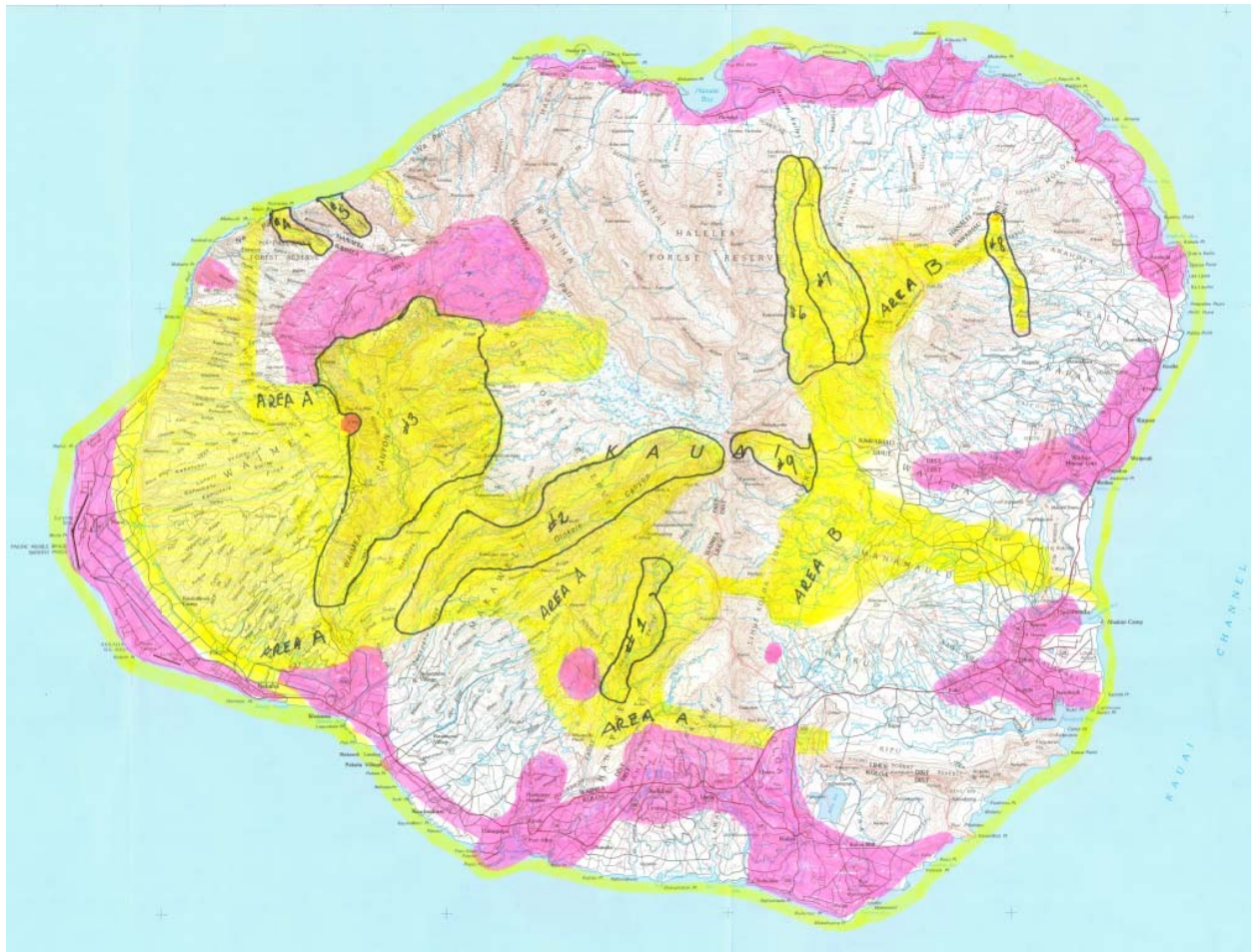
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Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing, or pulsating lights when operating below 1,500 AGL.

## ISLAND OF KAUAI (SITE SPECIFIC LOCATIONS)

Reference is made to the specific sites as depicted on the Kauai master map. The site specific are highlighted in yellow and outlined in black. This map is maintained by the Federal Aviation Administration at the Honolulu Flight Standards District Office.



