Public Participation Summary for Grand Canyon Overflights Plan

U.S. Department of Transportation
Research and Inovative Technology Administration
John A. Volpe National Transportation Systems Center

Grand Canyon Overflights Plan Environmental Impact Statement:

Public Participation Summary

A. Executive Summary

Environmental Impact Statement Scoping

The "Notice of Intent to Prepare an Environmental Impact Statement (EIS) For Actions to Substantially Restore Natural Quiet to the Grand Canyon National Park and Public Scoping" was published in the *Federal Register* on January 25, 2006.

A public scoping letter dated January 25, 2006 was mailed to members of the public identified by the NPS as those who normally receive notification of park NEPA actions. Federal, state, and local governmental agencies, as well as individuals identified by the FAA as members of the 121-carrier list also received the scoping letter.

A similar notice was then published in three Arizona and one Nevada newspaper between February 3, 2006 and February 8, 2006. A News Release was emailed on January 25, 2006 on behalf of the NPS to the list of media contacts that the agency provided. The same media contacts were emailed a calendar announcement, on behalf of the NPS, approximately one month later.

Open House Public scoping meetings were held on February 21, 2006 in Glendale Arizona, February 22, 2006 in Flagstaff, Arizona and on February 23, 2006 in Henderson, Nevada.

The Notice of Intent and additional information provided at the Open House Public Meetings was posted on the Grand Canyon Overflights joint FAA/NPS website: http://overflights.faa.gov

A stenographer at the public scoping meetings collected oral comments on the Environmental Impact Statement. Local individuals, organizations, state and local agencies, and federal agencies submitted written comments on the DMS or directly to the Volpe Center.

B. How the EIS Scoping was Publicized

The FAA and the NPS publicized the Public Scoping Period for the EIS by:

- Publishing a "Notice of Intent to Prepare an Environmental Impact Statement (EIS) for Actions to Substantially Restore Natural Quiet to the Grand Canyon and Public Scoping" in *The Federal Register* on January 25, 2006

- Posting the Notice on the Department of Transportation Docket Management Website (DMS), as docket number 23402

- Posting the Notice on the Grand Canyon Overflights joint FAA/NPS website

- Publishing the Notice on February 3, 2006, in The Arizona Daily Sun, the Las Vegas Review Journal, and the Arizona Republic

- Publishing the Notice on February 8, 2006 in the Grand Canyon News

- Mailing a Public Scoping Letter to the following individuals:

    - Local Park NEPA mailing list
    - Federal, state, and local agencies
    - 121-Carrier List

- Releasing a News Release and a Calendar Announcement (NPS)

The following material is provided in this section:

- Federal Registry Notice
- Copy of Affidavits of Publication from Newspapers listed above
- Scoping Letter and compiled mailing list
- News Release, Calendar Announcement, and media contact list

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to prepare an Environmental Impact Statement (EIS) For Actions to Substantially Restore Natural Quiet to the Grand Canyon National Park and Public Scoping.

AGENCY: Federal Aviation Administration and National Park Service: Co-leads.

ACTION: Notice of Intent: Request for scoping comments.

SUMMARY: The Federal Aviation Administration (FAA) and the National Park Service (NPS), as co-leads in the environmental process, intend to prepare an Environmental Impact Statement (EIS) under the provisions of the National Environmental Policy Act of 1969, as amended. The EIS will address environmental and related impacts that may result from actions to be proposed and alternatives to be developed to achieve the statutory mandate of Public Law 100-91 ("commonly know as the Overflights Act"); to provide for the substantial restoration of the natural quiet and experience of Grand Canyon National Park (GCNP). The Presidential Memorandum dated April 22, 1996, Earth Day Initiative, Parks for Tomorrow calls for substantial restoration of natural quiet in the GCNP to be achieved by 2008. "Substantial restoration of natural quiet" has been defined by the NPS to mean that 50 percent or more of the park will achieve natural quiet (i.e., no aircraft audible) for 75 to 100 percent of the day.

This undertaking is a follow-on to previous actions taken by the FAA, in cooperation with the NPS, since December 1996.

The FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding: (1) the scope, issues, and concerns related to the development of proposed and alternative actions at Grand Canyon National Park that provide for the substantial restoration of the natural quiet and experience of the park and protection of public health and safety from significant adverse effects associated with all aircraft overflights; (2) past, present, and reasonably foreseeable future actions which, when considered with any alternatives, may result in significant cumulative impacts; and, (3) potential alternatives.

The scoping process for this EIS will include three public meetings and a ninety-day comment period for interested agencies and parties to submit oral and/or written comments representing the concerns and issues they believe should be addressed. Please submit any written comments within ninety-days from the date of this Notice, or no later than April 27, 2006. Address your comments to:

Docket Management System

Doc No. FAA-2005-23402

U.S. Department of Transportation

Room Plaza 401, 400 Seventh Street, SW.

Washington, DC 20590-0001

The purpose of this Notice is to inform Federal, State, local government agencies, and the public of the intent to prepare an Environmental Impact Statement (EIS) and to conduct a public and agency scoping process. Information, data, opinions, and comments obtained throughout the scoping process will be considered in preparing the Draft EIS.

To maximize the opportunities for public participation in this environmental process, the FAA and NPS will also publish notices in the major local newspapers in the vicinity of the study area.

DATES: The scoping period, and the opportunity to provide written comments will extend from publication of this Notice for a period of ninety-days. The forecast period of public and Agency scoping is January 20, through April 27, 2006.

PUBLIC MEETINGS: Public scoping meetings will be held in Phoenix, Arizona (AZ) on February 21, Flagstaff, AZ on February 22, and in Las Vegas, Nevada (NV) on February 23. Following are the specifics for each of the public meetings:

Phoenix – February 21, 2006; 4:00pm to 8:00pm, Glendale Community College, 6000 W. Olive Ave., Glendale, AZ 85302;

Flagstaff – February 22; 4:00pm to 8:00pm, Museum of Northern Arizona, 3101 N. Ft. Valley Rd., Flagstaff, AZ 86001; and,

Las Vegas – February 23; 4:00pm to 8:00pm, Henderson Convention Center, 200 Water St., Henderson, NV 89015.

FOR FURTHER INFORMATION PLEASE CONTACT: Questions concerning the environmental process should be directed to either the FAA or the NPS. The FAA contact person is Mr. Barry Brayer. Mr. Brayer can be contacted in writing at Federal Aviation Administration, Executive Resource Staff (AWP-4) 15000 Aviation Blvd., PO Box 92007, Los Angeles, CA 90009-2007; or via telephone at (310) 725-3800.

The NPS contact person is Ms. Mary Killeen. She can be contacted at Chief, Office of Planning and Compliance, Grand Canyon National Park, P.O. Box 129, Grand Canyon, AZ 86023; or via telephone at (928) 638-7885.

SUPPLEMENTARY INFORMATION: The FAA and NPS, with a working group established under the auspices of the National Parks Overflights Advisory Group (NPOAG) and any cooperating agency(ies), will develop alternatives to meet the statutory mandate for substantial restoration of natural quiet to the GCNP..

In accordance with Section 805 of the National Parks Air Tour Management Act of 2000, the Administrator of the FAA and the Director of the NPS jointly established the NPOAG on April 5, 2001. The NPOAG provides continuing advice and counsel with respect to commercial air tour operations over and near national parks. On October 10, 2003, the FAA Administrator signed FAA Order 1110.138, the NPOAG Aviation Rulemaking Committee Charter. The NPOAG is comprised of a balanced group of representatives of general aviation, commercial air tour operators, environmental interests, and American Indian tribes. Additional information related to the NPOAG can be found on their web-site at http://www.atmp.faa.gov/npoag.htm.

At the request of the FAA and NPS, the U.S. Institute of Environmental Conflict Resolution (USIECR) began working with the two agencies in 2003 to help develop a cooperative working relationship to facilitate the resolution of issues surrounding the implementation of the Overflights Act at Grand Canyon National Park. The agencies agreed to move forward with an Alternative Dispute Resolution (ADR) process and through the USIECR, the firm of Lucy Moore Associates, Inc. was contracted to assist in the ADR process. Additionally, the two agencies decided to create a working group, under the authority of the NPOAG, to assist in the process. Through notice in the Federal Register, the agencies invited nominations from individuals, who met certain criteria established for participation on the working group. The result was the establishment of the Grand Canyon Working Group that consists of representatives from FAA, NPS, air tour operators, environmental groups, American Indian Tribes, commercial and general

aviation, recreational interests, and other federal agencies. The working group is specifically tasked with developing recommendations for proposed actions to meet the statutory mandate contained in the Overflights Act. Information obtained during the public scoping process will inform and assist the working group in developing recommendations. The working group will participate in the development of the EIS and in any rulemaking that may be required with respect to a final overflights plan.

Further, the FAA and NPS are aware of American Indian Tribes with ties to the GCNP. The FAA, NPS, and Tribes will interact on a government-to-government basis, in accordance with all executive orders, laws, regulations and other memoranda. They are also being invited to participate in the environmental process as Cooperating Agencies in accordance with NEPA and Section 106 of the National Historic Preservation Act. To the extent practicable, compliance with Section 106 will be combined with the NEPA process, pursuant to Title 36, Code of Federal Regulations, part 800, Sections 800.3(b), and 800.8.

The environmental process of developing and reviewing alternatives to achieve the substantial restoration of natural quiet at the GCNP began in 1996. This is also the timeframe when consultation with American Indian Tribes with traditional cultural ties to the park began. Data and documentation from these previous actions have been retained and will be utilized, as necessary, as part of this current undertaking. As a result of the final rulemaking of December 31, 1996, flight free zones, air tours and reporting requirements were defined.

In February 2000, the FAA issued a Supplemental Final Environmental Assessment (SFEA) and Finding of No Significant Impact (FONSI) associated with a final rule to modify the airspace over the GCNP, and a final rule to limit the number of commercial air tour operations that could

be flown in that airspace. In May 2000, the FAA implemented the final rule limiting commercial air tour operations. However, the FAA determined that implementation of the airspace and proposed commercial air tour route changes for the east end of the GCNP should be delayed to address safety concerns that had not been previously raised by the commercial air tour operators.

Additionally, in late-spring 2000, litigation related to the SFEA and FONSI was initiated. The litigation related to the final rule for airspace was stayed by the court pending FAA resolution of the safety issues. However, the Court remanded the SFEA, as it pertained to the limitations final rule, back to the FAA for resolution of several issues of concern between the FAA and NPS. Those issues have been substantially resolved and the FAA and NPS are ready to move forward with this EIS to develop and evaluate alternatives for a final overflights plan to substantially restore natural quiet in the GCNP.

Since 1996, there has been considerable public participation in the environmental processes associated with these actions. The FAA, in cooperation with the NPS, held numerous meetings with the Tribes and the public. Copies of the previous environmental documents from 1996 through 2000 were mailed to numerous Federal, State, and local agencies and elected officials; Tribes; private and public organizations and individuals; and libraries within the study area.

As this undertaking will be a follow-on to the previous actions, the December 1996 Final Environmental Assessment and the February 2000 Final Supplemental Environmental Assessment may be reviewed for additional supplemental information at one of the following libraries to which it was mailed:

Librarian
113 South 1st St.
Williams, AZ 86046

Flagstaff Public Library
Public Service/Reference Room
300 W. Aspen
Flagstaff, AZ 86001

Fredonia Public Library
Director
P.O. Box 217
Fredonia, AZ 86022

Grand Canyon Community Library
Librarian
P.O. Box 518
Grand Canyon, AZ 86023

Phoenix Public Library
Government Documents
1221 N. Central Ave.
Phoenix, AZ 85004

Phoenix Public Library
Arizona Room
1221 N. Central Ave.
Phoenix, AZ 85004

Washington County Library
Reference Department
50 South Main
St. George, UT 84770

Kanab City Library
Director
13 South 100 East #129-6
Kanab, UT 84741

Mohave County Library
ATTN: Lee Smith
P.O. Box 7000
Kingman, AZ 86402-7000

Issued in Washington, D.C. on _____.

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William C. Withycombe

Western Pacific Regional Administrator

Federal Aviation Administration

_____

Mike Snyder

Regional Director, Intermountain Region

National Park Service

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

DEPARTMENT OF THE INTERIOR
National Park Service

Notice of Intent to Prepare an Environmental Impact Statement (EIS) Relating to the Substantial Restoration of Natural Quiet at Grand Canyon National Park

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In developing this EIS, the FAA and the NPS are required to comply with the National Environmental Policy Act of 1969 (NEPA), which calls on Federal agencies to consider environmental issues as part of their decision making process. NEPA encourages federal agencies to involve interested parties through a process referred to as scoping. Scoping allows interested parties an opportunity to make suggestions early in the planning process. During this period the FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding: (1) the scope, issues, and concerns related to the development of proposed and alternative actions at GCNP that provide for the substantial restoration of the natural quiet and experience of the park and the protection of public health and safety from significant adverse effects associated with all aircraft overflights, (2) past, present, and reasonably foreseeable future actions which, when considered with any alternatives, may result in significant cumulative impacts, and (3) potential alternatives.

The scoping process for this EIS will include three public meetings and a scoping period for interested parties to submit oral and/or written comments representing concerns and issues they believe should be addressed. The public meetings will be conducted in an open house format during February 2006. Participants are encouraged to come at any time during the 4-hour open house periods to visit informational stations, speak with FAA and NPS representatives, pick up written information and provide comments in an informal setting. There will be no formal presentations by FAA or NPS or by other meeting participants. The meetings will be held from 4 pm to 8 pm.

Phoenix, Arizona – 2/21/06 Glendale Community College 6000 W. Olive Avenue Glendale, AZ 85302	**Flagstaff, Arizona – 2/22/06** Museum of Northern Arizona 3101 N. Ft. Valley Rd Flagstaff, AZ 86001	**Las Vegas, Nevada – 2/23/06** Henderson Convention Center 200 Water Street Henderson, NV 89015

Comments submitted in writing or electronically to the U.S. Department of Transportation Docket Management System in response to this Notice of Intent, or based on the information

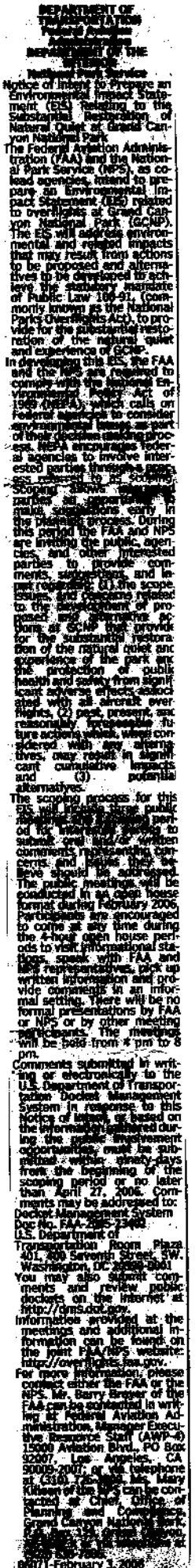
gathered during the public involvement opportunities, must be submitted within ninety-days from the beginning of the scoping period or no later than April 27, 2006. Comments may be addressed to:

Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 401, 400 Seventh Street, SW.
Washington, DC 20590-0001

You may also submit comments and review public dockets on the Internet at http://dms.dot.gov.

Information provided at the meetings and additional information can be found on the joint FAA/NPS website: http://overflights.faa.gov.

For more information, please contact either the FAA or the NPS. Mr. Barry Brayer of the FAA can be contacted in writing at Federal Aviation Administration, Manager Executive Resource Staff (AWP-4) 15000 Aviation Blvd., PO Box 92007, Los Angeles, CA 90009-2007; or via telephone at (310) 725-3800. Ms. Mary Killeen of the NPS can be contacted at Chief, Office of Planning and Compliance, Grand Canyon National Park, P.O. Box 129, Grand Canyon, AZ 86023; or via telephone at (928) 638-7885.



DEPARTMENT OF TRANSPORTATION
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The scoping process for this EIS will include three public meetings and a limited period for interested parties to submit oral and/or written comments representing concerns and issues they believe should be addressed. The public meetings will be conducted in an open house format during February 2006. Participants are encouraged to come at any time during the 4-hour open house periods to visit informational stations, speak with FAA and NPS representatives, pick up written information and provide comments in an informal setting. There will be no formal presentations by FAA or NPS or by other meeting participants. The meetings will be held from 4 pm to 8 pm.

