

**National Parks Overflights Advisory Group (NPOAG) Draft Meeting Minutes
June 14-15 2007
Chaparral Suites, Scottsdale, AZ**

Note taker: Faviola Garcia

NPOAG Members:

- Heidi Williams – AOPA (general aviation)
- Matthew Zuccaro – Helicopters Association International (commercial air tour operations)
- Elling Halvorson - Papillon Airways (commercial air tour operations)
- Alan Stephen – Fixed-Wing Air Tour Interests (commercial air tour operations)
- Chip Dennerlein – Independent (environmental interests)
- Dr. Gregory Miller - American Hiking Society (environmental interests)
- Don Barger – National Parks Conservation Association (environmental interests)
- Mark Peterson – National Audubon Society-Audubon Minnesota (environmental interests)
- Richard Deertrack (not available) – Taos Pueblo (Native American tribes)
- Marklyn Chee – Navajo Nation for Richard Deertrack
- Rory Majenty – Formerly Hualapay native American tribes)
- Barry Brayer (FAA Ex-officio Member)
- Karen Trevino (2007 Chair and NPS Ex-officio Member)

Lynne Pickard - FAA

James Whitlow - FAA

Chris Shaver - NPS

Jesse Barber – NPS

Opening Remarks by Chris Shaver, Karen Trevino

Karen now has an NPS budget for the Air Tour Management Program (ATMP) and will be meeting with Chris on how best to use it. Introduced Jesse Barber who is new on her staff. Currently have noise monitoring results at 39 or so parks.

Chip: Q' With regard to data: What are implications for resolvability?

There is a large volume of data that needs to be digested and this takes time.

Barry: Is this data the same as what Volpe is using?

Cindy: Some of it is the same.

Karen: NPS conducting Social Science Research surveys in 7 parks. Most are not ATMP driven.

In Feb 07 two agencies met in Washington DC on elevated issues for MORU Environmental Assessment (EA). FAA reauthorization is currently in both chambers. Park Service had historic moment last month. Ten years prior to Centennial – goal to

collect \$2 billion for parks, specifics are being worked out. NPCA has been instrumental in this effort. Has boosted morale at NPS because of the strong support,
*new assistant Secretary for Fish and Wildlife to be announced soon. Meeting held by FAA and NPS staff in January on the update to the implementation plan. ARC is no longer an option at Lassen Volcanic Park.

Iterative process to model aircraft sounds was used at the HI alternatives meetings and was very successful.

OPEN By Barry:

Thanked Marklyn Chee for participating on short notice. Richard Deertrack was unable to come due to medical issues and sends his regards. Barry agrees with Chris's opening. A lot of activity and a lot of progress, and not so much has been completed. Later we'll go over issues and challenges, and welcomes help and guidance from NPOAG. We need NPOAGs input on moving forward. Discussion of the ATMP's and the air tour survey for HI will be later during the meeting. Safety is primary mission of FAA and there was a safety summit in HNL. HAI, Matt Zuccaro facilitated and did a wonderful job. A lot of interest because of ATMP's in HI. Thanked Matt for a job well done. Per Matt, next safety summit will be in LAS area in the next two or three months. Elling's last term ended and was renewed, Barry thanked him for his input. Reminded that working group was chartered under Overflights Act. AND GCWG charters will come through NPOAG.

Update of FAA ATMP:

Keith Lusk was hired to replace Steve May. We are very happy with the selection.

Matt Metcalfe will brief on database and encourages constructive comments.

Elling is back for another term.

Reminder of terms for NPOAG membership, Don Barger and Mark Peterson are next ones with terms expiring (May '08).

FAA budget, set aside \$32,615K to fund its 60% share and general Volpe program support. Of this, \$8,967K, has been expended through Volpe.

Q- Alan about expiring funds. Barry explained that expiring funds will go back to Treasury if not expended by the next FY (08). Actually expires at end of FY08.

There are challenges regarding NPOAG sub-groups as presented on slide 6 of presentation.

Karen mentioned redesign of airspace at Ivanpah which would move aircraft noise, and Lake Mead might be affected.