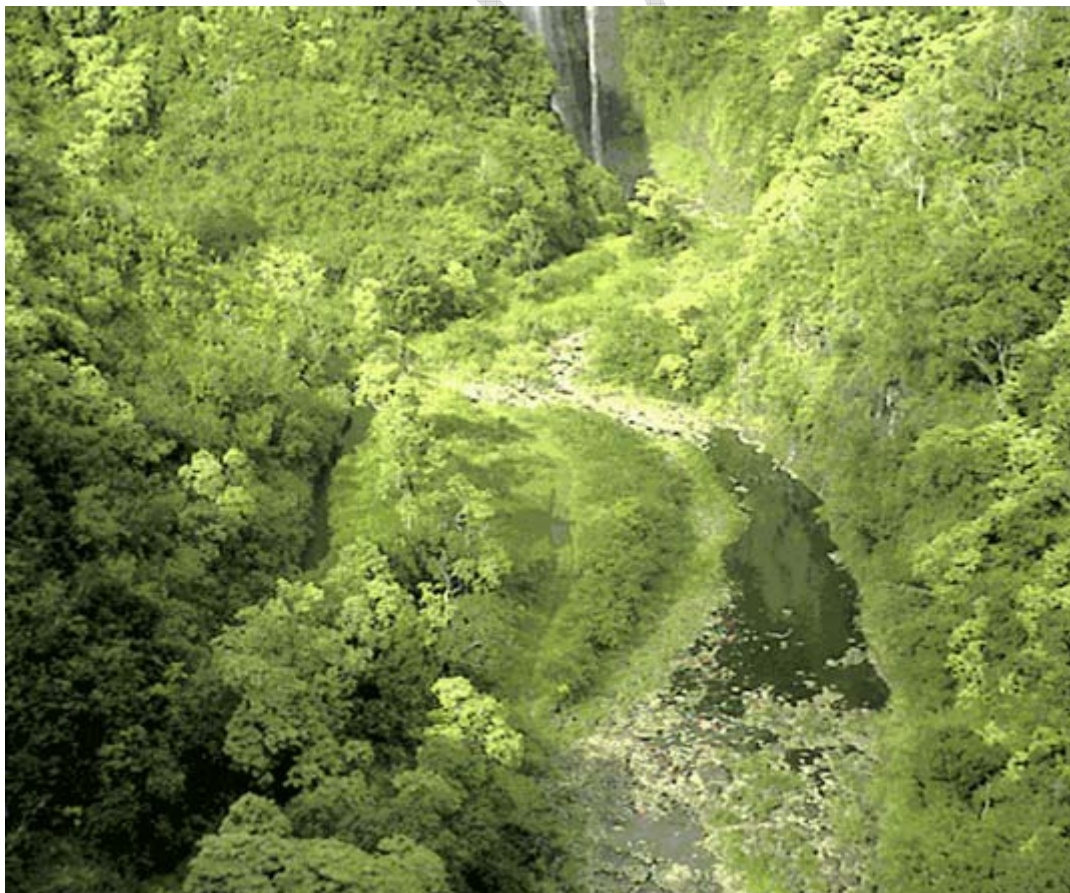
## **THE ISLAND OF KAUAI (SITE SPECIFIC LOCATIONS)**

### Site #1

#### 1. Manawaipuna Water Falls

- a. Ingress at mouth of Hanapepe Valley, between water tank located south of gauging station and Paukea along SE border encompassing Manawaipuna Waterfalls on the right side (inbound) with (aircraft call sign) “Manawaipuna (from direction)”. Site area extends from water tank south of gauging station to Kahili Waterfalls.
- b. Minimum Altitudes.
  1. River entry 700’ MSL.
  2. Manawaipuna Waterfalls 1050’ MSL.
  3. Kahili Waterfalls 2050’ MSL.
- c. Egress on right side (outbound) with (aircraft call sign) “Manawaipuna (from direction)” of canyon along NW border of site area.