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06071-February 3, 2006

AFFIDAVIT OF PUBLICATION

THE ARIZONA REPUBLIC

STATE OF ARIZONA
COUNTY OF MARICOPA } SS.

TOM BIANCO, being first duly sworn, upon oath deposes and says: That he is the advertising manager of the Arizona Business Gazette, a newspaper of general circulation in the county of Maricopa, State of Arizona, published at Phoenix, Arizona, by Phoenix Newspapers Inc., which also publishes The Arizona Republic, a newspaper of general circulation in the State of Arizona, and that the copy hereto attached is a true copy of the advertisement published in the said paper, named below, on the dates as indicated below:

The Arizona Republic

February 3, 2006

Sworn to before me this
3RD day of
February A.D. 2006

OFFICIAL SEAL
MARILYN GREENWOOD
NOTARY PUBLIC-ARIZONA
MARICOPA COUNTY
My Comm. Expires May 23, 2007

Notary Public

AFFP DISTRICT COURT
Clark County, Nevada

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)
COUNTY OF CLARK) SS:

Donna Stark, being 1st duly sworn, deposes and says:

That she is the Legal Clerk for the Las Vegas Review-Journal and the Las Vegas Sun, daily newspapers regularly issued, published and circulated in the City of Las Vegas, County of Clark, State of Nevada, and that the advertisement, a true copy attached for,

VOLPE NATIONAL TRANSPORTATION
4487968

was continuously published in said Las Vegas Review Journal and/or Las Vegas Sun in 1 edition(s) of said newspaper issued from 02/04/2006 to 02/04/2006, on the following days: FEB. 4, 2006

Signed: Donna Stark

SUBSCRIBED AND SWORN BEFORE ME THIS THE 7

day of February 2006

Mary B. Sheffield

Notary Public

MARY B. SHEFFIELD
Notary Public State of Nevada
No. 99-53968-1
My appt. exp. Mar. 8, 2007

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

DEPARTMENT OF THE INTERIOR
National Park Service

Notice of Intent to Prepare an Environmental Impact Statement (EIS) Relating to the Substantial Restoration of Natural Quiet at Grand Canyon National Park

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In developing this EIS, the FAA and the NPS are required to comply with the National Environmental Policy Act of 1969 (NEPA), which calls on Federal agencies to consider environmental issues as part of their decision making process. NEPA encourages federal agencies to involve interested parties through a process referred to as scoping. Scoping allows interested parties an opportunity to make suggestions early in the planning process. During this period the FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding: (1) the scope, issues, and concerns related to the development of proposed and alternative actions at GCNP that provide for the substantial restoration of the natural quiet and experience of the park and the protection of public health and safety from significant adverse effects associated with all aircraft overflights, (2) past, present, and reasonably foreseeable future actions which, when considered with any alternatives, may result in significant cumulative impacts, and (3) potential alternatives.

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PUB: February 4, 2006 LV Review-Journal

Affidavit of Publication

I, Douglas F. Wells, Publisher of the WILLIAMS-GRAND CANYON NEWS, a newspaper of general circulation published at Williams, Coconino County, Arizona, do solemnly swear that a copy of this notice, as per clipping attached, was published weekly in the regular and entire issue of said newspaper and not in any supplement thereof, one (1) week, commencing with issue dated February 8, 2006 and ending with issue dated February 8, 2006.

Douglas F. Wells, Publisher

Subscribed and sworn to before me this 8th day of February 2006.

Carol J. DeLander, Notary Public
My commission expires

OFFICIAL SEAL
CAROL J. DELANDER
NOTARY PUBLIC - ARIZONA
COCONINO COUNTY
My commission expires April 21, 2006

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
DEPARTMENT OF THE INTERIOR
National Park Service

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AFFIDAVIT/PROOF OF PUBLICATION

STATE OF ARIZONA

} ss.

County of Coconino

Bobbie Crosby being duly sworn, deposes and says:

That she is the legal clerk of the Arizona Daily Sun

a newspaper published at Flagstaff, Coconino County, Arizona; that the

legal 7676

a copy of which is

hereunto attached, was first published in said newspaper in its issue dated

the 3 day of February, 2006 and was

published in each one issue of said newspaper for one

consecutive day the last publication being in the issue dated the

3 day of February, 2006

Subscribed and sworn to before me this

3rd day of April, 2006

"OFFICIAL SEAL"
Joeyenne Jaimes
Notary Public-Arizona
Coconino County
My Commission Expires [illegible]

Notary Public

My Commission expires 9/12/2006

Legal No. 7676
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
DEPARTMENT OF THE INTERIOR
National Park Service
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to visit information sta-
tions, speak with FAA
and NPS representatives,
pick up written informa-
tion and provide com-
ments in an informal set-
ting. There will be no
formal presentations by
FAA of NPS or by other
meeting participants. The
meetings will be held
from 4 pm to 8 pm
2/21/06 Glendale Com-
munity College
6000 W. Olive Avenue
Glendale, AZ 85302
2/22/06 Museum of
Northern Arizona
3101 N. Ft. Valley Rd.
Flagstaff, AZ 86001
2/23/06 Henderson Con-
vention Center
200 Water Street
Henderson, NV 89015
Comments submitted in
writing or electronically
to the U.S. Department of
Transportation Docket
Management System in
response to this Notice of
Intent, or based on the in-
formation gathered dur-
ing the public involve-
ment opportunities, must
be submitted within
ninety-days from the be-
ginning of the scoping
period or no later than
April 27, 2006. Com-
ments may be addressed
to: Docket Management
System Doc. No FAA-
2005-23402 U.S. Depart-
ment of Transportation
Room Plaza 401, 400
Seventh Street, SW.
Washington DC, 20590-
0001
You may also submit
comments and review
public dockets on the
Internet at
http://dms.dot.gov
Information provided at
the meetings and addi-
tional information can be
found on the joint
FAA/NPS website:
http://overflights.faa.gov
For more information,
please contact either the
FAA or the NPS. Mr.
Barry Brayer of the FAA
can be contacted in writ-
ing at Federal Aviation
Administration, Manager
Executive Resource Staff
(AWP-4) 15000 Aviation
Blvd., PO Box 92007-
Los Angeles, CA 90009-
2007; or via telephone at
(310) 725-3600. Ms.
Mary Killeen of the NPS
can be contacted at Chief,
Office of Planning and
Compliance, Grand Can-
yon National Park, P.O.
Box 129, Grand Canyon,
AZ 86023; or via tele-
phone at (928) 638-7885.

PUB: Feb. 03,
6576

National Park Service
U.S. Department of the Interior

Grand Canyon
National Park

PO Box 129
Grand Canyon, AZ
86023-0129

Federal Aviation Administration
U.S. Department of Transportation

Western-Pacific Region
Office of the Regional
Administrator

P.O. Box 92007
Los Angeles, CA
90009-2007

January 25, 2006

Dear Interested Party,

The Federal Aviation Administration (FAA) and the National Park Service (NPS), as co-lead agencies, intend to prepare an Environmental Impact Statement (EIS) related to overflights at Grand Canyon National Park (GCNP). The EIS will address environmental and related impacts that may result from actions to be proposed and alternatives to be developed to achieve the statutory mandate of Public Law 100-91, (commonly known as the National Parks Overflights Act), to provide for the substantial restoration of the natural quiet and experience of GCNP. The Presidential Memorandum dated April 22, 1996, Earth Day Initiative, Parks for Tomorrow, calls for substantial restoration of natural quiet in the GCNP to be achieved by 2008.

"Substantial restoration of natural quiet" has been defined by the NPS to mean that 50 percent or more of the park will achieve natural quiet (i.e., no aircraft audible) for 75 to 100 percent of the day.

In developing this EIS, the FAA and the NPS are required to comply with the National Environmental Policy Act of 1969 (NEPA), which calls on Federal agencies to consider environmental issues as part of their decision making process. NEPA encourages federal agencies to involve interested parties through a process referred to as scoping. Scoping allows interested parties an opportunity to make suggestions early in the planning process.

As part of this process, the 90-day scoping comment period began on January 20, 2006 and will end April 27, 2006. During this period the FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding: (1) the scope, issues, and concerns related to the development of proposed and alternative actions at GCNP that provide for the substantial restoration of the natural quiet and experience of the park and the protection of public health and safety from significant adverse effects associated with all aircraft overflights, (2) past, present, and reasonably foreseeable future actions which, when considered with any alternatives, may result in significant cumulative impacts, and (3) potential alternatives.

The scoping process for this EIS will include three public meetings and a scoping period for interested parties to submit oral and/or written comments representing concerns and issues they believe should be addressed. The public meetings will be conducted in an open house format during February 2006. Participants are encouraged to come at any time during the 4-hour open house periods to visit informational stations, speak with FAA and NPS representatives, pick up

written information and provide comments in an informal setting. There will be no formal presentations by FAA or NPS or by other meeting participants. The meetings will be held from 4 pm to 8 pm.

Public Involvement Opportunity Locations:
Phoenix metro area, Arizona – February 21, 2006
Glendale Community College
6000 W. Olive Avenue
Glendale, AZ 85302

Flagstaff, Arizona – February 22, 2006
Museum of Northern Arizona
3101 N. Ft. Valley Rd
Flagstaff, AZ 86001

Las Vegas metro area, Nevada – February 23, 2006
Henderson Convention Center
200 Water Street
Henderson, NV 89015

Comments submitted in writing or electronically to the U.S. Department of Transportation Docket Management System in response to this Notice of Intent, or based on the information gathered during the public involvement opportunities, must be submitted within ninety-days from the beginning of the scoping period or no later than April 27, 2006. Comments may be addressed to:

Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 401, 400 Seventh Street, SW.
Washington, DC 20590-0001

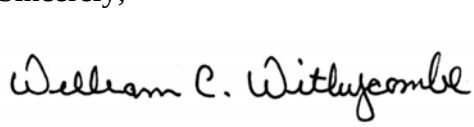
You may also submit comments and review public dockets on the Internet at http://dms.dot.gov.

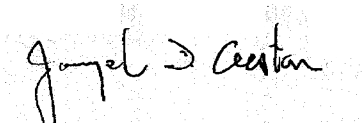
Once the scoping period concludes, all substantive comments submitted will be considered and alternatives to substantially restore natural quiet will be developed. A draft EIS will be prepared that will identify the potential environmental impacts of the alternatives. The draft EIS is tentatively scheduled to be published during the summer of 2007. The public will be asked to comment on this draft document, and opportunities for public involvement will be provided. The comments will be considered in developing a final EIS; tentatively scheduled to be published in early 2008. The FAA and the NPS will use the EIS in their final decision of how to substantially restore natural quiet, to achieve the statutory mandate in the Overflights Act. A Record of Decision will be issued no sooner than 30-days after the final EIS.

Information provided at the meetings and additional information can be found on the joint FAA/NPS website: http://overflights.faa.gov.

For more information, please contact either the FAA or the NPS. Mr. Barry Brayer of the FAA can be contacted in writing at Federal Aviation Administration, Manager, Executive Resource Staff (AWP-4) 15000 Aviation Blvd., PO Box 92007, Los Angeles, CA 90009-2007; or via telephone at (310) 725-3800. Ms. Mary Killeen of the NPS can be contacted at Chief, Office of Planning and Compliance, Grand Canyon National Park, P.O. Box 129, Grand Canyon, AZ 86023; or via telephone at (928) 638-7885.

Sincerely,





William C. Withycombe
Regional Administrator

Joseph F. Alston
Grand Canyon National Park Superintendent

Representing Interest	Title	First	Last	Title	Organization	Address 1	Address 2	City	State	Zip	Email
Letters Mailed											
Environmental Interests					Southern Utah Wilderness Alliance	425 East 100 South		Salt Lake City	UT	84111	
Air Tour	Ms.	Brenda	Halvorson	President/CEO	Papillon Grand Canyon Helicopters	P.O. Box 455		Grand Cayon	AZ	86023	
Air Tour	Mr.	William	Acor	President	Aviation Ventures, Inc. dba Vision Air	2634 Airport Drive, Suite 105		North Las Vegas	NV	89030	wsacor@visionaviation.com
State of Arizona	Ms.	Doris	Acosta	Aeronautics Division	Arizona Department of Transportation	206 South 17th Avenue		Phoenix	AZ	85007	dacosta@dot.state.az.us
State of Arizona	Mr.	Joe	Acosta, Jr.		Arizona Attorney General	1275 W. Washington		Phoenix	AZ	85007	joe.acosta@azag.gov
Air Tour	Mr.	Bruce	Adams			PO Box 945		Santa Fe	NM	87504	
Aviation - Other	Ms.	Katherine	Andrus		Air Transport Association of America	1301 Pennsylvania Avenue NW, Suite 1100		Washington	DC	20004	kandrus@airlines.org
Aviation - Other	Mr.	Steve	Atha	Airport Manager	Grand Canyon Airport	P.O. Box 3188		Grand Cayon	AZ	86023	
Environmental Interests	Mr.	Sandy	Bahr	Conservation Outreach Director	Sierra Club	202 East McDowell, Suite 277		Phoenix	AZ	85004	grand.canyon.chapter@sierraclub.org
Air Tour	Mr.	Barry	Baker		Grand Canyon Airlines / Coaches	PO Box 3038		Grand Canyon	AZ	86023	barryb@grand-canyon.az.us
Air Tour	Ms.	Mary	Barnes	Legislative Affairs	Helicopter Association International	1635 Prince Street		Alexandria	VA	22314	mary.barnes@rotor.com
Air Tour	Mr.	Charles	Bassett		Grand Canyon Helicopters	720 S. 10th Street		Williams	AZ	86046	
Air Tour	Mr.	Stephen	Bassett	President	US Air Tour Association	9626 Hadleigh Court, Suite 101		Laurel	MD	20723	srbassett-tcw@comcast.net,
Other stakeholders		Ray and Rhoda	Batson			4413 South 1200 West		Hurricane	UT	84737	
Other stakeholders	Mr.	Steve	Beattie		Grand Canyon Resort Corporation	PO Box 359		Peach Springs	AZ	86434	steve.beattie@grandcanyonresort.com
Air Tour	Mr.	John	Becker	Director of Operations/General Manager	Papillon Airways, Inc. dba Papillon Grand Canyon Helicopters	PO Box 455/ Hwy. 64 Grand Canyon Airport		Grand Canyon	AZ	86023	john@papillon.com
Congressional Interests	Honorable	Shelley	Berkley	U.S. Representative Nevada District 1	U.S. House of Representatives	439 Cannon HOB		Washington	DC	20515	shelley.berkley@mail.house.gov
Other Stakeholders	Ms.	Merry Ellen	Boom		ASU	14435 S. 48th St., #2100		Phoenix	AZ	85044	meboom1@cox.net
Environmental Interests	Mr.	Steven	Bosak		National Parks and Conservation Association	1300-19th Street NW, Suite 300		Washington	DC	20036	sbosack@npca.org
State of Arizona	Mr.	Ray	Boucher	Aviation Program Analyst	Arizona Department of Transportation, Aeronautics Division	255 E. Osborn Rd.		Phoenix	AZ	85012	rboucher@dot.state.az.us
Aviation - Other	Mr.	Steve	Brown	Senior V.P., Operations	National Business Aviation Association, Inc.	1200 Eighteenth Street NW, Suite 400		Washington	DC	20036	
Environmental Interests	Mr.	Dennis	Brownridge		Friends of Grand Canyon	c/o Orme School, HC63 - P.O. Box 3040		Mayer	AZ	86332	dbrownridge@ormeschool.org
Other Stakeholders	Mr.	Greg	Bryan		Grand Canyon Squire Inn	Box 130		Grand Canyon	AZ	86023	gbryan@grandcanyonsquire.com
Air Tour	Ms.	Ann	Carroll	Director, Legislative Affairs	Helicopter Association International	1635 Prince Street		Alexandria	VA	22314	ann.carroll@rotor.com
Aviation - Other	Mr.	Andrew	Cebula	Senior Vice President	Aircraft Owners and Pilots Association	421 Aviation Way		Frederick	MD	21701	andy.cebula@aopa.org
Aviation - Other	Mr.	Fred	Chauza		Arizona Pilots Assocation	6751 E. Manning St.		Mesa	AZ		echauza@aol.com
Environmental Interests	Mr.	Roger	Clark	Air and Energy Program Director	Grand Canyon Trust	2601 N. Fort Valley Road		Flagstaff	AZ	86001	rclark@grandcanyontrust.org
Other stakeholders	Mr.	Glenn	Clark			4706 E. High Timber Lane		Flagstaff	AZ	86004	gclark@infomagic.net
Recreation - River	Mr.	Michael	Collier			PO Box 22311		Flagstaff	AZ	86002	mpcreh@aol.com
Media	Mr.	Mike	Conneen		KNAZ	2801 N. Vickey St.		Flagstaff	AZ	86001	2news@knaztv2.com
Media	Mr.	P.J.	Connolly	Owner	Locations Southwest and Production Services	7305 W. Bridle Trail		Flagstaff	AZ	86001	pjsouthwest@earthlink.net
Aviation - Other	Mr.	Mike	Covalt	Airport Manager	City of Flagstaff	6200 S. Pulliam Drive, Suite 204		Flagstaff	AZ	86001	mcovalt@ci.flagstaff.az.us or jstottle@ci.flagstaff.az.us
Air Tour	Mr.	Dale	Cowley		Maverick Helicopter Tours	6075 South Las Vegas Blvd.		Las Vegas	NV	89119	dale@maverickhelicopter.com
Environmental Interests	Mr.	Kim	Crumbo		Arizona Wilderness Coalition	P.O. Box 1033		Grand Canyon	AZ	86023	kcrumbo@grand-canyon.az.us