Barry mentioned that the new Part 136 Safety Rule came out earlier this year, safety requirements such as floats, life jackets and other types of operations. Matt - encapsulates industry and FAA and captures all tour operations. The forum in HI was between NTSB, FAA, Industry and will be rotated. Purpose is to enhance safety. Alan, change to 136, original rule was going to change Part 91.

Barry thanked and acknowledged participation of FAA colleagues, James Whitlow and Lynne Pickard. Thanked staff and Paul Joly, Raleigh McKee for participating. Introduced representative from the Denver Service Center (DSC), who is working on the EIS for Grand Canyon. Thanked public for their participation. Bill Withycombe and

Elly Brekke could not make it due to other prior commitments. Gene Kirkendall could not be here.

Karen thanked Carla and Ken for staying and acknowledged her staff and mentioned that they will be hiring a third planner. Thanked Cyndy Lee for being here.

Karen: Went over the agenda. And touched on working groups. Clean Marina Program, participates in this program, which has a lot of incentives for business owners. Required to give incentives, this might be relevant to hear from businesses. And speak to why it is important for them to participate in program. Lynne and Karen will talk on proposed legislative changes. Mentioned group dinner and miscellaneous items. On Day 2, items to be discussed are transferability, mentioned that Matt Metcalfe would have a presentation on the air tour database, Off agenda items, action items, and final closing remarks .

APPROVAL FOR AGENDA MOTION:
MINUTES FROM LAST NPOAG APPROVED BY MAJORITY YEAS.

Pete Ciesla and Vicki McCusker provide an update on the Implementation Plan. IP is intended to be a living document and is developed jointly by NPS and FAA to comply with the National Parks Air Tour Management Act. Four days were spent in reviewing the plan and most of the changes were minor. Implementation Plan does not apply to Grand Canyon or other FAA processes. Strictly for ATMP process. Changes included formatting. No methodologies were changed, only how data would be presented. Clarified how maps and metrics would be presented. Final would probably be completed by end of Fall. It's still a draft and will be provided for the NPOAG's information when it is completed. The goal was to make it more simple and understandable. There is a section for all impact categories covered for ATMPs.

IOU per Chip: Provide Updated Implementation Plan for next NPOAG.

KAREN: Went over IOU's from last NPOAG, database briefing, selection of NPOAG member, copy of DVD's w/ reference material information from Keith.

Per Lynne: FAA will allow NPOAG to review the draft EA before the public review.

Heidi discussed her concern with lack of action on a response letter to new entrant operators. Lynne explained Gene's dilemma and wanting to update the database information before sending out letters. Heidi suggests, and Elling added, that it would be a good idea to send a letter to all original applicants and get an updated level of interest from the applicants. Lynne explained brief history on the intent of IOA and hence a delay in entering them in database and, filtering into delay of sending letters. Karen suggests that we review process for responding to applicants. Lynne explained that there were no procedures in place and process is new.

IOU for FAA: Send letter acknowledging receipt of application to new entrants, and requesting that entrants confirm they are still interested.

IOU Database make sure new entrant applicants be included in database.

IOU for Barry: To review process for responding to applicants.

KEITH WILL SEND STATUS TO NPOAG WITHIN 30 DAYS.

Keith Lusk, FAA Program Manager

ATMP Update

Mount Rushmore (MORU) and BADLANDS

Mount Rushmore, lots of major issues need to be resolved. Have been holding meetings 2 or 3 times a week

Elevation meeting has been held and an impairment determination has been made for all the alternatives with flights over the park and ½ mile buffer by NPS. Largest operator has requested cancellation of his operating certificate in May 2007, reducing Interim Operating Authority (IOA) from 5608 flights to 408. This will change the alternatives that we are evaluating in the Environmental Assessment (EA). Karen briefed on the elevation meeting and it was agreed that there were other ways in which to resolve the issues. Lynne said she received a written response from NPS and FAA is still working providing aircraft safety data for use in the EA. Alan inquired about aviation jurisdiction issues. Karen explained that NPS will not interfere in aviation issues, that this is FAA's jurisdiction. As a routine process, NPS will include an analysis of public health and safety. Karen indicated that FAA initially indicated they did not want this analysis done on MORU. Lynne, explained FAA does not do a safety analysis for NEPA or environmental process. FAA does it as a separate process. NPS wanted an assessment of ground visitor safety.