### **MANAWAIPUNA WATERFALL**





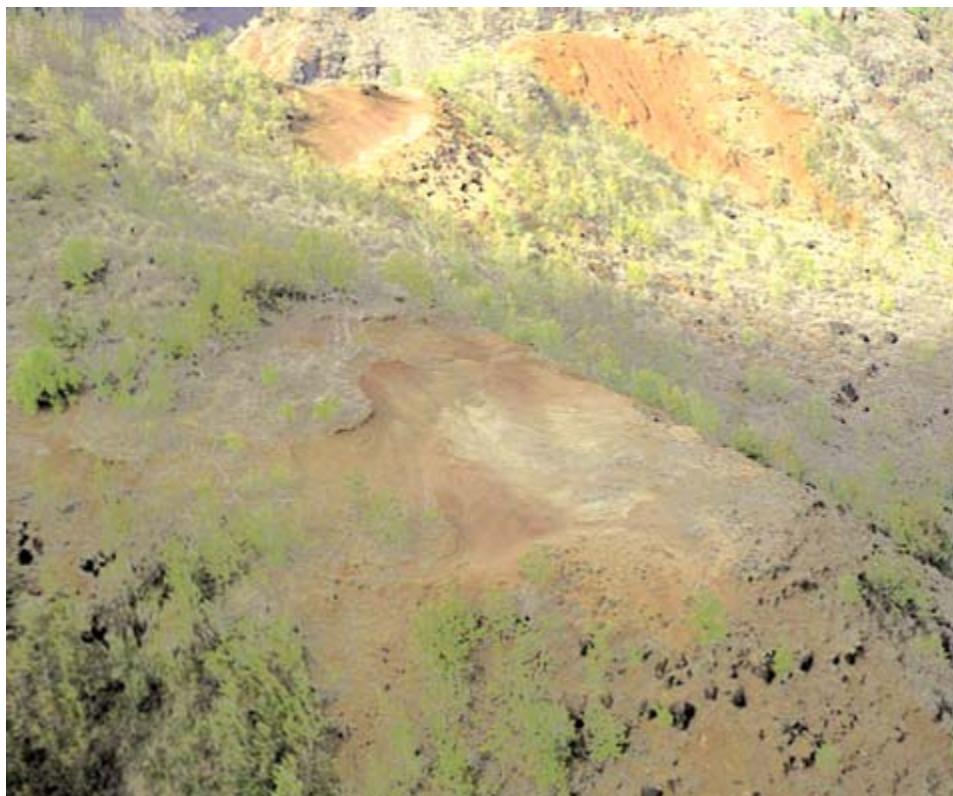
Site #2

2. Olokele Canyon

- a. Ingress from right side (inbound) of canyon, between Kepani reservoir and Waianuene Falls, with (aircraft call sign) “ Olokele (from direction)”. Site area extends along the Olokele River from Kepani Reservoir northeasterly of Kawaikini at backside of mountain.
- b. Minimum altitudes.
  1. Kepani Reservoir 1600’ MSL.
  2. Southend, River bed 900’ MSL.
  3. Mid-way, Waianuene Falls 1700’ MSL.
  4. North End, base of mountain 2700’ MSL.
- c. Egress on right side (outbound) of canyon along NW border of site area.



**SITE 2**



**SITE 2**

## **OLOKELE CANYON**



**SITE 2**



Site #3

3. Waimea Canyon

- a. Ingress between North of Mauka Power House and NW of Hihinui Waterfalls, with “(aircraft call sign) Waimea (from direction)”. Site area extends from powerhouse northerly to Waipoo Falls and NE to just SE of Mohihi Falls.
- b. Minimum altitudes.
  1. Powerhouse, south end 1100’ MSL.
  2. Waialae entrance 1800’ MSL.
  3. Mid-way, river bed 1500’ MSL.
  4. Northern end of canyon 1700’ MSL.
- c. Egress on Western Rim of canyon.
  1. Primary. Between upper microwave and reservoir with (aircraft call sign) “upper microwave”. Maintain 1500’ Clearance from canyon lookouts.
  2. Secondary. Lower microwave with (aircraft call sign) “lower microwave”.

**SITE 3  
WAIMEA CANYON**



Site #4

4. Nualolo Aina

- a. Ingress. Awaawapui Ridge with (aircraft call sign) “Nualolo back door”. Site area extends from back of valley to front at the edge of the ocean.
- b. Minimum altitudes.
  1. Back of valley 1100’ MSL.
  2. Entrance to valley 800’ MSL.
- c. Egress at entrance to valley.

**SITE 4  
NUALOLO AINA**





**SITE 4**



Site #5

5. Honopu

- a. Ingress right side of arch (inbound) with (aircraft call sign) "Honopu". Sister area extends from front of valley to the interior of approximately 3,000'.
- b. Minimum altitudes.
  1. Back of valley 1100' MSL.
  2. Entrance to valley 700' MSL.
- c. Egress right side (outbound) of valley climbing to obtain 1500' AGL prior to Kalalau Beach.

**SITE 5  
HONOPU**





Site #6

6. Hanalei Valley

- a. Ingress from either or adjacent to lower or upper ridge lines with (aircraft call sign) “Hanalei Valley, low (high) saddle”. Site area extends south bound from Hanalei Valley checking Station to southern ridge line at Forest Reserve Boundary.
- b. Minimum Altitudes.
  1. River bed, north end           600’ MSL.
  2. River bed, mid-way           1100’ MSL.
  3. River bed, south end       1700’ MSL.
- c. Egress at southern end of valley at Hanalei Ridge.