Air Tour	Mr.	John	Dillon	CEO, President and General Manager	Grand Canyon Airlines, Inc.	PO Box 3038		Grand Canyon	AZ	86023	jdillon@grandcanyonairlines.com
Air Tour	Mr.	Chad	Dixon	President	Eagle Canyon Airlines, Inc. dba Scenic Airlines	2705 Airport Drive		North Las Vegas	NV	89030	cdixon@scenic.com
Environmental Interests	Mr.	Alex	Dreier	Attorney	Hogan and Hartson LLP	555 13th Street		Washington	DC	20004	AEDreier@HHLAW.com
Air Tour	Mr.	Rick	Eisenreich	Co-owner	Sundance Helicopters, Inc.	5596 Haven Street		Las Vegas	NV	89119	rick@sundancehelicopters.com
Recreation - River	Mr.	Robert	Elliott	Owner and President	Arizona Raft Adventures	4050 E. Huntington Drive	GC River Outfitters Association PO Box 22189, Flag AZ 86002	Flagstaff	AZ	86004	robelliot@aol.com
Air Tour	Mr.	Jean-Marc	Eloy	Director of Operations	The Global Group	Glendale Airport 6801 North Glen Harbor Boulevard, Suite 200		Glendale	AZ	85307	
Congressional Interests	Honorable	John	Ensign	United States Senator Nevada	U.S. Senate	364 Russell Senate Office Building		Washington	DC	20510	
State of Arizona	Ms.	Lori	Faeth	Policy Advisor, Natural Resources	Office of the Governor	1700 W. Washington St. Natural Resources & Environment, 8th Floor		Phoenix	AZ	85007	lfaeth@az.gov
Environmental Interests	Ms.	Elizabeth	Fayad	Attorney	National Parks and Conservation Association	1300-19th Street NW, Suite 300		Washington	DC	20036	npca@npca.org
Congressional Interests	Honorable	Jeff	Flake	U.S. Representative Arizona District 6	U.S. House of Representatives	424 Cannon HOB		Washington	DC	20515	
Recreation - River		Dave and Barbara	Foster		Marble Canyon Outfitters	P.O. Box 6032		Flagstaff	AZ	86036	leesferry@aol.com
Congressional Interests	Honorable	Trent	Franks	U.S. Representative Arizona District 2	U.S. House of Representatives	1237 Longworth HOB		Washington	DC	20515	trent.franks@mail.house.gov
Other Stakeholders	Ms.	Pam	Frazier	Deputy Director	Grand Canyon Association	P.O. Box 399		Grand Canyon	AZ	86023	pfrazier@grandcanyon.org
Other Stakeholders	Mr.	James	Freeman		Keepsake Home	396 Forest Highlands		Flagstaff	AZ	86001	jimrushfreeman@msn.com
Environmental Interests	Ms.	Sharon	Galbreath			8655 N. Roundtree		Flagstaff	AZ	86001	sharoneg@earthlink.net
Environmental Interests	Ms.	Roxane	George	Conservation Program Coordinator	Sierra Club-Grand Canyon Chapter	318 W. Birch #8		Flagstaff	AZ	86001	roxane.george@sierraclub.org
Recreation - River	Mr.	Michael	Ghiglieri			6233 E. Abbey Road		Flagstaff	AZ	86004	mpghiglieri@aol.com
Congressional Interests	Honorable	Jim	Gibbons	U.S. Representative Nevada District 2	U.S. House of Representatives	100 Cannon HOB		Washington	DC	20515	
Aviation - Other	Mr.	Fred	Gibbs		Arizona Pilots Association	1221 S. Eads Street, #1515		Arlington	VA	222-2	fredgibbs1@comcast.net
Congressional Interests	Honorable	Raul	Grijalva	U.S. Representative Arizona District 7	U.S. House of Representatives	1440 Longworth HOB		Washington	DC	20515	
Recreation - River	Mr.	Marc	Grisham	Executive Director	Grand Canyon River Outfitters Association	PO Box 22189		Flagstaff	AZ	86002	marc@gcroa.org
Environmental Interests	Ms.	Sue	Gunn	National Park Service Liason	Wilderness Society	1615 M Street, NW		Washington	DC	20036	sue_gunn@tws.org
Air Tour	Mr.	Elling	Halvorson	Chairman of the Board	Papillon Airways, Inc.	12515 Willows Rd. NE, Ste 200	(Seaatle Corporate Office)	Kirkland	WA	98034	ellingh@papillon.com, meryl@papillon.com
Air Tour	Ms.	Brenda	Halvorson	President	Papillon Airways, Inc. dba Papillon Grand Canyon Helicopters	PO Box 455/ Hwy. 64 Grand Canyon Airport		Grand Canyon	AZ	86023	brenda@papillon.com
Aviation - Other	Dr.	Scott	Hamilton	Faculty Chair	Sky Harbor Center, Embry-Riddle Aeronautical University	2625 E. Air Lane		Phoenix	AZ	85034	scott.hamilton@erau.edu
Recreation - River	Ms.	Lynn	Hamilton	Owner/Director of Operations	Grand Canyon River Guides Association	PO Box 1934		Flagstaff	AZ	86002	gcrg@infomagic.net
Congressional Interests	Honorable	J. D.	Hayworth	U.S. Representative Arizona District 5	U.S. House of Representatives	2434 Rayburn HOB		Washington	DC	20515	
Environmental Interests	Mr.	Bill	Hedden	President	Grand Canyon Trust	2601 N. Fort Valley Road		Flagstaff	AZ	86001	bedden@grandcanyontrust.org
Environmental Interests	Mr.	Dick	Hingson	Natural Quiet/Overflight Specialist	Grand Canyon Trust, and National Parks Conservation Association	2601 N. Fort Valley Road		Flagstaff	AZ	86001	dhingson@infowest.com
State of Arizona	Mr.	John E.	Holmes	County Manager	Coconino County	219 E Cherry Ave.		Flagstaff	AZ	86001	ctymgr@co.coconino.az.us

Aviation - Other	Ms.	Stacy	Howard	Regional Representative	Western Region, Aircraft Owners and Pilots Association	41695 N. Coyote Rd.		Queen Creek	AZ	85242	stacy.howard@aopa.org
State of Arizona	Mr.	Dave	Hunt		Arizona Game & Fish Department	2222 W. Greenway Rd.		Phoenix	AZ	85023	dave.hunt@cybertrails.com
Other stakeholders	Ms.	Julie	Jasper		National Parks Visitors Alliance	7051 E. 5th Ave.		Scottsdale	AZ	85251	julie@npva.net
Other stakeholders	Mr.	Bill	Johnston	General Manager	Xanterra South Rim	PO Box 699		Grand Canyon	AZ	86023	bjohnston@xanterra.com
Environmental Interests	Mr.	Michael	Kidney	Attorney	Hogan and Hartson LLP	555 13th Street	(represent Sierra Club)	Washington	DC	20004	MLKidney@HHLAW.com
Air Tour	Mr.	Dave	King	President	King Airlines, Inc.	1400 Executive Airport Drive Suite K		Henderson	NV	89012	daveking@lasvegas.net
Congressional Interests	Honorable	Jim	Kolbe	U.S. Representative Arizona District 8	U.S. House of Representatives	2266 Rayburn HOB		Washington	DC	20515	
Congressional Interests	Honorable	Jon	Kyl	United States Senator Arizona	U.S. Senate	730 Hart Senate Office Building		Washington	DC	20510	info@kyl.senate.gov
Air Tour	Ms.	Maria	Langer		Helicopter Association International / Flying M Air	32655 Homestead Drive		Wickenberg	AZ	85390	mlanger@theflyingm.com
Air Tour	Mr.	Cliff	Langness		King Airlines, Inc./Westwind Aviation	3278 Brookfield Drive		Las Vegas	NV	89120	clifflangness@hotmail.com
Air Tour	Mr.	Dan	Lawler	Owner/Director of Operations	Air Grand Canyon, Inc. / Windrock Aviation	6000 Janine Drive		Prescott	AZ	86301	dan@airgrandcanyon.com; airgrandcanyon@yahoo.com
State of Nevada, Clark County	Mr.	Mike	Loghides		Clark County Department of Aviation	PO Box 1105		Las Vegas	NV	89111	mikelo@mccarran.com
Other stakeholders	Mr.	Randy	Marlatt			504 Havasupai Rd.		Flagstaff	AZ	86001	ran504@aol.com
Other stakeholders	Ms.	Peggy	Marquis			PO Box 23554		Flagstaff	AZ	86002	
Recreation - Hiking	Mr.	Tom	Martin	Board Member	Grand Canyon Hikers and Backpackers Assoc.	P.O. Box 30821		Flagstaff	AZ	86003	tomhazel@grand-canyon.az.us
Recreation - River	Mr.	Richard	Martin	President	Grand Canyon Private Boaters Assoc.	P.O. Box 2133		Flagstaff	AZ	86003	rickity@mac.com
Congressional Interests	Honorable	John	McCain	Chair, Committee on Commerce, Science and Transportation, United States Senator Arizona	U.S. Senate	241 Russell Senate Office Building		Washington	DC	20510	john_mccain@mccain.senate.gov
Environmental Interests	Mr.	Jim	McCarthy	Vice Chair	Sierra Club-Grand Canyon Chapter	2087 West Fresh Aire Street		Flagstaff	AZ	86001-2898	JK436MC@npgcable.com
Air Tour	Mr.	Paul	McClellan		Air Grand Canyon	6000 Janine Drive		Prescott	AZ	86301	dan@airgrandcanyon.com
Other Stakeholders	Mr.	Michael	McClure		The Paladin Group	PO Box 420111		Kanarriville	UT	85742	mcclurem33@cedarcity.net
Aviation - Other	Mr.	William	Menard	Director	Public Works, City of Flagstaff	211 W. Aspen		Flagstaff	AZ	86001	wmenard@ci.flagstaff.az.us
State of Arizona	Mr.	Victor	Mendez	Director	Arizona Department of Transportation	206 South 17th Avenue		Phoenix	AZ	85007	vmendez@dot.state.az.us
Recreation - River	Mr.	Brian	Merrill	Chief Executive Officer	Western River Expeditions	7258 Raquet Club Drive		Salt Lake City	UT	84121	brian@westernriver.com
Congressional Interests	Honorable	John	Mica	Chair, Aviation Subcommittee, U.S. Representative Florida District 7	U.S. House of Representatives	2445 Rayburn House Office Building		Washington	DC	20515	john.mica@mail.house.gov
Air Tour	Mr.	Mitch	Mignano	Director of Operations	Vista Helicopters, Inc.	2722 Perimeter Rd., Suite 207		North Las Vegas	NV	89032	mitch-mignano@silverstatehelicopters.com
Other Stakeholders	Mr.	Nick P.	Miller		Harris Miller Miller & Hansen, Inc.	15 New England Executive Park		Burlington	MA	01803	nmiller@hmmh.com
State of Arizona	Honorable	Janet	Napolitano	Governor of Arizona	Governor of Arizona	1700 West Washington		Phoenix	AZ	85007	
Air Tour	Mr.	Roger	Neff		Air Grand Canyon	6000 Janine Drive		Prescott	AZ	86301	
Recreation - Hiking	Mr.	Doug	Nering	President	Grand Canyon Hikers and Backpackers Assoc.	3524 E. Verbena Drive	P.O. Box 11986 Prescott, AZ 86304	Phoenix	AZ	85044	doug@gloaming.com
Media	Mr.	Joel	Nilsson		Arizona Republic	200 E. Van Buren St.		Phoenix	AZ	85004	joel.nilsson@arizonarepublic.com
Environmental Interests	Mr.	Arnie	Nouis	Member		1786 W. Heavenly Ct.		Flagstaff	AZ	86001	a.nouis@att.net
Other stakeholders	Mr.	Andy	Odell			5025 Hidden Hollow Rd.		Flagstaff	AZ	86001	wcorvi@yahoo.com

Congressional Interests	Honorable	Ed	Pastor	U.S. Representative Arizona District 4	U.S. House of Representatives	2465 Rayburn HOB		Washington	DC	20515	
Air Tour	Mr.	Jim	Petty	President	A.V.I. Inc. dba Air Vegas	2642 Airport Drive		North Las Vegas	NV	89032	reservations@airvegas.com (attention Jim Petty)
Congressional Interests	Honorable	Jon	Porter	U.S. Representative Nevada District 3	U.S. House of Representatives	218 Cannon HOB		Washington	DC	20515	
Environmental Interests	Ms.	Diane	Prigge	Member		813 W. University Ave., Apt. 219		Flagstaff	AZ	86001	
Other stakeholders	Mr.	Richard	Quartaroli			PO Box 6022		Flagstaff	AZ	86011	richard.quartaroli@nau.edu
Congressional Interests	Honorable	George P.	Radanovich	Chair, Subcommittee on National Parks, Recreation and Public Lands, U.S. Representative, California District 19	U.S. House of Representatives	438 Cannon HOB		Washington	DC	20515	
Congressional Interests	Honorable	Harry	Reid	United States Senator Nevada	U.S. Senate	528 Hart Senate Office Building		Washington	DC	20510	
Congressional Interests	Honorable	Rick	Renzi	U.S. Representative Arizona District 1	U.S. House of Representatives	418 Cannon HOB		Washington	DC	20515	rick.renzi@mail.house.gov
Air Tour	Mr.	Roy	Resavage	President	Helicopter Association International	1635 Prince Street		Alexandria	VA	22314	roy.resavage@rotor.com
Environmental Interests	Mr.	Tom	Robinson	Director of Government Affairs	Grand Canyon Trust	2601 North Ft. Valley Road		Flagstaff	AZ	86001	robinson@grandcanyontrust.org
Air Tour	Mr.	Gregory	Rochna	President	Maverick Helicopters, Inc.	6075 South Las Vegas Blvd.		Las Vegas	NV	89119	gregr@maverickhelicopter.com
Aviation - Other	Ms.	Melissa	Rudinger	Overflights Contacts	Aircraft Owners and Pilots Association	421 Aviation Way		Frederick	MD	21701	melissa.rudinger@aopa.org
Aviation - Other	Mr.	Jim	Russell	pilot	Deer Valley Pilot Association	19849 N. 36th St.		Phoenix	AZ	85036	azpcpc@yahoo.com
Air Tour	Mr.	Craig	Sanderson	Director of Operations	Grand Canyon Airlines	PO Box 3038		Grand Canyon	AZ	86027	craig@grandcanyonairlines.com
Air Tour	Mr.	James D.	Santini	Washington Representative	US Air Tour Association	1101 King Street, Suite 350		Alexandria	VA	22314	
Air Tour	Mr.	Gerald	Schlesinger	President	Las Vegas Helicopters, Inc.	3712 Las Vegas Blvd South		Las Vegas	NV	89109	lvheli@aol.com
Aviation - Other	Mr.	Arn	Schultz		Arizona Pilots Association	2637 E. Air Lane		Phoenix	AZ	85634	editor@americasflyways.com
State of Arizona	Mr.	Ron	Seig	Regional Supervisor	Arizona Game & Fish Department	3500 South Lake Mary Rd		Flagstaff	AZ	86001	
Congressional Interests	Honorable	John B.	Shadegg	U.S. Representative Arizona District 3	U.S. House of Representatives	430 Cannon HOB		Washington	DC	20515	
Congressional Interests	Mr.	Carlos	Sierra			5353 N. 16th St.		Phoenix	AZ	85016	carlos.sierra@mccain.senate.gov
Other stakeholders	Ms.	Stephanie	Sivak			634 Toho Trail		Flagstaff	AZ	86001	sasivak@yahoo.com
Environmental Interests	Mr.	Robert	Smith	Southwest Regional Director	Sierra Club	202 East McDowell, Suite 277		Phoenix	AZ	85004	rob.smith@sierraclub.org
Recreation - River	Mr.	Drifter	Smith	President of the Board	Grand Canyon River Guides Association	PO Box 1934		Flagstaff	AZ	86002	drifter_smith@earthlink.net
Other Stakeholders	Mr.	Gerald	Stairs			111 Fox Road		Sedona	AZ	86336	grstairs@earthlink.net
Air Tour	Mr.	Alan	Stephen			6947 Emerald Springs Lane	PO Box 3038, Grand Canyon, AZ 86023	Las Vegas	NV	89113	arstephen@aol.com
State of Arizona	Ms.	Kim	Stevens		Arizona Department of Transportation, Aeronautics Division	255 E. Osborn Rd.		Phoenix	AZ	85012	kstevens@dot.state.az.us
Air Tour	Mr.	Ron	Strong	Director of Operations	Westwind Aviation, Inc.	732 Deer Valley Road		Phoenix	AZ	85027	rstrong@westwindaviation.com
Media					KTVIK	100 N. San Francisco		Flagstaff	AZ	86001	
Air Tour	Mr.	John	Sullivan	Chief Executive Officer	Sundance Helicopters, Inc.	5596 Haven Street		Las Vegas	NV	89119	john@helicoptour.com
Congressional Interests	Honorable	Craig	Thomas	Chair, Subcommittee on National Parks, United States Senator Wyoming	U.S. Senate	307 Dirksen Senate Office Building		Washington	DC	20510	
State of Arizona	Mr.	Bo	Thomas	City Manager	City of Page	P.O. Box 1180		Page	AZ	86040	citymanager@cityofpage.org
Aviation - Other	Mr.	John	Timmons		The Cormac Group	1730 Rhode Island Ave., NW Suite 317		Washington	DC	20036	jt@thecormacgroup.com