Matt Zuccaro asked how does NPS determine parameters for possible aircraft accident. Discussion took place over TSA vs. FAA jurisdiction as it relates to terrorism, security and safety issues. Karen, relayed that NPS wanted this analysis in the document. Did not say who had jurisdiction and did not imply that they had the resources to do it either. Bottom line on elevation meeting, a few IOU's are pending and both agencies agreed to do more work on the issues and meet again at a later time. At the meeting it was not decided what next steps would be.

Don commented that each agency has a responsibility to exert jurisdiction over their agency.

Chip – Department of Homeland Security (DHS) and terrorist issue, we take extraordinary measures because terrorist go after icons. Are we going to dismiss the issue or determine that Mount Rushmore is icon.

Karen summarized that she cannot answer the question, except know that no one is blowing off the issue.

Barry, if this is a security issue for the park, and the NPS feels that measures need to be taken. How does it belong in an ATMP? TSA needs to make a determination.

Chris said that there are plans to meet with TSA and it is confidential. They will discuss icon parks and if they will be included in ATMP process. It is clear that this is no longer

just an issue for MORU, and they will continue to dialogue with DHS for future ATMP's.

Karen and Barry said accidents are off the table for ATMP's.

Elling would like a statement when working with DHS to reflect that air tours are the safest aircraft from terrorism than other general aviation type aircraft.

Back to KEITH

Impairment determination made by NPS, the agency is required to leave park unimpaired for future generations. Only the Park Service can make this determination. Park Service takes this very seriously and findings are very important for Park Service. This is probably moot for this park, since the main operator has dropped out. Frank added that analysis has to be done and extensive work before they can determine whether there is impairment for the new alternatives.

Alan, what's basis for impairment. Elling had some concerns with impairment. Don insisted that this is NPS's jurisdiction and a requirement for them to complete.

Chip recommends to get Park Service have people from other organizations or a peer committee, not just one superintendent to make this impairment decision. Decide various routes, gaps, or numbers. Doesn't know if Superintendent would make a difference in deciding on impairment

Heidi also echoed Elling's and Alan's concerns with impairments. Where is the mitigation in this assessment. Karen said that the alternatives we have did not address this. We are now looking at new alternatives.

Barry – whether there are 5000 flights IOA, or 3000, how much can the parks take? Not withstanding how many IOAs there were.

Heidi: Does this lie on one person's objectivity to make that the decision? Karen said that the decision is made with extensive levels of review and coordination after the Superintendent's recommendation, and the NPS, local and DC review and work on this at many levels.

Alan: Circumstances are scary. If park superintendents abuse the authority of impairment, Alan can foresee a problem and that may require legislation

CLEAN MARINA PROGRAMS

Forever Resorts

John Schoppman, Forever Resorts got certified to operate at the parks and utilizes an Environmental Management System (EMS).

Their resorts are at many locations including Lake Mead, etc. etc.

Green Marina Guidebook, A product of the Green Marina Initiative designed to help marina and boatyard owners, operators and concessionaires.

How this benefits Forever Resorts: Helps educate boaters on environmentally friendly practices, etc. 14001:2004 ISO Certified. Also passed around the California Clean Marina Program and is available to answer questions and talk to anyone who is interested further.

J. Craig Erickson, – Management and Engineering Services, 2919 West 17th Street, Suite 115, Longmont, CO 80503, (303) 682-5992 phone (303) 485-8308, mes@mesllc.net has

gone through International Standardization Organization (ISO) and helps companies to get ISO certification. Verifies that environmental system has undergone certification process for international standardization. Cited Executive Order 13423, which has many similar goals.