**SITE 6  
HANAIEI VALLEY**



Site #7

7. Power Line Road.

- a. Ingress and follow power line road from Princeville Powerline Hunter Checking Station extending to Lihue Powerline Hunter Checking station at 500' AGL with (aircraft call sign) "Power Line Road, southbound".
- b. Minimum Altitudes.
  1. Northern end 1200" MSL.
  2. Mid-way 1800' MSL.
  3. Southern end 1150" MSL.
- c. Egress at southern end of valley at Hanalei Ridge or southern end.

**SITE 7  
POWERLINE ROAD**



Site #8

8. Anahola Gap

- a. Ingress with (aircraft call sign ) “Anahola Gap, south bound”. Site area extends from approximately ½ mile east of Puu Keakea southbound to Keiwa ridge.
- b. Minimum altitude 1200’ MSL.
- c. Egress at Keiwa Ridge.

**SITE 8  
ANAHOLA GAP**





Site #9

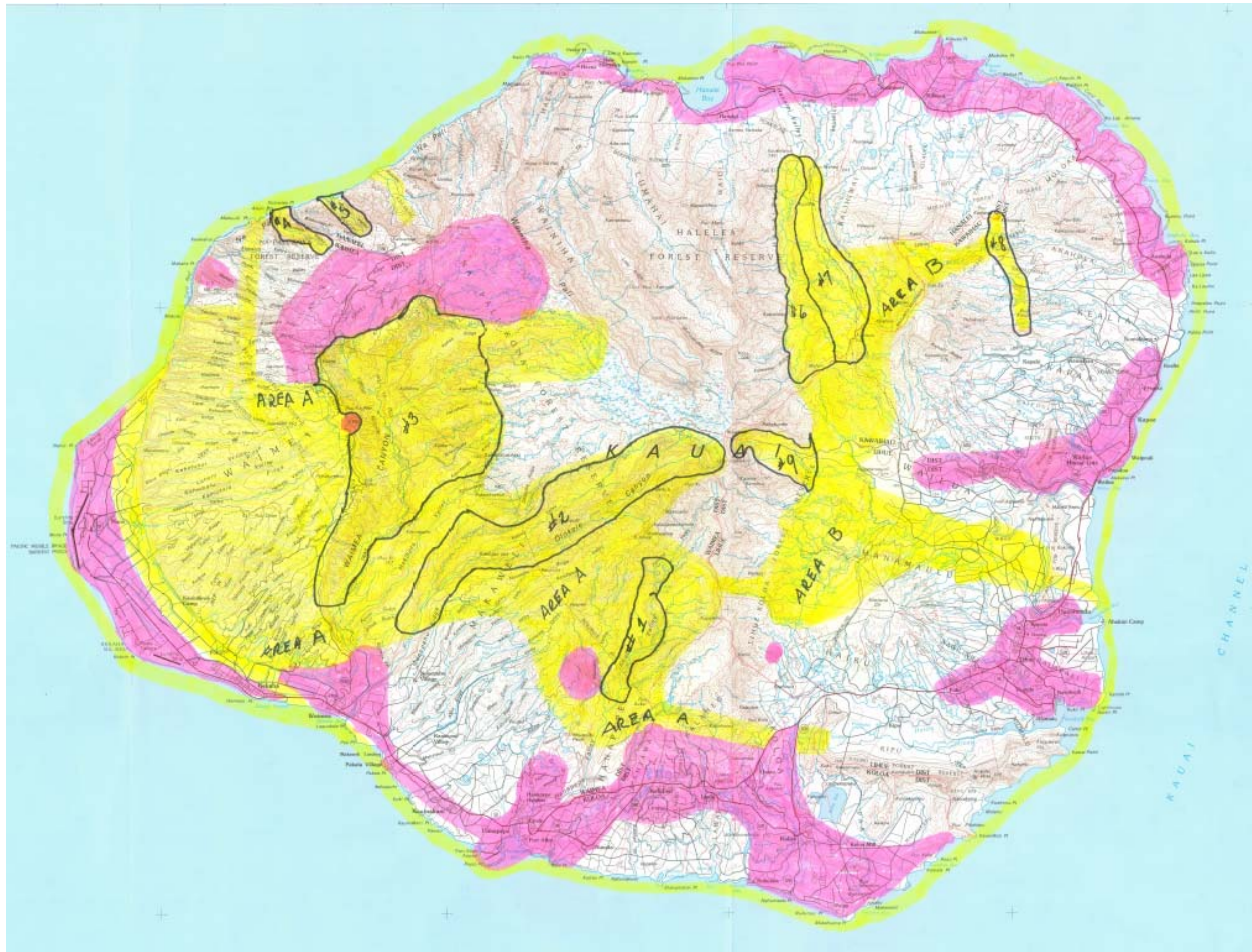
9. Mt. Waialeale Crater.