Other Stakeholders	Mr.	Robert	Trout	Director of Operations	Air Bridge, Inc.	1201 Airport Road		Boulder City	NV	89005	rtrout19@earthlink.net
Air Tour	Mr.	Nigel	Turner	President	Heli USA Airways Inc.	275 East Tropicana Avenue, Suite 240		Las Vegas	NV	89109	
State of Arizona	Mr.	Virginia	Turner	Northern Arizona Liaison	Office of the Governor	PO Box 2102		Prescott	AZ	86302	vturner@az.gov
State of Arizona	Mr.	Ron	Walker	County Manager	Mohave County	P.O. Box 7000		Kingman	AZ	86042	ctymgr@co.mohave.az.us
State of Nevada	Mr.	Randall	Walker	Director	Clark County Aviation Department			Las Vegas	NV	89155	director@mccarran.com
Media	Mr.	Harry	Weisenberger		Aviation International News	PO Box 214		Rimrock	AZ	86335	hweisberge@peoplepc.com
Other stakeholders		R.L.	Whitmer		National Parks Visitors Alliance	PO Box 1832		Scottsdale	AZ	85252	rlwhitmer@aol.com
Other Stakeholders	Mr.	Dave	Wilcox	City Manager	City of Flagstaff	City Hall, 211 W. Aspen		Flagstaff	AZ	86001	dwilcox@ci.flagstaff.az.us
Air Tour	Mr.	Ron	Williams	Chairman	Air Star Helicopters	PO Box 3379		Grand Canyon	AZ	86023	ronw@airstar.com or gcnstar@hotmail.com
Aviation - Other	Ms.	Heidi	Williams	Director of Air Traffic Services	Aircraft Owners and Pilots Association	421 Aviation Way		Frederick	MD	21701	heidi.williams@aopa.org
Environmental Interests	Mr.	Walter	Wiygul	Attorney	Waltzer and Associates	1025 Division Street, Suite C		Biloxi	MS	39530	robert@waltzerlaw.com
Recreation - River	Mr.	David	Yeamans	Vice President	Grand Canyon Private Boaters Assoc.	392 Navajo Rd.		Los Alamos	NM	87544	dyeamans@comcast.net, dyeamans@lanl.gov
Air Tour	Mr.	David	York		Helicopter Association International	1635 Prince Street		Alexandria	VA	22314	david.york@rotor.com
Aviation - Other	Ms.	Nancy	Young	Associate General Counsel	Environmental and International Programs, Air Transport Association of America	1301 Pennsylvania Avenue NW, Suite 1100		Washington	DC	20004	nyoung@airlines.org
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Federal Agencies	Mr.	Bill	Dickinson	Superintendent	Lake Mead National Recreation Area	601 Nevada Way		Boulder City	NV	89005	lame_superintendent@nps.gov
Federal Agencies - BLM	Mr.	Roger	Taylor	District Manager, Arizona Strip	Bureau of Land Management	345 East Riverside Drive		St. George	UT	84790	roger_taylor@blm.gov
Federal Agencies - CEQ	Mr.	Ted	Boling	Deputy General Counsel	Council on Environmental Quality	722 Jackson Place NW		Washington	DC	20503	Edward_A._Boling@ceq.eop.gov
Federal Agencies - FAA	Mr.	Barry	Brayer	ATMP Program Manager and NPOAG Vice Chair	Federal Aviation Administration	AWP-4, P.O. Box 92007		Los Angeles	CA	92007	Barry.Brayer@faa.gov
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Federal Agencies - FAA	Ms.	Lynne	Pickard	Senior Advisor on Environmental Policy, and GCWG Co-Chair	Office of Environment and Energy, Federal Aviation Administration	Room 900 West, 800 Independence Avenue SW		Washington	DC	20591	lynne.pickard@faa.gov
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Federal Agencies - FAA	Mr.	Bill	Withycomb	Regional Administrator	Federal Aviation Administration	AWP-1, 15000 Aviation Blvd.		Hawthorne	CA	90250	bill.withycombe@faa.gov
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Federal Agencies - NAVFAC	Mr.	Alan	Zusman	Special Assistant, AICUZ and Ranges CNO and Deputy Director, Base Development	Naval Facilities Engineering Command	Washington Navy Yard 1322 Patterson Avenue SE, Suite 100		Washington	DC	20374	alan.zusman@navy.mil

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AZ GOVT											
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	MR	HARRY	REED	ASST DIRECTOR	AZ DEPT OF TRANS, PLANNING	206 S 17TH AVE, #300		PHOENIX	AZ	85007	
	MR	JOHN	KENNEDY	HABITAT BRANCH	AZ GAME AND FISH DEPT	2221 W GREENWAY RD		PHOENIX	AZ	85023	
	MR	RICK	MILLER	HABITAT PROGRAM MANAGER	AZ GAME AND FISH DEPT	3500 S LAKE MARY RD		FLAGSTAFF	AZ	86001	
	MR	RON	SIEG	REGIONAL SUPERVISOR	AZ GAME AND FISH DEPT	3500 S LAKE MARY RD		FLAGSTAFF	AZ	86001	
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	MR	J DEAN	SLAVENS	MAYOR	CITY OF PAGE	PO BOX 1180		PAGE	AZ	86040	
	MR	ROSS	CARPENTER	PARK DIRECTOR	CITY OF ST JOHNS	PO BOX 455		ST JOHNS	AZ	85936	
	MR	KENNETH	EDES	MAYOR	CITY OF WILLIAMS	113 SOUTH FIRST ST		WILLIAMS	AZ	86046	
	MR	DENNIS	WELLS	CITY MANAGER	CITY OF WILLIAMS	113 SOUTH FIRST STREET		WILLIAMS	AZ	86046	
	THE H	PAUL	BABBITT	SUPERVISOR, DISTRICT 1	COCONINO CNTY BOARD OF SUP	219 EAST CHERRY AVENUE		FLAGSTAFF	AZ	86001	
	MR	RON	TALBOTT	SENIOR PROJECT MANAGER	ENGINEERING DIVISION	211 WEST ASPEN AVE		FLAGSTAFF	AZ	86001	
	MR	JIM	COFFEY		SHERIFF'S DEPT	PO BOX 3234		GRAND CANYON	AZ	86023	
BUSINESS-OTHER											
	MS	LYNN	NEAL	ENVIRONMENTAL CONSULTANTS	SWCA	114 N SAN FRANCISCO # 100		FLAGSTAFF	AZ	86001	
	MR	ROBERT	MATHER	PROJECT DIRECTOR	VAN DIJK PACE WESTLAKE	ONE E CAMELBACK RD, #690		PHOENIX	AZ	85012-1668	
CHAMBER OF COMM											
	MR	DAVE	MAURER	PRESIDENT	FLAGSTAFF CHAMBER OF COMM	101 W ROUTE 66		FLAGSTAFF	AZ	86001	
	MR	DIXON	SPENDLOVE	CHAMBER OF COMMERCE	FREDONIA	PO BOX 547		FREDONIA	AZ	86022	
				CHAMBER OF COMMERCE	GRAND CANYON	PO BOX 3007		GRAND CANYON	AZ	86023	
				CHAMBER OF COMMERCE	PAGE/LAKE POWELL	PO BOX 727		PAGE	AZ	86040	
	MS	DONNA	COCHRAN	EXEC DIR/CHAMBER OF COMMER	WILLIAMS / GRAND CANYON	200 WEST RAILROAD AVE		WILLIAMS	AZ	86046	
	MR	MICHAEL	VASQUEZ	CHAMBER OF COMMERCE	WILLIAMS / GRAND CANYON	200 W RAILROAD AVE		WILLIAMS	AZ	86046-2556	
CONCESSIONER											
				VICE PRESIDENT	DELAWARE NORTH PARKS SVCS	40 FOUNTAIN PLAZA		BUFFALO	NY	14202	
	MR	BRUCE	FEARS	PRESIDENT	DELAWARE NORTH PARKS SVCS	40 FOUNTAIN PLAZA		BUFFALO	NY	14202	
	MR	PAUL	MANGUM		GR CANYON TRAIL RIDES	PO BOX 128		TROPIC	UT	84776	
	MR	DAVID	CHAMBERS	PRESIDENT	GRAND CANYON RAILWAY	1201 W ROUTE 66, #200		FLAGSTAFF	AZ	86001-6252	
	MR	ROBERT	LACIVITA	VICE PRES OPERATIONS	GRAND CANYON RAILWAY	1201 W ROUTE 66, #200		FLAGSTAFF	AZ	86001-6252	
				TRANSPORTATION	GRAND CYN NATL PARK LODGES	PO BOX 709		GRAND CANYON	AZ	86023	
	MR	BOB	BAKER	CHIEF ENGINEER	GRAND CYN NATL PARK LODGES	PO BOX 29		GRAND CANYON	AZ	86023	
	MR	DAVID	MEYER	PHANTOM RANCH	GRAND CYN NATL PARK LODGES	PO BOX 1266		GRAND CANYON	AZ	86023	
				PROJECT MANAGER	PAUL REVERE TRANSPORTATION	PO BOX 1930		GRAND CANYON	AZ	86023	
				STAFF	PAUL REVERE TRANSPORTATION	PO BOX 1930		GRAND CANYON	AZ	86023	