KEITH CONTINUATION:

Government to Government

Badlands

Advisory Council on Historic Preservation

Inquired about Chief Crazy Horse

Marklyn not sure about ACHP process, who is going to resolve the problem, suggested we contact the THPO (tribal historic preservation officer).

Park Service is making effort to keep good going on South End. Tribal lands made it clear that they do not want us to develop ATMP's on their land.

ACTION: Contact Pine Ridge THPO for 106 consultation.

Marklyn: Finds it difficult to establish what is going to be impacted if Tribes are not open in identifying their areas of concern.

Frank said that for sacred sites issues at MORU, all land at the Memorial is considered as a resource and evaluated as to how that would impact the resources. It was appropriate to make this blanket statement for MORU and only for MORU.

Marklyn's recommendation if you can't find a way, make a way.

Chip - Asked about DEA for Badlands.

Chip suggests we distribute Draft EA for Badlands at the September NPOAG.

Karen, all alternatives had included the growth rate.

Keith said that there might be some room for growth from the 408 at the MORU.

The sole operator at Lassen Volcanic National Park has requested to cancel his operating authority to fly over the park, therefore there is no further effort to develop an expedited process at this park. A new park that has a small number of operations will need to be considered for the expedited ATMP process.

HI Volcanoes and Haleakala-

Both parks were started in 2004 as EA's, but park staff were not satisfied with the alternatives and it didn't appear there was a good range.

Cyndy and Kurt developed an iterative tool to evaluate aircraft sound impacts and that tool was used at the two HI parks alternatives development meetings.

Alternatives Development Meeting for both HI parks were held in May. Alternatives were being developed for analysis in the Environmental Impact Statement (EIS). Cyndy will give a presentation on how the iterative noise tool was used, to help look at aircraft sound impacts.

Alternatives will be developed this summer and the alternatives report would be released for public comment later this Fall.

Elling asked about the level of the alternatives development meeting and Vicki indicated that it was internal, FAA and about 6 representatives from each park. Karen said that it might be a good idea for NPOAG to provide comments when the alternatives report is released for public review.

The Alternative routes are being evaluated for safety by the FSDO. FSDO participated for 1 day each at each park ADM. Alternatives being looked at also need to be feasible and to meet other criteria. Pete indicated that they started with the original set of alternatives. They are still reviewing the alternatives and once they complete their review in the Fall timeframe, the information will be released for public review.

A question was brought up re:Hawaii had a lot of change where voluntary agreements were not working as well as they had been, ie, changes of park superintendents and dynamics.

Lynne: We have some concerns when there are individuals (Superintendents) who can impact air tour operations, numbers of air tours and whether routes are satisfactory.

Karen, tried to explain she recognizes subjectiveness and they will try to mitigate some of those impacts.

Chip suggests that a team should be coming up with voluntary agreements.

Soundscape survey is being conducted at the two Hawaii parks and also at other parks as well – to evaluate social science visitor experience resource protection (VERP)

Karen talked about VERP and explained that Vicki has worked with Social Scientists to come up with the survey questions..

Lynne asked about the value of the surveys for the environmental process.

Barry indicated that we saw the questions recently and were very surprised to see how they were written.

Karen, gave example of Heidi's survey of AOPO members.

Heidi indicated that hers was a private survey, not OMB.

Karen thought it would be objective analysis and helpful to FAA.

Greg Miller – Social Scientists are of highest caliber and government agencies should have strong confidence that these are true and accurate. (Manning is social scientist)

Elling is surprised that survey questions were not made available here at NPOAG.

Would like to see them.

IOU – Karen will make survey available once she has the approval to release.

Lynne – explained that some of the questions were leading.

Karen – Park contracted the leading people to do this survey ..

Surveys are driven by a requirement that each park has to do VERP planning.
Lynne – suggested that the entire survey should be distributed and not just the aviation related experience. She is confident that the scientists have looked at the entire park experience in an unbiased way and is happy to have this caliber of scientific research to add to what we already know.

Karen VERP is a general exercise for park planning.