- a. Ingress at entrance of North Rim at 600 meter elevation at mouth of crater with (aircraft call sign) “Crater, north wall”. Site area extends from Gauging Station to “Jack’s Spot”. Entrance to Crater is measured at 2000’ lateral clearance at the 600 meter elevation mark on map and diameter within Crater varies between 1500’ to 2000’. Conduct steady turns maintaining glide distance to “Jack’s Spot”.
- b. Minimum altitudes.
  1. N.W. gauging station        1600’ MSL.
  2. Crater entrance                2450’ MSL.
- c. Egress on South Rim.
- d. No more than one (1) helicopter inside crater at one time.

**SITE 9  
MT. WAIALEALE CREATER**



## ISLAND OF KAUAI WEATHER ENHANCED SAFETY AREAS



## WEATHER ENHANCED SAFETY AREAS

### ISLAND OF KAUAI

The attached Kauai topographical maps contain areas "highlighted" in YELLOW. These "highlighted" areas are designated 500 feet AGL "weather enhanced safety areas" (WESA) intended to increase the pilot's options for selecting safe routes through areas of weather. When operating below 1,500 feet AGL the pilot shall have a suitable emergency landing area within power off gliding distance at all times.

Areas highlighted in PINK are 14 CFR Part 136 Appendix A applicable, and have no deviation. (1,500 feet AGL required)

Non - highlighted map areas are 1,000 feet AGL (minimum) transition areas.

Areas highlighted in YELLOW are Weather Enhanced Safety Areas. (500 feet AGL allowed)

The use of these Weather Enhanced Safety Areas is predicated on the following:

1. Each pilot will receive ground training on the geographic boundaries of each weather enhanced safety areas and the operating procedures therein. This will include the requirement for the pilot to ensure a "safe" landing area is available at all times while operating under this deviation.
2. The minimum enroute altitude is 500 ft AGL.
3. The minimum visibility for "overland" operations is 3 statute miles and for "off shore" operations is 1 statute mile.
4. Before conducting any tour operations under this deviation, each pilot must satisfactorily complete a route check of all applicable weather enhanced safety areas. The administrator and or his / her designated representative will conduct this check.

The Yellow "Weather Enhanced Safety Areas" are designated as Area A and Area B. Attached with the map are photographs depicting typical terrain found in Area A and Area B, which provide multiple suitable forced landing areas.

**AREA A:** Highlighted in "Yellow" stretching from Kalehao through the Hanapepe Valley, up through the Olokele Canyon and Waimea Canyon. This area includes part of the Alakai Swamp and extensions along the west side of Waimea to the ocean. The area contains varied terrain from open pasture lands to mountainous valleys full of trees with thick overgrowth in some areas and open flat terrain in other areas. The area precipitation ranges from low in dry desert zones with little growth or scrub brush to high in green rain forest valleys near the center of the island. The area contains multiple forced landing options in the pasture lands and open desert areas, and fewer options for landing near the valley floors or near the rivers in the green forested areas as photographs of typical forced landing areas depict.

**AREA B:** Highlighted in "Yellow" stretching from the Hanalei River Valley out to the power line road and east to the Anahola gap. The area includes the Koloa Forest Reserve southeast of Mt. Waialeale and the Hanamaulu flatlands southeast to Lihue Airport. The area contains varied terrain from wide open pasture lands in Hanamaulu to mountainous valleys full of trees in Hanalei and Anahola with thick overgrowth in some areas and open flat terrain in other areas. The area precipitation ranges from extremely high in rain forest valleys with lush growth to high rainfall areas in green fertile valleys with some zones of little growth or intermittent scrub brush tapering off to moderate rainfall areas over green pasture lands. The area contains multiple forced landing options in the pasture lands and along the power line road, and options for landing near the valley floor in Hanalei or near the rivers in the green forested areas and options also exist in the scrub and low vegetated areas.