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	MR	STEVE	SPANGLE	FIELD SUPERVISOR	US FISH & WILDLIFE SVC	2321 W ROYAL PALM RD #103	PHOENIX	AZ	85021
	MR &	DAN	ASHLEY	MANAGER	VERKAMPS INC	PO BOX 96	GRAND CANYON	AZ	86023
	MR	JEFF	DUNI	VICE PRES - DEVELOPMENT	XANTERRA PARKS & RESORTS	14001 E ILIFF, SUITE 600	AURORA	CO	80014
	MR	GORDON	TAYLOR		XANTERRA PARKS & RESORTS	ZION LODGE	SPRINGDALE	UT	84767
	MR	STEVE	TEDDER	VICE PRES - NATL PARKS	XANTERRA PARKS & RESORTS	14001 E ILIFF, SUITE 600	AURORA	CO	80014
CONCESSIONER-RIVER									
	MR	BRUCE	WINTER		ARIZONA RIVER RUNNERS INC	PO BOX 47788	PHOENIX	AZ	85068-7788
	MS	LAURIE	STAVELEY		CANYON EXPLORATIONS INC	PO BOX 310	FLAGSTAFF	AZ	86002
	MR	GAYLORD	STAVELEY		CANYONEERS INC	PO BOX 2997	FLAGSTAFF	AZ	86003
	MS	PATRICIA	DIAMOND		DIAMOND RIVER ADVENTURES	PO BOX 1300	PAGE	AZ	86040-1300
	MR	TED	HATCH		HATCH RIVER EXPED INC	PO BOX 1200	VERNAL	UT	84078
	MR	RICHARD	QUIST		MOKI MAC RIVER EXPEDITIONS	PO BOX 71242	SALT LAKE CITY	UT	84171-0242
	MR	GEORGE	WENDT		OARS INC	PO BOX 67	ANGELS CAMP	CA	95222
	MR	JOHN	VAIL		OUTDOORS UNLIMITED	6900 TOWNSEND WINONA RD	FLAGSTAFF	AZ	86004
	MR	SUSAN	HARDING		TOUR WEST INC	PO BOX 333	OREM	UT	84059
	MS	SANDY	HARMER	G C RESERVATIONS MGR	WESTERN RIVER EXPED INC	7258 RACQUET CLUB DRIVE	SALT LAKE CITY	UT	84121
CONGRESSIONAL									
					CONGRESSMAN HAYWORTH OFFICE	14300 N NORTHSIGHT BLVD101	SCOTTSDALE	AZ	85260
	MR	RYAN	SEROTE		CONGRESSMAN HAYWORTH OFFICE	2434 RAYBURN HOB	WASHINGTON	DC	20515
	MS	MELINDA	CARRELL		CONGRESSMAN KOLBE OFFICE	1661 N SWAN RD #112	TUCSON	AZ	85712
	MS	MAURA	SAVEDRA		CONGRESSMAN PASTOR OFFICE	411 N CENTRAL AVE STE 150	PHOENIX	AZ	85004
					CONGRESSMAN RENZI OFFICE	2501 N 4TH ST, #23	FLAGSTAFF	AZ	86004
	MR	BRUCE	RADEN		CONGRESSMAN SHADEGG OFFICE	301 E BETHANY HOME # C-178	PHOENIX	AZ	85012
	MS	EJ	JAMESGUARD		SENATOR KYL OFFICE	2200 E CAMELBACK, #120	PHOENIX	AZ	85016-3455
	MR	KEVIN	MORAN	LEGISLATIVE ASSISTANT	SENATOR KYL OFFICE	730 HART SENATE OFF BLDG	WASHINGTON	DC	20510-0304
	MR	MICHAEL	STULL		SENATOR KYL OFFICE	730 HART SENATE OFF BLDG	WASHINGTON	DC	20510
					SENATOR MCCAIN OFFICE	4450 S RURAL RD #B130	TEMPE	AZ	85282
	MS	JILL	PETERS	LEGISLATIVE ASSISTANT	SENATOR MCCAIN OFFICE	241 RUSSELL SENATE OFF BLD	WASHINGTON	DC	20510-0303
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	MR	RICK	MOORE	ASSOCIATE DIRECTOR	GRAND CANYON TRUST	2601 N FORT VALLEY RD	FLAGSTAFF	AZ	86001
				DIRECTOR	NATURE CONSERVANCY AZ CHAP	333 E VIRGINIA AVE #216	PHOENIX	AZ	85004
				UTAH CHAPTER	SIERRA CLUB	638 6TH AVE	SALT LAKE CITY	UT	84103
	MR	MIKE	MATZ		SO UTAH WILDERNESS ALL	1471 SOUTH 1100 EAST	SALT LAKE CITY	UT	84105
	MR	LUTHER	PROPST		SONORAN INSTITUTE	7650 E BROADWAY BLVD, #203	TUCSON	AZ	85710
					SOUTHWEST FOREST ALLIANCE	PO BOX 1948	FLAGSTAFF	AZ	86002
					THE NATURE CONSERVANCY	7500 N.DREAMY DRAW DR #145	PHOENIX	AZ	85020-4660
	MR	DAVE	FOREMAN		THE WILDERNESS PROJECT	PO BOX 32577	TUCSON	AZ	85751-2577
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	MS	JILL	OZARSKI		WILDERNESS SOCIETY	1660 WYNKOOP ST SUITE 850	DENVER	CO	80202
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	MR	BOB	MCNICHOLS		BUREAU OF INDIAN AFFAIRS	PO BOX 37	VALENTINE	AZ	86437
	MR	TOM	FOLKS	ARIZONA STRIP	BUREAU OF LAND MANAGEMENT	345 E RIVERSIDE DRIVE	ST GEORGE	UT	84790
	MR	BOB	HOLLIS		FEDERAL HIGHWAY ADMIN	400 E VAN BUREN ST	PHOENIX	AZ	85004-2264
	MR	CHARLES	VAN RIPER		NATL BIOLOGICAL SURVEY, NAU	PO BOX 5614	FLAGSTAFF	AZ	86011-5614
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	MR	LUCIA	TURNER	DEPUTY REGN FORESTER	USFS, SOUTHWEST REGION	333 BROADWAY BLVD SE	ALBUQUERQUE	NM	87102-3498
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GRCA/TSYN BUSINESS									
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	MR	DON	KEIL		AZ PUBLIC SERVICE	PO BOX 69	GRAND CANYON	AZ	86023
	MR	BRAD	RYAN	DIVISION MANAGER	AZ PUBLIC SERVICE	101 WEST CHERRY	FLAGSTAFF	AZ	86001
	MR	TERRY	HUDGINS	DIR RES MGMT & ENV AFFAIRS	CANYON FOREST VILLAGE	7610 E MCDONALD DR STE L	SCOTTSDALE	AZ	85250
				GENERAL MANAGER	GARKANE POWER AND ENERGY	PO BOX 465	LOA	UT	84747-0465
	MR	CHRIS	THURSTON		GR CYN IMPROVEMENT ASSOC	7415 N RANCH HOUSE LANE	FLAGSTAFF	AZ	86001
	MR	JOHN	TATHAM		GR CYN OUTBACK JEEP TOURS	PO BOX 1772	GRAND CANYON	AZ	86023
	MR	DALE	FULLER	CONTROLLER	GRAND CANYON AIRLINES	PO BOX 3038	GRAND CANYON	AZ	86023
	MR	RUSS	PANKEY	AIRPORT MANAGER	GRAND CANYON AIRPORT	PO BOX 3188	GRAND CANYON	AZ	86023-3188
	MR	JAY	LANDFAIR	GENERAL MANAGER	HOLIDAY INN EXPRESS	PO BOX 3245	GRAND CANYON	AZ	86023
	MR/MI	BERNI/SANDI	SCHNERR		IMAX	PO BOX 130	GRAND CANYON	AZ	86023
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	MR	RICK	CARRICK		PAPILLON GC HELICOPTERS	PO BOX 455	GRAND CANYON	AZ	86023	
	MR/MS	ANN	WREN	GENERAL MANAGER	QUALITY INN	PO BOX 520	GRAND CANYON	AZ	86023	
	MS	CLARINDA	VAIL	PROPERTIES MANAGER	RED FEATHER, INC	PO BOX 1427	GRAND CANYON	AZ	86023	
	MR	JOHN	DILLON		SCENIC AIRLINES INC	PO BOX 3056	GRAND CANYON	AZ	86023	
	MR/MS	PETE/BECKY	SHEARER		SEVEN MILE LODGE	PO BOX 56	GRAND CANYON	AZ	86023	
	MS	CECILY	HARDING		STEAK HOUSE	PO BOX 1976	GRAND CANYON	AZ	86023	
	MR	FRANK	GIAQUINTO	GENERAL MANAGER	THE GRAND HOTEL	PO BOX 3319	GRAND CANYON	AZ	86023	
	MR	ERIC	GUEISSAZ	OWNER	THE TUSAYAN CAFÉ	PO BOX 568	GRAND CANYON	AZ	86023	
	MR	WAYNE A	COOK	PRESIDENT	TUSAYAN BROADCASTING INC	30600 N PIMA RD #135	SCOTTSDALE	AZ	85262	
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				MANAGER	WE COOK PIZZA	PO BOX 3085	GRAND CANYON	AZ	86023	
IBP										
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	MS	JULIA	VENCAK		AUTO BUS TOURS&CHARTER	PO B 127	MOUNTAINTOP	PA	18707	
	MR	NICK	SAYAH		BEST TOURS AND TRAVEL	2609 EAST MCKINLEY	FRESNO	CA	93703	
	MR	STEPHAN	FRANCK		CA USA INC	4901VINELAND RD #140	ORLANDO	FL	32811	
	MS	CAROL	COOPER		CALIFORNIA CHARTERS INC	3333 E 69TH ST	LONG BEACH	CA	90805	
	MR	ERIC	GREGORY		CERTIFIED TRANSP SVS	1038 N CUSTER ST	SANTA ANA	CA	92701-3915	
	MR	TOM	MORGAN		CITIZEN AUTO STAGE	PO BOX 1991	TUCSON	AZ	85702	
	MR	ADAM	MOSCHIN		CORPORATE TRANSP N TOURS	2352 E UNIVERSITY DR #D105	PHOENIX	AZ	85034-6800	
	MR	DAN	HAKES	GENERAL MANAGER	CYN AIRPORT SHUTTLE SVC	PO BOX 3112	GRAND CANYON	AZ	86023	
	MR	WAYNE	GRAHAM		DENURE TOURS LTD	71 MOUNT HOPE ST	LINDSAY ONTARIO	CANADA		
	MR	EDDIE	WONG		FAST DEER BUS CHARTERS INC	4814 E WASHINGTON BLVD	COMMERCE	CA	90040	
	MR	DAVID	LIPPINCOTT		FRONTIER TOURS	1923 N CARSON ST #105	CARSON CITY	NV	89701	
	MR	BILL	VERCAMMEN		GR CYN TRAIL GUIDES	PO BOX 87	GRAND CANYON	AZ	86023	
	MR	ROMY D ANNE	MURPHY	OWNER	GRAND CANYON DAY HIKES	427 S MARINA ST	PRESCOTT	AZ	86303	
	MR	DENNY	CARR		HIGH SONORAN ADVENTURES	10628 NORTH 97TH ST	SCOTTSDALE	AZ	85260	
	MR	JAMES	WARD		KNOXVILLE TOURS INC	PO BOX 12580	KNOXVILLE	TN	37912	
	MS	JACKIE	BARNES		PACIFIC COAST SIGHTSEEING	2001 S MANCHESTER AVE	ANAHEIM	CA	92802-3803	
	MS	JULIE	SUSEMIHL		PEAK PERFORMANCE ASSOC INC	2 STOVER LANE	MANITOU SPRINGS	CO	80829-2718	
	MR	KARL	HOVANITZ		SILVERADO STAGES	241 PRADO RD	SAN LUIS OBISPO	CA	93401	
	MR	EB	EBERLEIN		SKY ISLAND TREKS	928 SOUTH SEVENTH AVE	TUCSON	AZ	85701	
	MR	PETER	SHELBO		TOUR WEST AMERICA INC	333 S MAIN ST	YUMA	AZ	85364	
	MR	TOM	WATANABE	PRESIDENT	VACATION TOURS INC	9775 S MARYLAND PKWY STE F	LAS VEGAS	NV	89123-3355	
	MS	ASHLEY	KORENBLAT		WESTERN SPIRIT CYCLING	478 MILL CREEK RD	MOAB	UT	84532	
LIBRARY										
				SPECIAL COLLECTIONS LIB	CLINE LIBRARY, NAU	BOX 6022	FLAGSTAFF	AZ	86011-6022	
				REFERENCE DEPT	FLAGSTAFF PUBLIC LIBRARY	300 WEST ASPEN STREET	FLAGSTAFF	AZ	86001	
				LIBRARIAN	GRAND CYN COMM LIBRARY	PO BOX 518	GRAND CANYON	AZ	86023	
				LIBRARY DIRECTOR	KANAB CITY LIBRARY	374 NORTH MAIN	KANAB	UT	84741	
				HEAD/SPECIAL COLL DEPT	NAU CLINE LIBRARY	PO BOX 6022	FLAGSTAFF	AZ	86011-6022	
				REFERENCE DEPT LIBRARIAN	PAGE PUBLIC LIBRARY	PO BOX 1776	PAGE	AZ	86040	
				REFERENCE DEPT	PHOENIX PUBLIC LIBRARY	12 E MCDOWELL ROAD	PHOENIX	AZ	85004	
				REFERENCE DEPT	SEDONA PUBLIC LIBRARY	3250 WHITE BEAR RD	SEDONA	AZ	86336	
				REFERENCE DEPT	WASHINGTON CNTY LIBRARY	50 SOUTH MAIN	ST GEORGE	UT	84770	
				REFERENCE DEPT	WILLIAMS PUBLIC LIBRARY	113 SOUTH 1ST STREET	WILLIAMS	AZ	86046	
NONPROFIT										
				STAFF	GR CYN NATL PARK FOUNDATION	625 N BEAVER ST	FLAGSTAFF	AZ	86001	
	MR &	ALLEN	NAILLE	BOARD OF DIRECTORS	GR CYN NATL PARK FOUNDATION	7950 KOCH FIELD RD	FLAGSTAFF	AZ	86004	
	MS	DEBORAH	TUCK	PRESIDENT	GR CYN NATL PARK FOUNDATION	625 N BEAVER ST	FLAGSTAFF	AZ	86001	
	MR	BRAD	WALLACE	PRESIDENT	GRAND CANYON ASSOCIATION	PO BOX 399	GRAND CANYON	AZ	86023	
	MR	MIKE	BUCHHEIT		GRAND CANYON FIELD INST	PO BOX 399	GRAND CANYON	AZ	86023	
	MR/MS	CHRIS & ROBI	HARBIN		KY WOLF INFO CENTER	1057 REASOR AVE	LOUISVILLE	KY	40217	
	MS	H JANE	RAU	DIRECTOR	MCDOWELL SONORAN LAND TRUST	8148 E DALE LN	SCOTTSDALE	AZ	85262	
NPS										
	MR	CONSTANTINE	DILLON	SUPERINTENDENT	ALBRIGHT TRAINING CENTER	PO BOX 477	GRAND CANYON	AZ	86023	
	MR	CRAIG	AXTELL	SUPERINTENDENT	BRYCE CANYON NATIONAL PARK	PO BOX 170001	BRYCE	UT	84717	
				PROJECT MGMT OFFICE	DOI LIBRARY	1849 C STREET, NW, MS 2258	WASHINGTON	DC	20240	
				ENVIRONMENTAL SPECIALIST	GLEN CYN NATL REC AREA	PO BOX 1507	PAGE	AZ	86040	
	MS	KITTY	ROBERTS	SUPERINTENDENT	GLEN CYN NATL REC AREA	PO BOX 1507	PAGE	AZ	86040	
	MS	CHRIS	TURK	IMDE-PE	NATIONAL PARK SERVICE	PO BOX 25287	DENVER	CO	80225	
				SUPERINTENDENT	PARASHANT NATL MONUMENT	345 E RIVERSIDE DRIVE	ST GEORGE	UT	84790	
	MS	PALMA	WILSON	SUPERINTENDENT	SUNSET CRA/WUPATKI/WALNUT	6400 N HWY 89	FLAGSTAFF	AZ	86004	
	MR	MARTY	OTT	SUPERINTENDENT	ZION NATIONAL PARK		SPRINGDALE	UT	84767-1099	
PRESS										
	MR	GARY	GHIOTO		ARIZONA DAILY SUN	1751 THOMPSON ST	FLAGSTAFF	AZ	86001	
	MS	JACKIE	BROWN	REPORTER	GRAND CANYON NEWS	PO BOX 285	GRAND CANYON	AZ	86023	
				EDITOR	LAKE POWELL CHRONICLE	PO BOX 1716	PAGE	AZ	86040	
				EDITOR	PINION PRESS	BOX 699 - AMFAC HUMAN RES	GRAND CANYON	AZ	86023	
PUBLIC										
	MS	RHONDA	BARBIERI			PO BOX 121	ORCAS ISLAND	WA	98280	
	MR	JOEL	BARNES			1022 CANYON DR	PRESCOTT	AZ	86303	
	MR	THOMAS JOHN	BARRY			845 MIDDLEBROOK	PRESCOTT	AZ	86303	