Vicki – explained that these surveys also look at biking, horseback riding, climbing, etc. And they look for objective information about potential uses for the park.

IOU – Will try to get a copy of the questions for tomorrow's meeting.

Haleakala- response from State Historic Preservation Office (SHPO) was that we also needed to prepare an ethnographic study for Haleakala. This study will include interviews with Native Hawaiians as requested by the SHPO.

Karen, suggested that a workshop on how the social scientists develop questions for the parks would be worthwhile for the members to attend.

IOU – When place and date are decided upon, Karen or NPS staff will send an invitation to participate to all NPOAG.

KALAUPAPA –

Operators had been using older maps which did not indicate the park boundaries so operators were flying over the edge of the park. The maps have been updated and provided to the operators and now the air tour operators are aware of the park boundaries.

LAKE MEAD- is currently on hold since the Park Service has indicated they would prefer to complete the Grand Canyon EIS before preparing the Lake Mead ATMP.

VOLPE ACOUSTICS –

Cyndy Lee used the iterative noise modeling tool and gave several scenarios of how the tool can be used, by entering data so that it can model possible scenarios.

Scale up, scale down, what resources are affected, how far, etc. If IOA changes, we can gage the system and have an idea of what we need to do or where we need to go.

Don mentioned that it is nice to see that he can actually begin to understand this program, in comparison to INM, which is just a black box to him.

IOU – Put all presentations on the website. Favi for action.

Dick Hingson- Sierra Club – National Parks and Monuments Committee

Encourage the use of Cyndy's iterative noise modeling tool and its potential accessibility to the public. Appreciates the paperless idea and effort re meeting materials. However, for the public there are still deficiencies, since there still needs to be a detailed agenda (i.e., available ahead of time on the website, and also in paper form at the meeting).

People want an advance agenda, and be able to plan for that (much as has been practice at the GCWG).

Sierra Club supports Chris Shaver's sense of urgency in re completing ATMP's. He mentioned the just-published Audubon article by Ted Williams, "Wish You Weren't Here", relating to air tour visits and other soundscape-impacting visits to national parks. (See *Audubon Magazine*, 109(4) pp. 31-37 (July/August 2007). The article concentrated on Grand Canyon and Bryce.

Paradox exists in the number of years and dollars being spent without reaching any ATMP to date. Urges the need to get past whatever are the inter-agency impediments.

Karen, thanked his continued participation.

James – Final Rule on IOA Transferability, is that IOA is not transferable. (Entity is gone, therefore IOA is gone with entity and not the person.)

Transferability rule applies to IOA.

Reallocation would allow operations to be reallocated if there was a request by other operators. So our opinion shouldn't preclude agencies ability to reallocate IOA.

Alan – voiced his displeasure with outcome of FAA's decision on the IOA transferability rule.

FAA Reauthorization-

Karen and Lynne started working together last July to propose some amendments to the FAA reauthorization bill.

Senate has reported on Senate Bill that has amendments and includes those amendments and new provisions. Senate version includes most from Administration's bill, w/ some new amendments (mainly McCain's). Senator McCain introduced these at the 11th hour mark up. House Bill has yet to be reported out of committee. Will go in markup by next week. Per conversation with House Aviation subcommittee staff these will mirror Administration's Bill. Expects that it will be what we have proposed.

Administration Bill:

Provision: Exemption process for national parks with low number of operations.. There is safe provision for NPS to kick any of these parks back into ATMP category. The NPS director and FAA administrator should concur and they will publish a yearly list of exemptions. Operators required to submit annual report on the number of operations they conducted. The exemption process would apply to units of National Park that have 50 or fewer operations.

Keith mentioned that there are only 86 parks currently in (ATMP) list.

Provision to have as an alternative for ATMP for any unit of Park Service that the Director and and FAA Administrator, may enter into voluntary agreement to conduct commercial air tours over the park. This could be with new entrants or existing operators

with IOA. These could be later rescinded by FAA (for reasons of aviation safety or adverse effect on NAS) or NPS (adverse effect on park resources) and an ATMP would then have to be prepared. If rescinded, operators would go back to IOA until an ATMP is in place.