West Rice Estate



FL

**AREA A**

South shore (viewed from Haupu Ridge)



**AREA A**

Knudsen Gap and Tree Tunnel



**AREA A**



Kalualea



**AREA A**

South Hanapepe – Robinson Estate



**AREA A**

Robinson Estate and Kepani Reservoir



**AREA A**



Southern approach to Waimea Canyon



**FILE**

**AREA A**

Wainiha Valley



**AREA B**

Namolokama



**AREA B**



Hanalei River Valley



**FL**

**AREA B**

Hanalei Power Line Road



**FILE**

**AREA B**

Hanalei South Ridge



**AREA B**

Hanalei River to Ananahola



**FILE**

**AREA B**



Anahola Gap



FILE

**AREA B**

Lihue Basin



**AREA B**

**HAWAII AIR TOUR**  
**COMMON PROCEDURES MANUAL**  
**FAA DOCUMENT NUMBER: AWP13-136A**

**Appendix G – Island of Ni’ihau**



**Date of Original Issuance: 08/15/2008**

**Revision Date: 08/15/2008**

**Revision Number: 1**

**Federal Aviation Administration  
Honolulu Flight Standards District Office  
FSDO-13  
135 Nakolo Place  
Honolulu, Hawaii 96819**

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**Map Legend and Definitions:**

**Yellow Highlighted Areas-**

1. An area that allows for helicopter operations at, or above, 500' AGL.
2. An area that allows for airplane operations at, or above, 1,000' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.
4. Helicopters must maintain a standoff distance from raw terrain of at least 300 '.

**Clear (no highlight) –**

1. An area that allows helicopter operations at, or above, 1,000' AGL.
2. An area that allows for airplane operations at, or above, 1,500' AGL.
3. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Pink Highlighted Areas-**

15. An area that allows operations only at 1,500' or above for both helicopter and airplanes.
16. Razorback ridges may be crossed by helicopters at an altitude of no less than 200' feet AGL.

**Black □ : Site Specific Areas:**

1. Sorted by Island and Listed by Name .
2. Identified on each map and listed identified by latitude and longitude.
3. Site specific training must be completed prior to conducting operation in this area.
4. Operational requirements and restrictions must be adhered to when operating in site specific areas.
5. Site specific areas begin at, or above, 500' AGL and up to and including 999' AGL within the identified site specific location. (300' AGL and up to and including 999' for multi-engine helicopters with single-engine fly-away capabilities)

**Area defined by Dashed Lines (- - -): National Parks or National Park Units:**

1. An area that requires commercial air tour operator, as defined by 14 CFR 136, to be in possession of Interim Operating Authority (IOA) or Operating Authority (OA), once an Air Tour Management Plan is developed, prior to conducting commercial air tour operations. This area extends ½ mile outside the national park / park unit boundary line from the surface to 5,000' AGL.
2. Until such time as an ATMP is developed, commercial air tour operations may not be conducted at an altitude of less than 1,500' AGL, unless otherwise highlighted pink, yellow, or is clear (see map legend for altitude limitations for aforementioned colors). Green highlights are only used to help identify national park or national park / unit land.



In-flight deviation authority requirements:

- A) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- B) If an in-flight deviation requires immediate action or deviation of any of the requirements set forth in this manual, the pilot in command may deviate to the extent necessary to meet that circumstance.
- C) Each person who deviates from the regulations and/or requirements set forth in this manual shall contact the Principal Operations Inspector or Flight Standards District Office Manager within 10 days of such deviation and if so requested, file a written report.

Site Specific Emergency Landing Area: When an operator conducts a commercial air tour over a popular site (site specific location) at or below 1,000' feet above ground level, the pilot should have a predetermined emergency landing area that was pre-approved by the Administrator. This is only required at site specific sites for single engine or multiengine helicopters that do not have the performance to fly away to a safe landing area when an engine failure occurs.

Radio Communications: Pilots will maintain minimum required radio transmissions in order to enhance flight safety by allowing only necessary communications and those required for emergency or distressed calls to be heard by other aircraft, in order to render immediate assistance. Pilots will maintain vigilance on area frequencies (these frequencies are depicted on the Hawaiian Island Sectional Chart) and will not use radio communications for "casual chit chat".

Use Of Lights: In order to enhance the visibility of the operator's aircraft, all aircraft pilots are encouraged to turn on either the taxi, landing, or pulsating lights when operating below 1,500 AGL.



**ISLAND OF NIIHAU**  
**WEATHER ENHANCED SAFETY AREAS**  
*There are no weather enhanced safety areas on this island.*



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FINAL