	MS	JENNIFER	BELTZ			3127 N GRANDVIEW DR	FLAGSTAFF	AZ	86004-1623
	MS	CECELIA	BEREND			401 W RIVIERA DR	TEMPE	AZ	85282
	MR	DAN & ANNET	BLAKLEY			912 12TH AVE NE	ROCHESTER	MN	55906-7106
	MR	STEPHAN	BLOCK			2905 BLUE RANCH RD	COTTONWOOD	AZ	86326-7089
	MS	NANCY	BOOTH			PO BOX 158	GRAND CANYON	AZ	86023
	MS	MARY JEAN	BUBLITZ			781 E HILLTOP AVE	FLAGSTAFF	AZ	86001
	MR	DANIEL F	CASSIDY			2112 DEMERSE AVE	PRESCOTT	AZ	86301-1060
	MR	MIKE	DAVIS			9200 FRONTIER ROAD	FLAGSTAFF	AZ	86004-9441
	MR	LARRY	DEIBEL			1127 N AZUVE DRIVE	FLAGSTAFF	AZ	86001-1112
	MR	BOB	DINEGAR			PO BOX 1870	CAMP VERDE	AZ	86322
	MR	NOEL	EBERZ			PO BOX 380	NAALEHU	HI	96772
	MR	SHANE	EDWARDS			1977 S DOUGLAS STREET	SALT LAKE CITY	UTAH	84105
	MS	BARBARA	FISCHER			PO BOX 711	GRAND CANYON	AZ	86023
	MR	JACK	GALLAGHER			PO BOX 9	GRAND CANYON	AZ	86023
	MR	BRIAN	HANSEN			145 CELILO	FLAGSTAFF	AZ	86001
	MR	MARTOS	HOFFMAN			2256 N. FREMONT BLVD	FLAGSTAFF	AZ	86001
	MR	WES	HOOKER			4025 E 3RD ST # 1	TUCSON	AZ	85711
	MR	HERM	HOOPS			PO BOX 163	JENSEN	UTAH	84035
	MR	SVEN	JARNLOF			15435 N 28TH ST #4	PHOENIX	AZ	85032
	MR	HAL	JENSEN			604 N BEAVER ST	FLAGSTAFF	AZ	86001
	MR	GREG	JONES			PO BOX 54721	PHOENIX	AZ	85078
	MR	R E	JOY			7832 RAWHIDE DR	KINGMAN	AZ	86401-8127
	MS	PAM	KALISH			514 E TAM O SHANTER	PHOENIX	AZ	85022
	MR	JOE	KEYS			PO BOX 1080	CLIFTON	CO	81520
	MR	DAVID	KING			12447 KOKOMO DR	VICTORVILLE,	CA	92392
	MS	LIZ	KOLLE			745 E. HIGHWAY 89	KANAB	UT	84741
	MR	DANIEL	KUHL			3742 W VISTA	PHOENIX	AZ	85051
	MS	CLIFF	LANGNESS			PO BOX 1385	PAGE	AZ	86040
	MS	DIANE	LAVOIE			2112 DEMERSE AVE	PRESCOTT	AZ	86301
	MR	ORME	LEWIS JR			4325 E PALO VERDE DR	PHOENIX	AZ	85018-1127
	MR	MAX	LICHER			PO BOX 1456	SEDONA	AZ	86339
	MR	LARRY & JOY	LUCAS			602 S 76TH PL	MESA	AZ	85208
	MR	MARK	MANSFIELD			206 S 17TH AVE, DROP 340B	PHOENIX	AZ	85007
	MS	BETSY	MCKELLAR			330 S ASH LN	FLAGSTAFF	AZ	86004
	MS	KRISTINA	MCWHORTER			15226 N 28 TH DR	PHOENIX	AZ	85053
	MR	JOHN	MIDDENDORF			PO BOX 3580	PAGOSA SPRINGS	CO	81147
	MR	JOHN	MIDDENDORF			1000 N HUMPHREYS, STE 222	FLAGSTAFF	AZ	86001-3125
	MR	TOM	MOODY			331 E MOHAWK	FLAGSTAFF	AZ	86001
	MR	DAVID	MURDOCK			320 OURAY AVENUE	BROOMFIELD	CO	80020
	MR	DOUG	PETERS			7710 W BRIDLE TRAIL	FLAGSTAFF	AZ	86001
	MR	BILL	POOL			2249 E CHRISTY DR	PHOENIX	AZ	85028-3106
	MR	CHRIS	RAINE			5210 FLORENCE LOOP	DUNSMUIR	CA	96025
	MR	RONALD	RAMSEY			PO BOX 710	CAMP VERDE	AZ	86322
	MR	BRUCE	ROBBINS			42 W OCOTILLO	PHOENIX	AZ	85013
	MR	ALAN	SANDERS			232 N THIRD	PORT HUENEME	CA	93041
	MR	CRAIG	SARUBBI			12800 BRIAR FOREST, STE 25	HOUSTON	TX	7707
	MR	MATT	SCHLISKE			1125 CENTENNIAL RD	FORT COLLINS	CO	80525
	MR/MI	VERN/MURIEL	SCHULTZ			9 S MURPHY WAY	PRESCOTT	AZ	86303-5727
	MS	MARY	SHELP			PO BOX 23153	GLAD PARK	CO	81523-0512
	MR	ROSS	SMITH			9140 E JENAN	SCOTTSDALE	AZ	85260
	MR	CARLOS	SOTOMAYOR			837 W INGLEWOOD	MESA	AZ	85201
	MR	ALAN	SPICER			5130 SUNSET STRIP	WILLIAMS	AZ	86046
	MR	TIM	STEFFAN			11600 HOMESTEAD LANE	FLAGSTAFF	AZ	86004
	MR	MARK	STEFFAN			11475 HOMESTEAD LANE	FLAGSTAFF	AZ	86004
	MR	LAWRENCE	STEVENS			PO BOX 1315	FLAGSTAFF	AZ	86002
	MR	CHUCK	SYPHER			PO BOX 1538	GRAND CANYON	AZ	86023
	MR	ADAM	TRAHAN			7810 N 14 TH PLACE # 1023	PHOENIX	AZ	85020
	MR	TOM	WAHLQUIST			PO BOX 513	PEACH SPRINGS	AZ	86434
	MS	LINA	WALLEN			3716 N GRANDVIEW DR	FLAGSTAFF	AZ	86004
	MR	NAT	WHITE			1400 W MARS HILL RD	FLAGSTAFF	AZ	86001
	MR	ANTHONY	WILLIAMS			PO BOX 305	FREDONIA	AZ	86022
	MR	DAVID	WOLF			1560 E IRIS TR	FLAGSTAFF	AZ	86001
	MR	JIM	YARBROUGH			4126 GREENWOOD ST	NEWBURY PARK	CA	91320-5227
	MS	CAROLE	YOUNGBERG			HC 67 BOX 34	MARBLE CANYON	AZ	86036
	MR	DONALD	ZIEGLER			11018 NE 11 TH ST APT 214	BELLEVUE	WA	98004-4576
					ALLIANCE OF BC PARACHUTISTS	2091 GOETZ RD	PERRIS	CA	92570
	MR	BUFORD	BELGARD	FINANCE DIRECTOR	AMER LEGION POST #42	205 S FIRST ST - #D	WILLIAMS	AZ	86046
	MR	EUGENE	BERLATSKY		AZ BICYCLE CLUB	6738 N 19TH ST	PHOENIX	AZ	85016
	MR	RANDY	VIRDEN	DEPT OF REC MGMT/TOURISM	AZ STATE UNIV	PO BOX 874905	TEMPE	AZ	85287-4905
	MR	JAMES M	HARRIS	PRINCIPAL	COFFMAN ASSOCIATES INC	4835 E CACTUS RD, STE 235	SCOTTSDALE	AZ	85254
	MR	GARY	CLYDE	GENERAL MANAGER	COHONINA/CERBAT ARCH/ENGRG	PO BOX 588	CAVE CREEK	AZ	85331-0588
	MR	KEVIN	LYONS	ASSOCIATE PROFESSOR	DEPT OF MECH& AEROSPACE EN	NC STATE UNIV BOX 7910	RALEIGH	NC	27695-7910
	MR	RON	SCHREIER	VICE PRESIDENT	GANNETT FLEMING INC	3001 E CAMELBACK STE #130	PHOENIX	AZ	85016-4498
	MR	DIRK	PRATLEY		GREEN CHILE WOODWORKS	2600 W HOGAN DR #19	FLAGSTAFF	AZ	86001

	MR	JEFF	JOHNSON	MANAGING PARTNER	JEFF JOHNSON & CO LLC	617 N HUMPHREYS ST STE 201	FLAGSTAFF	AZ	86001-3064	
	MR	VAN	WOLF		SNELL & WILMER	1 ARIZONA CENTER	PHOENIX	AZ	85004-0001	
					THE PLANNING CENTER	1580 METRO DR	COSTA MESA	CA	92626-1427	
	MR	THOMAS	OLSEN		THOMAS OLSEN ASSOC INC	8750 W ANTOINETTE WAY	FLAGSTAFF	AZ	86001	
	MR	WADE	ALBRECHT	INSTRUCTIONAL SPECIALIST	U OF A COCONINO COOPERATIVE	2304 N 3RD ST	FLAGSTAFF	AZ	86004	
				COCONINO CNTY COOP EXTEN	UNIVERSITY OF ARIZONA	2304 NORTH 3RD ST	FLAGSTAFF	AZ	86004-3605	
RECR GROUP										
	MS	JEAN	ANDERSON	TREASURER	AZ STATE HORSEMAN ASSOC	29210 N 64TH ST	CAVE CREEK	AZ	85331	
	MS	JAN	HANCOCK	BOARD OF DIRECTORS	AZ TRAIL ASSOCIATION	805 N 4TH AVE #703	PHOENIX	AZ	85003	
	MR	STEVE	SAWAY	VICE PRESIDENT	AZ TRAIL ASSOCIATION	533 SUFFOLK DRIVE	SIERRA VISTA	AZ	85635	
	MR	DICK	WALSH	AZ TRAIL STEWARD	AZ TRAIL ASSOCIATION	PO BOX 31265	FLAGSTAFF	AZ	86003	
	MR	ELDON	BOWMAN		BACK COUNTRY HORSEMAN OF AZ	5535 N MGDALENA RD	FLAGSTAFF	AZ	86001	
	MR	JIM	BUCHANAN	PRESIDENT	BACK CTRY HORSEMAN OF CAZ	8250 N BUCHANAN DRIVE	PRESCOTT	AZ	86305-8801	
	MR	RICHARD	MARTIN	PRESIDENT	GR CYN PRIVATE BOATERS ASSN	PO BOX 2133	FLAGSTAFF	AZ	86003-2133	
TRANSIT										
	MR	D JAMES	MCDOWELL	PRESIDENT & CEO	AAA ARIZONA	3144 NORTH 7TH AVE	PHOENIX	AZ	85013	
	MR	HANK	PHILLIPS SR	SENIOR VP	NATIONAL TOUR ASSOC	546 E MAIN ST	LEXINGTON	KY	40508-2342	
TRIBE										
	MR	BOB	ZING			6909 BELLROSE AVE, NE	ALBUQUERQUE	NM	87110	
				REFERENCE DEPT	FREDONIA PUBLIC LIBRARY	BOX 217, 118 N MAIN ST	FREDONIA	AZ	86022	
				PRESIDENT	FREDONIA TOWN COUNCIL	PO BOX 217	FREDONIA	AZ	86022	
			HERNANDEZ	TUWEEP	GRAND CANYON NATIONAL PARK	PO BOX 129	GRAND CANYON	AZ	86023	
					GRAND CANYON PIONEERS	PO BOX 10067	PRESCOTT	AZ	86304	
UT GOVT										
	MS	KIM	LAWSON	MAYOR	CITY OF KANAB	76 NORTH MAIN #14	KANAB	UT	84741	
	MR	PETER	SOLIE	DIR OF ECON DVPT	CITY OF KANAB	78 SOUTH 100 EAST	KANAB	UT	84741	
	MR	KEN	SIZEMORE	DIR COMM & ECON DVPT	FIVE COUNTY ASSOC OF GOVTS	PO BOX 1550	ST GEORGE	UT	84771-1550	
VIS CTR										
	MR	KURT	BURKHART	DIRECTOR	CONVENTION/VISITOR BUREAU	211 W ASPEN AVE	FLAGSTAFF	AZ	86001-5399	
	MS	MAGGIE	DOWD	SUPERVISOR	JACOB LAKE VISITOR CTR	PO BOX 248	FREDONIA	AZ	86022	
	MR	GREG	OAKLEAF	DIRECTOR	KAIBAB PLATEAU VIS CTR	PO BOX 248	FREDONIA	AZ	86022	
				DIRECTOR	WILLIAMS VISITOR CENTER	200 W RAILROAD AVE	WILLIAMS	AZ	86046	
	Mr	Mark	Hawkins		Arizona Pilots Association	25205 S. 187 Pl.	Queen Creek	AZ	85242	azstol@aol.com
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Tribal - Hualapai	Mr.	Rory	Majenty	Hualapai Tourism Director	Grand Canyon Resort Corporation	P.O. Box 359 887 Hwy 66 (fed ex)	Peach Springs	AZ	86434	
Tribal - Navajo	Ms.	Karen	Yazzie		Parks and Recreation, Navajo Nation	P.O. Box 2520 P.O. Box 459, Cameron AZ 86020	Window Rock	AZ	86515	
Tribal -Havasupai	Mr.	Mike	Shiel		Rothstein Donatelli (represents Havasupai Tribal Councils)	80 E. Rio Salado Pkwy #305	Tempe	AZ	85281	mshiel@rothsteinlaw.com
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Tribal -Hualapai	Mr.	Jack	Ehrhardt	Planner	Hualapai Tribal Nation	PO Box 179	Peach Springs	AZ	86434	hualapaiplanning@citlink.net
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Tribal -Navajo	Mr.	Teddy	Bedonie		Cameron Chapter, Navajo Nation	PO Box 85	Cameron	AZ	86020	
Tribal -Navajo	Ms.	Dorothy	Lee	Chapter Representative	Gap-Bodaway Chapter, Navajo Nation	PO Box 2065	Page	AZ	86040	dorothycurley4@hotmail.com
Tribal -Navajo	Ms.	Rayola	Werito	Chapter Representative	Cameron Chapter, Navajo Nation	PO Box 85	Cameron	AZ	86020	rjwerito@yahoo.com
Tribal -Paiute, Las Vegas Tribe	Mr.	Kenny	Anderson	Resource Specialist	Las Vegas Tribe	1 Paiute Drive	Las Vegas	NV	89106	
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				Dispatch	Spirt Airlines						
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		Warren	Kaplan	General Manager, cell 702-326-7992	Vision Aviation _ VGT						wkaplan@visionholidays.net
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		Barry	Kane	Operations Manager	Atlantic Aviation-LAS FBO						bkane@atlanticaviation.com
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	Mr.	Bruce	Belcher			233 Broken Arrow Court		??		89074	kerrybelcher2003@yahoo.com
	Mr.	John	Bergener		Ricondo & Associates. Inc.	2255 E. Sunsett Rd #2004		Las Vegas	NV	89119	j_bergener@ricondo.com
	Ms.	Jane	Feldman		Sierra Club						janefeldman@earthlink.net
	Mr.	Charles	Minner		Soaring Society of America	2840 N. Thomas Road		Tucson	AZ	85745	canthmin@msn.com
	Ms.	Christine	Reed		Ricondo & Associates. Inc.	1850 N. Central Ave, STE 940		Phoenix	AZ	85004	c_reed@ricondo.com
	Mr.	Dave	Anderson			3425 E. Cherokee Street		Phoenix	AZ	85004	davebarban@cox.net

National Park Service
U.S. Department of the Interior

Grand Canyon
National Park

PO Box 129
Grand Canyon, Arizona
86023-0129 USA

928-638-7779 phone
928-638-7609 fax

Grand Canyon National Park News Release

DATE: January 25, 2006
For Immediate Release
NPS: Maureen Oltrogge 928-638-7779

Federal Aviation Administration and National Park Service Invite Public Participation Regarding Preparation of an Environmental Impact Statement (EIS) for Actions to Substantially Restore Natural Quiet to the Grand Canyon National Park.

The Federal Aviation Administration (FAA) and the National Park Service (NPS), as co-leads in the environmental process, announce their intention to prepare an Environmental Impact Statement (EIS) under the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended.

The EIS will address environmental and related impacts that may result from actions to be proposed and alternatives to be developed to achieve the statutory mandate of Public Law 100-91, (commonly known as the National Parks Overflights Act), to provide for the substantial restoration of the natural quiet and experience of Grand Canyon National Park (GCNP).

NEPA calls on Federal agencies to consider environmental issues as part of their decision making process. NEPA encourages federal agencies to involve interested parties through a process referred to as scoping. Scoping allows interested parties an opportunity to make suggestions early in the planning process.

As part of this process, a 90-day scoping comment period will commence on January 20, 2006. The scoping process for this EIS will include three public participation opportunities during the month of February 2006. Participants are encouraged to come at any time during the 4 hour "open house" to visit informational stations, speak to FAA and NPS representatives, to pick up written information and provide comment. The meetings will be held from 4 pm to 8 pm.

Phoenix, Arizona – 2/21/06	**Flagstaff, Arizona – 2/22/06**	**Las Vegas, Nevada – 2/23/06**
Glendale Community College 6000 W. Olive Avenue Glendale, AZ 85302	Museum of Northern Arizona 3101 N. Ft. Valley Rd Flagstaff, AZ 86001	Henderson Convention Center 200 Water Street Henderson, NV 89015

During this period the FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding but not limited to:

- ✓ the scope, issues, and concerns related to the development of proposed and alternative actions at GCNP that provide for the substantial restoration of the natural quiet and experience of the park and protection of public health and safety from significant adverse effects associated with all aircraft overflights;
- ✓ past, present, and reasonably foreseeable future actions which, when considered with any alternatives , may result in significant cumulative impacts; and
- ✓ potential alternatives.

Interested parties can submit oral and/or written comments at the public meeting representing the concerns and issues they believe should be addressed. Written comments can also be mailed to:

Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 01, 400 Seventh Street, SW
Washington, DC 20590-0001

Please submit any written comments within ninety-days from the beginning of the scoping period or no later than April 27, 2006.

Additional information can be found on the Grand Canyon Overflights joint FAA/NPS website: http://overflights.faa.gov

For further information on this planning process, please contact Barry Brayer, Manager Executive Resource Staff (AWP-4), Federal Aviation Administration at (310) 725-3800 or via email at Barry.Brayer@faa.gov or Mary Killeen, Chief, Office of Planning and Compliance, Grand Canyon National Park at (928) 638-7885 or via email at mary_killeen@nps.govT

National Park Service
U.S. Department of the Interior

Grand Canyon
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Grand Canyon National Park Calendar Announcement

DATE: February 15, 2006
For Immediate Release
NPS: Maureen Oltrogge 928-638-7779

WHAT: The Federal Aviation Administration (FAA) and the National Park Service (NPS), as co-lead agencies in the environmental process, intend to prepare an Environmental Impact Statement (EIS) related to overflights at Grand Canyon National Park. This EIS will address environmental and related impacts that may result from actions to be proposed and alternatives to be developed to achieve the statutory mandate of Public Law 100-91, commonly known as the Overflights Act, to provide for the substantial restoration of the natural quiet and experience of Grand Canyon National Park (GCNP). The FAA and NPS are inviting the public, agencies, and other interested parties to provide comments, suggestions, and input regarding: scope, issues, and concerns related to development of proposed and alternative actions that provide for the substantial restoration of natural quiet and experience of GCNP and protection of public health and safety from significant adverse effects associated with all aircraft overflights; past, present and reasonable foreseeable future actions which, when considered with any alternatives, may result in significant cumulative impacts; and potential alternatives.

WHO: The FAA and the NPS invite the public, agencies, and other interested parties for their input as the EIS is initiated. Anyone interested in providing input and offering ideas about how to achieve substantial restoration of natural quiet in the Park or would like to learn more about the EIS process is encouraged to attend.