There would be provisions for protection of resources, compliance with voluntary agreement, fee collection, opportunity of proposed public review, for tribal consultation and review.

Rory: Asked if anyone is interested in this process right now.

Lynne said this is not available right now, and is pending passage of reauthorization bill. James expects to have more information on the amendments by the next meeting.

Provision for modification of IOA for existing operators or new entrants. Current process seem to be cumbersome, so looked at way to be less bureaucratic. Modifications can be done without further process provided there was enough information about operators / operations and there were no safety issues or impacts to park resources.

Lynne a provision in current act for new entrant operator ... The FAA Administrator and NPS Director may grant interim authority.

Greg, questioned about sound impacts and if new entrants apply and have very old equipment, do good operators, is there an incentive approach for those who are using better/quieter equipment

Lynne – that falls under economic

Recommend to build in this language

Lynne- Provision for reporting system, each commercial operator under IOA or an ATMP shall report annual number of operations at each park unit and other data as requested by Administrator / Director, and the report should be on frequency and format directed by NPS and FAA.

The first reporting system / period should be done 3 months after enactment

Don: asked if anyone has problem with the section?

One NPOAG member suggested NPS and FAA start putting together strawman on what they would like to see as reporting requirements.

James: The reporting information had been previously provided as a “strawman” in the Lassen expedited ATMP document.

Also indicated we are providing an update and that there are provision in law for anti-lobbying that apply. This is information only and that we are not asking for anyone to contact members of Congress.

Karen: Have been dealing with House and Senate, and have been invited or formally requested for comment .

James assured that Lynne is doing everything legally and working with FAA offices.

Lynne—Senator McCain’s version of the bill, used Secretary of Interior instead of Director of NPS.

Voluntary agreement provision (same as Administration’s bill).

Exemption provision for low activity. We said 50 or fewer, McCain said 100 or fewer. Requires Director to specifically exempt park (no automatic exemption), unlike Administration bill, requires positive action from NPS to exempt rather than positive action to non-exempt. Ours, automatic exempt for 50 or less, McCain said the Secretary “may waive” requirements where operations are 100 or fewer.

James – you can collectively determine what parks can be waived, do not have to be done individually.

Lynne – Did not include companion provision for new entrants and suspects that it was an administrative oversight. McCain’s office did not go back to FAA for clarification. House did.

There is no flexibility provision in McCain’s, but there is in the House.

Reporting: 90 days after the legislation and annually thereafter should report to FAA and NPS the number of air tour operations, GET LANGUAGE Sets deadline for the first report. We feel this is not enough time since FAA and NPS still has to define some.

The IG shall audit the reports..

Karen: agrees that a yearly report might be too long, daily might be too much, feels there might be other reporting requirements that need to be looked at. Actually is a little happier with McCain’s language

Alan: badly drafted and terrible legislation, Is it appropriate to discuss this? Feels that he may have to resign as NPOAG member and go directly to Washington and lobby. Feels that DOI had something to do with language.

Karen: There is nothing in this advisory group that precludes the NPOAG members from lobbying as individuals. Is not sure if it is appropriate to discuss one bill and not the other, when the House is not ready.

House committee asked NPS that they do not discuss this.

Lynne – Senate bill is public knowledge.

James- we want everyone to be informed of legislative proposals and in no way, shape or form want to influence what people need to do.

Don – Strength of this committee is to share views

Matt – would like to pass on his feelings of bills and let his heard be viewed as a group.

Chip – sees this as a charter role and wants to hear the views.

Extensive discussion on further need to present individual views about current proposed Legislation, thereby modifying agenda.

Next provision: Collection of fees from air tour operators, Secretary may assess fee determined by Sec. (Amount of fee, the secretary should consider the cost of developing the ATMPs)

FAA objects to language for FAA enforcement of fees collection, especially to revoking operating authority if the operators don't pay their fees. We do not object to NPS collecting them. Pulling OA should be for safety issues, not the owing of fees to another governmental agency.