WHEN/WHERE: ***All meetings will be in an open house format, and there will be no formal presentation. The public is invited to stop by at any time from 4:00 p.m. to 8:00 p.m.***

Phoenix, Arizona – 2/21/06	**Flagstaff, Arizona – 2/22/06**	**Las Vegas, Nevada – 2/23/06**
Glendale Community College 6000 W. Olive Avenue Glendale, AZ 85302 www.gc.maricopa.edu/ma	Museum of Northern Arizona 3101 N. Ft. Valley Rd Flagstaff, AZ 86001 http://www.musnaz.org/	Henderson Convention Center 200 Water Street Henderson, NV 89015 www.visithenderson.com/index01.html

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WHY: The publication of the NPS and FAA Notice of Intent in the Federal Register initiated a 90-day public scoping and comment period. Scoping comments will be accepted through April 27, 2006.

Interested parties can submit oral and/or written comments at the public meeting representing the concerns and issues they believe should be addressed. Written comments can also be mailed to:

Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 401, 400 Seventh Street, SW
Washington, DC 20590-0001

PUBLIC CONTACT: Additional information can be found on the Grand Canyon joint FAA/NPS website: http://overflights.faa.gov

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NPS Press Release Contacts used for Scoping

3tvnews@azfamily.com
aminard@azstarnet.com
aparizona@ap.org
aplasvegas@ap.org
aptrenton@ap.org
betsym@hcn.org
gcnews@grand-canyon.az.us
jackiebinaz@aol.com
jane.engle@latimes.com
jbaird@sltrib.com
jblevins@denverpost.com
jcross@ktar.com
joel.nilsson@arizonarepublic.com
judd.slivka@arizonarepublic.com
kaffnews@kaff.com
kdavidson@sfchronicle.com
kritter@ap.org
ksmith@knaztv2.com
lclymer@azdailysun.com
manning@lasvegassun.com
mark.shaffer@arizonarepublic.com
markh@kanab.net
maryjo.pitzl@arizonarepublic.com
matt@lasvegassun.com
mediawise@kanab.net
michael.ferraresi@arizonarepublic.com
mike.clancy@arizonarepublic.com
mkelley@ap.org
mroberts@ap.org
mtobin@azstarnet.com
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peter.corbett@arizonarepublic.com
sethm@flaglive.com
shaun.mckinnon@arizonarepublic.com
steve.yozwiak@arizonarepublic.com
sunews@kanab.net
suzanne_bissett@azfamily.com
tkenworthy@usatoday.com
tombell@uswaternews.com
tom_jordan@metronetworks.com
trausch@globe.com
welsch@startribune.com
wendy.benjaminson@chron.com
david_barna@nps.gov
rick_frost@nps.gov
leah_mcginnis@nps.gov
CCole@azdailysun.com

C. Meetings Held in Association with EIS Scoping

Three public meetings will be conducted in open house format during February 2006.

Phoenix, Arizona – 2/21/06 Glendale Community College 6000 W. Olive Avenue Glendale, AZ 85302	**Flagstaff, Arizona – 2/22/06** Museum of Northern Arizona 3101 N. Ft. Valley Rd Flagstaff, AZ 86001	**Las Vegas, Nevada – 2/23/06** Henderson Convention Center 200 Water Street Henderson, NV 89015

Posters Presented at these meetings:

- Station 1 - NEPA 101
- Station 1 - Background and Key Player
- Station 1 - Timeline of Key Events
- Station 2 - Introduction to Acoustics
- Station 2 - Current Conditions
- Station 2- Noise Modeling
- Station 2- Preliminary Noise Analysis Results
- Station 2- Adjacent lands
- Station 3 - Impacts Topics: Cultural and Natural Resources
- Station 3 - Visitor Experience, Wilderness, and Socioeconomic Conditions
- Station 4- Using NEPA to Develop Alternativesfor Fulfilling the Requirements of the Overflights Act
- Station 5 - Management Zoning and Objectives for Grand Canyon National Park
- Hualapai Tribe Poster
- GCNP: Management Zones and Airspace

Handouts available at these meetings:

- Noise Limitations Rule Federal Register Notice 3-29-05
- Glossary of Terms
- Status of GCNP Recommendations in the 1994 NPS Report to Congress
- Text of Public law 100-91
- 1996 Presidential memorandum, Earth Day Message
- Statutory, Regulation, and Litigation background
- Members of the Grand Canyon Working Group
- Station 1 NEPA 101 Poster (reproduced as a handout)
- Draft Framework for Integration of GCWG and NEPA
- Summary of Fican Report
- Letter from FICAN re: FICAN report 5-12-05
- Station 2 Analysis Results Poster (reproduced as a handout)
- FAA 1050.1E Impact CategoriesQuiet Technology Final Rule handout
- Air Tour Act S804 handout
- Fragmentation handout

Federal Aviation Administration

Grand Canyon

U.S. Department of the Interior
National Park Service

Environmental Impact Statement (EIS)
Public Scoping Open House
for Grand Canyon Overflights Plan

WELCOME

Federal Aviation Administration

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National Park Service

Introduction to NEPA

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA) is the policy for American environmental protection. It sets forth policy and goals and a means for carrying out its principles. NEPA ensures that federal agencies act in good faith during federal undertakings. Details of NEPA are found in 40 CFR 1500-1508.

Why NEPA?

When a Federal action is planned, the interested public and affected agencies have the opportunity to provide input, identify issues, and to offer solutions early in the NEPA process. This is accomplished through:

- Scoping
- Formal Public Review of Draft Environmental Impact Statement

Public Scoping and Comment

How Long is the Scoping Process?

The scoping process for this EIS will include three public meetings and a ninety-day comment period for interested agencies and parties to submit oral and/or written comments representing the concerns and issues they believe should be addressed. Comments for the Overflights Plan will be accepted until April 27th, over 90 days after the release of the Notice of Availability.

Notice of Intent to Public: January 20, 2006

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Public Open Houses: Phoenix (February 21), Flagstaff (February 22), Las Vegas (February 23). Public Scoping through April 27, 2006

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Review of Public Scoping Comments. Develop and Analyze Range of Alternatives Identify Preferred Alternative

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Draft Environmental Impact Statement to Public: Public Review and Comment Period

↓

Final Environmental Impact Statement to Public

↓

Record of Decision and Final Rulemaking

NEPA In Action

How Does NEPA Relate to the Overflights Plan?

- The Overflights Plan is a plan to address the substantial restoration of natural quiet within Grand Canyon National Park,
- The EIS will be a detailed environmental document that analyzes the impacts of the various management alternatives.
- The EIS is a joint effort between the Federal Aviation Administration and the National Park Service
- The EIS will help the FAA and the NPS determine the preferred management alternative, providing the basis for the Overflights Plan.

Comments can be submitted the following ways:

✓Mail comments to:
Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 401, 400 Seventh Street, SW.
Washington, DC 20590-0001

✓ Public Meetings
✓ Internet: http://dms.dot.gov

Please include your name, email address, and mailing address with all comments.

For more information check out these websites for information on NEPA and Overflights at Grand Canyon National Park.

http://www.nps.gov/grca/overflights/index.htm

http://overflights.faa.gov/

http://planning.den.nps.gov/tools.cfm

http://www.whitehouse.gov/ceq/

http://www.epa.gov/epahome/laws.htm

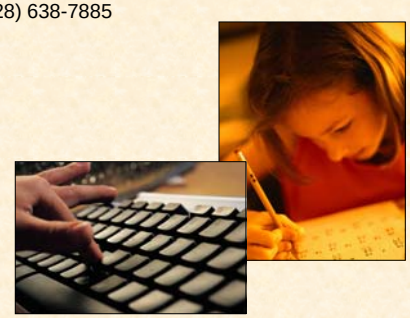
http://www4.law.cornell.edu/uscode/index.html

http://dms.gov/

Still Have Questions? Contact:

Mr. Barry Brayer, Federal Aviation Administration
(310) 725-3800, or

Ms. Mary Killeen, Grand Canyon National Park
(928) 638-7885



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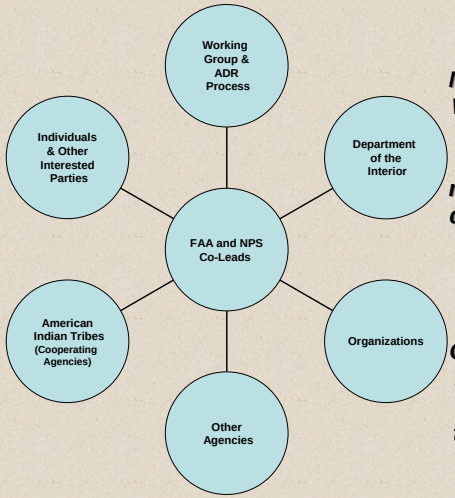
Background and Key Players



NPS and FAA Vision: Work collaboratively to achieve substantial restoration of natural quiet while providing a reasonable opportunity for visitors to experience the Grand Canyon safely by air tours, without adversely affecting the national aviation system.

Who is the Working Group and What is its Role?

Under authority of National Parks Overflights Advisory Group (NPOAG), the Grand Canyon Working Group Protocols are:

- Participate in review of the overflights noise analysis
- Address issues related to overflights noise and safety
- Seek meaningful, realistic and readily implementable solutions
- Develop recommendations by consensus, if possible
- Function as an aviation rulemaking committee, to participate in the development of aviation regulations necessary to implement the recommendations

Cooperating Agencies

The Bureau of Indian Affairs and American Indian Tribes with ties to Grand Canyon and are being invited to participate in the EIS as Cooperating Agencies in accordance with NEPA and Section 106 of the National Historic Preservation Act

What is the Purpose of the Environmental Impact Statement?

The EIS will address environmental and related impacts that may result from actions to be proposed and alternatives to be developed to achieve the statutory mandate of Public Law 100-91 (the Overflights Act) to develop recommendations for aircraft overflights and to provide for substantial restoration of the natural quiet and experience of Grand Canyon National Park.

Grand Canyon Working Group

Makes recommendations for alternatives for achieving substantial restoration of natural quiet and submits them to:

FAA, NPS, and National Parks Overflights Advisory Group (NPOAG)

FAA and NPS

- FAA and NPS are co-leads for the EIS
- Record of Decision issued jointly by FAA and NPS

FAA *Implements through final rulemaking*

Substantial restoration of natural quiet achieved.

What is the Mandate of Public Law 100-91?

Public Law 100-91, known as the National Parks Overflights Act, was passed in August 1987. It requires achieving substantial restoration of the natural quiet and experience of the park and protection of public health and safety from adverse effects associated with aircraft overflights.

How is Substantial Restoration of Natural Quiet Defined?

Natural quiet is obtained when at least 50% or more of the park is experiencing natural quiet (i.e. no aircraft audible) 75-100% of the day, each and every day.

Is there a Timeframe for Achieving Substantial Restoration of Natural Quiet?

The Presidential Memorandum of April 22, 1996, Earth Day Initiative, Parks for Tomorrow, calls for the restoration of natural quiet in Grand Canyon National Park to be achieved by April 22, 2008.

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Timeline of Key Events

Grand Canyon National Park Enlargement Act – determine if overflights are causing "a significant adverse effect on the natural quiet and experience"

•FAA established Special Federal Aviation Regulation 50 (**SFAR**) for the Grand Canyon airspace

•Passage of the National Parks Overflights Act

Presidential Memorandum requires issuance of limits on sightseeing aircraft to reduce noise and make progress toward restoration of natural quiet. Also requires development of a plan to complete the restoration and maintenance of natural quiet

NPS publishes "Evaluation of Methodology for Air Tour Operations Over GCNP" proposing a two-zone acoustic approach to evaluate achievement of the natural quiet standard.

The DC Circuit Court denied the US Air Tour Assn's challenge to the Air Tour Limitation Rule and ruled that FAA's use of an annual average day for measuring substantial restoration of natural quiet is inconsistent with NPS's definition. The court held that FAA must account for noise from aircraft other than air tours when analyzing impacts.

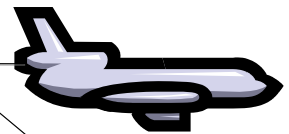
•FAA published the Noise Limitations for Aircraft Operations in the Vicinity of GCNP **Final Rule**.
•FAA/NPS issue notice for membership in the **Grand Canyon Working Group** of NPOAG Aviation Rulemaking Committee. Public meetings held.
•First meeting of Working Group

FAA established **SFAR 50-2**, creating flight-free zones and specific flight corridors and minimum altitude restrictions to accommodate air tour and general aviation flights

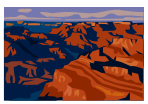
FAA Final Rule (the '96 Rule):
•modifies Special Flight Rules Area (SFRA)
•establishes adds new (and modifies existing) flight corridors
•establishes reporting requirements,
•Establishes curfews
•Capped number of air tours in the SFRA

FAA/NPS establish the **National Parks Overflights Advisory Group (NPOAG)**

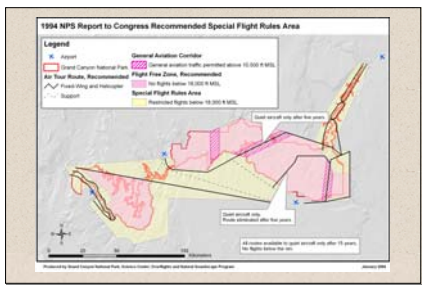
FAA and NPS initiate alternative dispute resolution process.



1975 1986 1987 1988 1994 1996 1997 1998 2000 2001 2002 2004 2005 2006



NPS submitted a "**Report to Congress**" as required by the Overflights Act. The report defined and made a recommendation for achieving "substantial restoration of natural quiet"



A mid-air collision between two air tour aircraft resulted in 25 fatalities and focused widespread attention on overflights

FAA delays effective date for majority of provisions in the '96 rule due to safety concerns SFAR50-2 airspace structure and routes remain in effect.

•Passage of the National Parks Air Tour Management Act
•FAA publishes Air Tour Limitation Rule allocating 90,000 air tour operations in the SFRA (effective May 2000)
•West end routes change. East end route changes delayed due to safety concerns

FAA/NPS issue Notice of Intent to initiate public scoping for an Environmental Impact Statement for a Overflights Management Plan

Federal Aviation Administration

Grand Canyon

U.S. Department of the Interior
National Park Service

Introduction to Acoustics

Acoustic Definitions

Audibility refers to the capacity of a human with normal hearing to detect the presence of sound. Additionally, the sound pressure levels and frequency content of ambient sounds influence the ability of a human to hear a given sound.

***Noticeability*:** A sound is noticeable when a human can notice a sound while engaged in another activity such as walking or talking. The noise model assumes that a sound is noticeable if it is10 dB above the threshold of audibility.

Equivalent Sound Level (Leq): The logarithmic average (i.e., on an energy basis) of sound pressure levels over a specific time period.

Existing Ambient Sound Level: All sounds in a given area, including all natural sounds as well as all mechanical, electrical and other human-caused sounds.

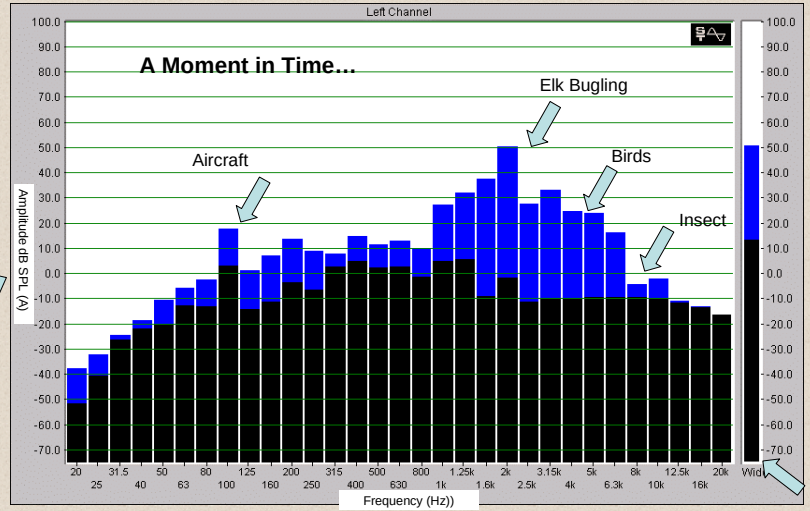
Natural Ambient Sound Level (Lnat): All natural sounds in a given area, excluding all mechanical, electrical and other human-caused sounds.

A-Weighting: A frequency-based methodology used to account for changes in human hearing sensitivity as a function of frequency. The A-weighting network de-emphasizes the high (6.3 kHz and above) and low (below 1 kHz) frequencies, and emphasizes the frequencies between 1 kHz and 6.3 kHz, in an effort to simulate the relative response of human hearing.