Linking cost of fees to ATMPs is extremely high and not a realistic linkage. (language)

Karen; because of lack of enforcement on FAA part and only 3 parks currently able to collect fees, and two of those are owed an extensive amount of money.

James said DOJ or Treasury would take this up for NPS (collection of fees)

Rollie : how does FAA lack enforcement

Provision for Time for determination. The intent of this provision is uncertain and FAA was not aware of this what this provision would actually accomplish.

James – This provision could be for anybody who already has an application or IOA, we need to get back to them w/in 180 days or they get automatic operating authority.

Lynne- note check the last provision

Heidi- Presented proposed letter that Gene (FAA) should be sending to new entrant operators indicating their application status and asking them to restate their interest in receiving operating authority (include a copy with minutes.)

Rollie: stated that as SOP we would have already acknowledged and possibly communicated with the applicants requests.

Feels that the letter is nice as presented

Alan – comments on fees, the bill does not sunset fees already paid under recreational use fees. Revocation language if fees not paid and has a problem with DOI administration and their ability to calculate fees associated.

Chip – Concerns about lack of time for discussing proposed language in Bill.

Greg Miller – Fee collection, would like to step back from day to day and would like to focus on the preservation of National Parks. Cited the Centennial preserving the “country” for future generations.

Don Barger – would like to sidebar with Alan on possibility of double dipping fee

Rory Majenty – Has issues with collection fee. And wants to ensure that Helicopter operators go to the tribes.

Heidi – asked who do overflight fees go to? It is inappropriate that NPS uses revocation of license when fees aren't paid.

Elling – going to lobby against fee structure. This fee situation is unfair.

Karen – For those who are unhappy with fee collection, she asked what solution does the group propose.

Elling - one example of disciplinary paying double to make up fees not paid.

Chip – What happens when you land at La Guardia airport and don't pay?

Rollie – every agency has a process in place to collect fees.

Karen – agrees, however NPS process is not working and is soliciting creative ideas to address the problem of non payment. Currently in 2 out of three parks that collect fees, there are problems.

Alan – Industry is currently looking at collection of fees within FAA inefficiencies.

Further Discussion over fees

Heidi – Is it the group's job to help NPS come up with a fee collection process?

Karen – Yes, because pretty soon there will be no money to conduct ATMP's.

Currently violators entering the park without paying are subject to arrest.

Kurt Frstrup Presentation: (Title of slide presentation: More efficient and informative translation of acoustic data into estimates of noise impacts.) To help give everyone a better idea of the differing noise impacts, to help give better information.

Point being that the more objective that the information is provided to park superintendent, the better idea he'll have on actual impacts to resources.

Matt Zuccaro: How much of sound is adjusted for site specific?

Kurt, it is adjusted and try to take into account all sources of sound.

Greg- encourages something like state of the parks of sounds and noise reports.

There is a very strong movement at national level across major agencies to look at impacts in the environment on children. Forum next week over the next 18 months, getting attention from department secretaries that are taking a look at this type of impact evaluation.

Lynne – Seeing this first time was fairly recent and raises questions and appreciates working together with NPS and using methodology.

Kathy Nelson Presentation: - CONCESSIONS MANAGEMENT PROGRAM

Concessions Management Improvement Act of 1998

Includes lodging, food and beverage.

Includes commercial use authorizations, formerly incidental business permit.

Commercial Use Authorization (CUA) vs Concession Contract

Superintendent can sign CUA, concession contracts must be signed by Director.

Legislation states that parks can charge under CUA

Commercial tour operators will be administered through the CUA program.
Presentation will be available via website.

In Alaska (the air tour operators land in the park and therefore a park fee is applicable.)
The only park that pays fees is Alaska. The rest of air tour operations take place passing through airspace over parks.

Karen - According to definition in thethe passenger touring in the aircraft is considered a Park visitor.

Frank - In the Environmental document the air tour visitor impacts are also evaluated.

Karen- Does anyone think that CUA would be a good venue to collect fees from ATMP's?

James – believes this may be applicable.

NPS would not issue an ATMP related CUA without prior AIR TOUR OPS approval from formal FAA process.

Karen – current CUA language is broad in that it covers ‘tours’

James said that it is too late to include language in our reauthorization. Karen said that NPS is still being asked for review services.

Alan – Are you in a position to assess aviation safety?

Karen – No and NPS has no intention to do that.

Matt Metcalfe Presentation - Update on Web-based Air Tour Operator Database

Karen inquired about possibility of doing a regional inquiry (i.e. by park service region which would include a number of states). It is not possible as program is currently written. Matt explained that there would be different levels of access for different users. He demonstrated the type of information that can be extracted. Some search options are based on park locations, months, FSDO,

Matt could have it ready by the 90 day requirement based in the FAA reauthorization.

Barry, mentioned the provision in the reauthorization, regarding the route of flight provision (does not know what it means as far as route, height, etc.) and how this will affect changes to the reporting system.

There is no public access, only Air Tour Operator User, NPS User, and FAA user.

Karen asked about embedding a map of a route, can it be done?

Matt said he can do it

Karen – What are FAA's plans for quality control

James commented that he and Gene were thinking that people would falsify, we would establish it as a standard course.

Karen – overall pleased with database.

Karen to go to D.C. and meet DOJ, and be open minded about the fees issue.

Will propose some legislative language

IOU - Closeout with summary via email with Karen/Favi.

John Dillon –PUBLIC COMMENT: very discouraged with lack of progress and continues to offer his services and work with whomever is necessary. You are an ARC and have ability to make differences and does not see it. Supports the expedited process. And in summary is volunteering to be a guinea pig whenever necessary. Chris asked about any parks with less than 50 operations. John will be contacted by NPS.

Karen suggests that Barry and her get together more often. Update MOU's between the agencies, various items. Proposes FAA and NPS meet 3 or 4 days in August, before the next NPOAG.

Brian – PUBLIC Comment:

Feels that we are on a trail of progress. Seemed like a big waste of time to sit here and listen to all the speakers. Feels that more side meetings need to take places. NPOAG still need to figure out incentives with quieter technology.

Feels that half of the time is spent bickering. It makes him have less faith in our ability. To work together in protecting the parks, etc. Appreciates, the challenges of the two agencies having to follow the law and listen to outside interests and working together. Hopes we get better at that.

Elling – dates for the next meeting?

Karen – September (social scientist meetings) in Fort Collins, we could do a piggyback workshop.

IOU Karen will follow up with possible Sept. 25th and 26th, dates for next NPOAG, THE 28TH would be the Social Science Survey workshop that deals specifically with air tours. In Fort Collins at Tamasag.

Karen went over her follow up actions.

Don – Wants feedback as soon as possible because it affects the way he looks at legislative changes. Appreciates the people who stayed but is disappointed that people left early. Everyone should adhere to the scheduled dates.

Greg Miller – Agrees with Don and is disappointed with everyone leaving before the ending time. He has to stay another night because didn't want to take an earlier flight that would require him to stay an extra night.

Chip – appreciates the ATMP presentations, I hope we don't wait until Sept. 25th to do more work. Important things were clarified with respect to FAA and NPS roles. Frustrated because didn't get clarity and closure on those issues discussed. Heard that HALE and HAVO will develop new alternatives. Learned that business loves stability but also appreciates knowing what is going to happen to National Parks.

Likes Lassen as model and likes what they accomplished during lunch. Chip iterated that no one pays his salary, appreciates his ticket being paid.

Dick Hingson – Sierra Club National Parks and Monuments Committee

Dick talked about the continuing and still unmet mandate to improve the IOA's from the point of view of park resource protection and on-ground visitor experience. This means figuring out actual goals, developing/pursuing a top-ten list of especially quiet-needing parks, and reviewing what IOA improvements were made or are needed, since the passage of the Act. And, provide status to the NPOAG.

Karen – 29 or so data sets have been reviewed and NPS is still working on it.

OFF AGENDA ITEMS:

PER KAREN POSSIBLY GRAND CANYON