Sounds are composed of many frequencies (tones), each having its own amplitude (loudness)

Amplitude:
The loudness of a sound. Amplitude is measured in decibels (dB), which are on a logarithmic scale.

Standard Reference Pressure:
Approximate threshold of human hearing



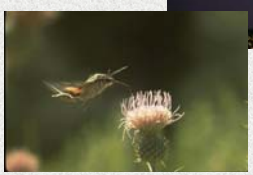
Frequency:
The tone or pitch (high or low) of a sound. Frequency is measured in Hertz (Hz)

Range of Human Hearing:
An average healthy young person can hear frequencies from about 20 Hz to 20,000 Hz and amplitude levels from 0dBA to 130dBA or more.

Equivalent Sound Level (Leq):
The logarithmic average (i.e., on an energy basis) of sound pressure levels over a specific time period.

"**Natural ambient**" is considered synonymous with the term "natural quiet," although natural ambient is more appropriate because nature is often not quiet. Natural sounds are influenced by seasons and can include:

Birds
Animals
Weather conditions



Examples of sound levels (dBA) in National Parks

	dBA
• Threshold of human hearing	0
• Haleakala National Park, Volcano crater (probably occurs in many parks, need sensitive microphones)	10
• Canyonlands National Park, Leaves rustling	20
• Grand Canyon High Altitude Airline Overflight	30
• Zion National Park, Crickets (5 m)	40
• Grand Canyon Air Tour Aircraft Overflight	50
• Whitman Mission, Speech (3 m)	60
• Yellowstone National Park, Snowcoach (30 m)	80
• Arches National Park, Thunder	100

A 10dB increase in sound level sounds like a doubling in loudness!

Federal Aviation Administration

Grand Canyon

U.S. Department of the Interior
National Park Service

Current Conditions

Types of Aircraft

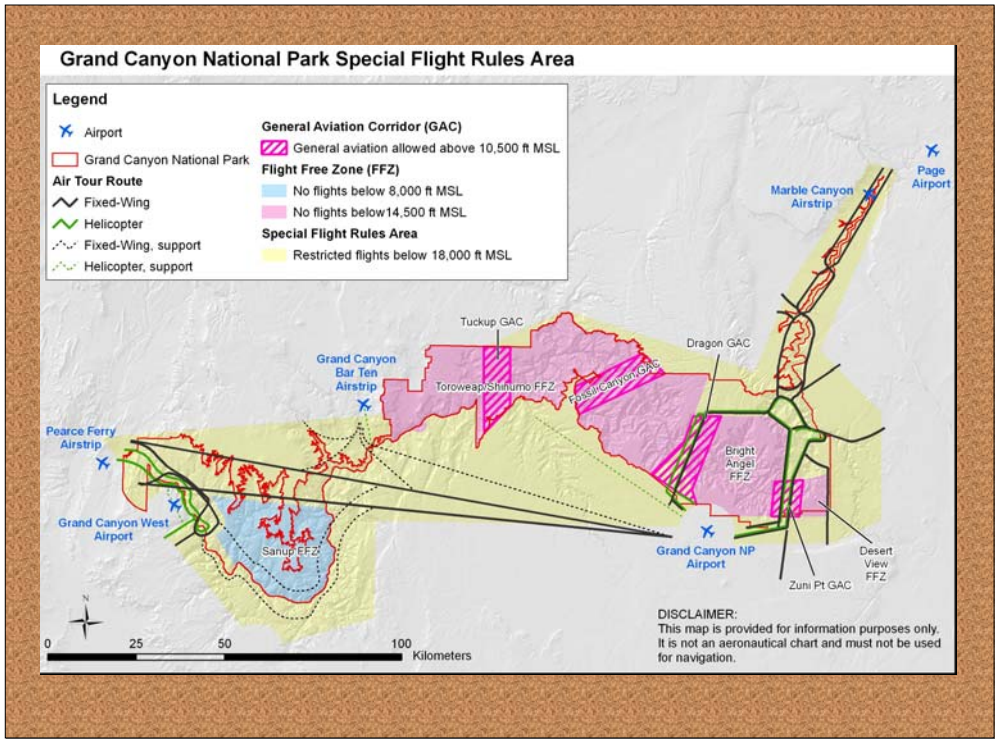

Cessna 182


DO-228


EC 130


DHC6QP 'Vistaliner'

Air tour overflight current conditions include flight-free zones, specific flight corridors, minimum altitude restrictions, reporting requirements, curfews, and an annual cap on the number of air tour flights.

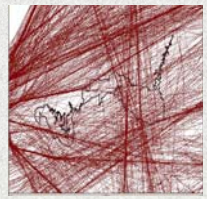


Other Aircraft Overflights Not Related to Air Tours

[Source: FAA's Enhanced Traffic Management System (ETMS)]

Grand Canyon Military Overflights, 7am to 7pm, 8/8/05 (11 flights)

Grand Canyon High Altitude Overflights, 7am to 7pm, 8/8/05 (1214 flights)



Grand Canyon General Aviation Overflights, 7am to 7pm, 8/8/05 (187 flights)

Current Condition: *Sample Statistics*

Dragon and Zuni Flight Corridors Curfews: (No flights Allowed)	
Summer (May 1- Sept 30)	6pm - 8am
Winter (Oct 1- Apr 30)	5pm - 9am

Site	Percent Time Jets Audible	Percent Time Prop/Helicopter Audible
Pasture Wash	29%	13%
Tuweep A	26%	15%
Tuweep B	29%	6%
South Rim	44%	38%

From Field Measurements: *GRCA Summer 2005.* NPS 2005.

Park	Study Area	Type Area	Number of Respondents	Range of Typical Background Leq, dBA	Aircraft per Hour (approx)
Grand Canyon	**Lipan Point**	Overlook	193	40-50	24
	Point Imperial	Overlook	124	25-40	22
	Havasu Creek	Short Hike	30	65-70	9
	Hermit Basin	Short Hike	32	20-25	31

From The Effects of Aircraft Overflights on Visitors in National Parks, Harris Miller Miller & Hanson Inc 2003

Allocations (Air tours allowed/year)	92,260
Total 2003 Flights	**85,000**
Air Tours	45,000
Exempt from allocations	40,000

From: FAA Air Tour Operations Database compiled from quarterly reports

Air Tour and Air Tour Related Operations				
Trip Type	**TOTAL**	**Average Day**	**Peak Day**	**Lowest Day**
Commercial Air Tour	14,390	232	314	143
Grand Canyon West	5,792	93	118	60
Transportation	4,097	66	74	53
Repositioning	361	6	11	3
Maintenance	0	0	0	0
Training	7	0	0	0
Over the Edge Round Trips	3,973	64	98	32
Bar 10 Round Trips	561	10	20	9
Grand Total	**29,181**	**471**	**635**	**300**

From *Modelling Working Group Presentation:Air tour Operations Database July-August 2005* FAA/NPS 2005

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Grand Canyon

U.S. Department of the Interior
National Park Service

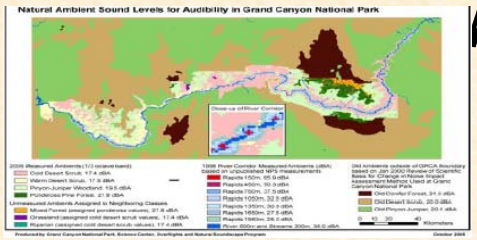
Noise Modeling

Summer Ambient Data Collection in 2005

Developed acoustic zones for sampling

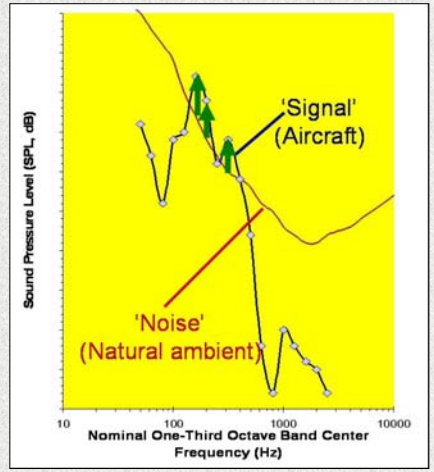
Collected samples and sound data

Calculated natural ambient sound levels based on collected data



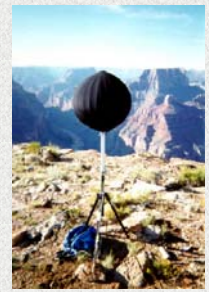
Natural ambient sound levels are not the same in all vegetation types, so sampling was done in four different vegetation/acoustic zones:
- **Pinyon-Juniper**
- **Warm Desert Scrub**
- **Cold Desert Scrub**
- **Ponderosa Pine**

To do this, we:
- **Determined and removed times when human caused sounds are audible**
- **Calculated the median of the remaining sound data**



Audibility refers to the capacity of a human with normal hearing to detect the presence of sound. Additionally, the sound pressure levels and frequency content of ambient sounds influence the ability of a human to hear a given sound.

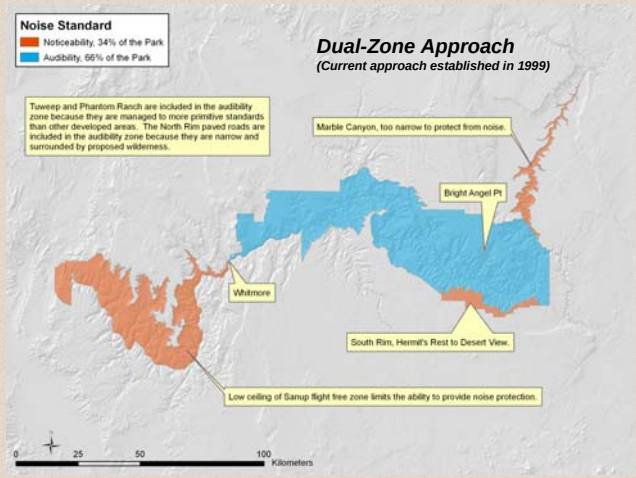
A sound is ***noticeable*** when a human can notice a sound while engaged in another activity such as walking or talking. The noise model assumes that a sound is noticeable if it is10dB above the threshold of audibility.



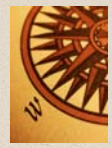
Model Input

- Type and number of Aircraft Operations
- Flight route and altitude
- Topography
- Natural Ambient Sound Data

Modeling Zone Approach

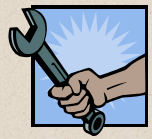


Model Output

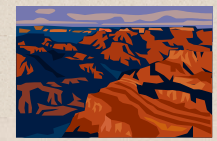


Predicted percent-time-audible maps and tables for each scenario, using the air tour peak day (August 8, 2005)

Application



Modeling data is a tool used in determining how to achieve substantial restoration of natural quiet from aircraft overflights



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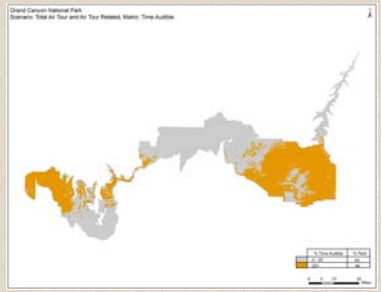
Preliminary Noise Analysis Results

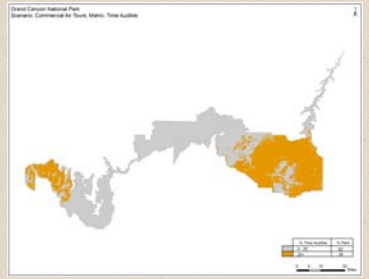
Summary of Noise Analysis

These noise maps show the current status of substantial restoration of natural quiet by various aircraft groupings. Some maps show cumulative combinations of aircraft groupings (for example, Total General Aviation/Military /Air Tour). Natural quiet has not been restore within the yellow shaded areas covered by the 25 percent or greater time audible contour. Below each map is the percentage of the park within each contour.

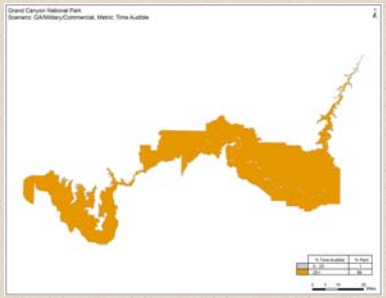
Substantial restoration of natural quiet means 50 percent or more of Grand Canyon National Park will achieve natural quiet (no aircraft audible) for 75 to 100 percent of the day. To achieve this goal, the total percentage of the park within the 25 percent or greater time audible contour from all aircraft operations needs to be less than 50 percent.



Total Air Tour and Air Tour Related
25-100% TAud = 46% of Park

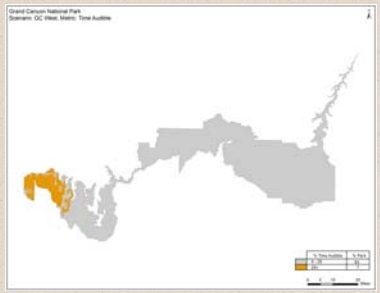


Air Tours
25-100% TAud = 38% of Park

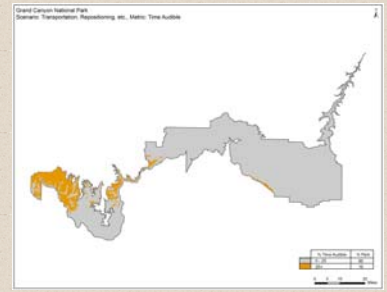


GA, Military, and High Altitude – daytime operations
25-100% TAud = 99% of Park

GA, Military, Air Tour and Air Tour Related – daytime operations
25-100% TAud = 96% of Park

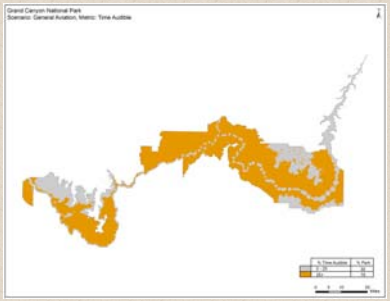


GC West
25-100% TAud = 7% of Park

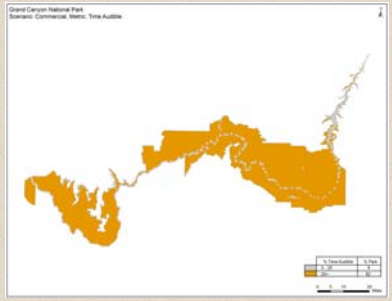


Transportation, Repositioning, etc
25-100% TAud = 10% of Park

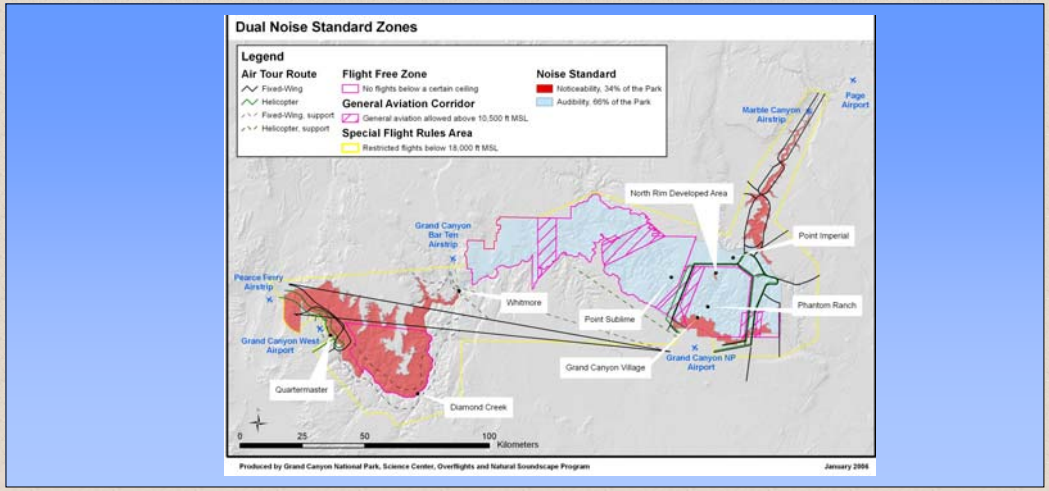
Over the Edge
25-100% TAud = 5% of Park



GA – daytime operations
25-100% TAud = 70% of Park



High Altitude – daytime operations
25-100% TAud = 92% of Park



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Adjacent Lands

Concerns

- Noise Footprint
- Varying Land Management Practices
- Overlapping Jurisdictions
- Regional Economies

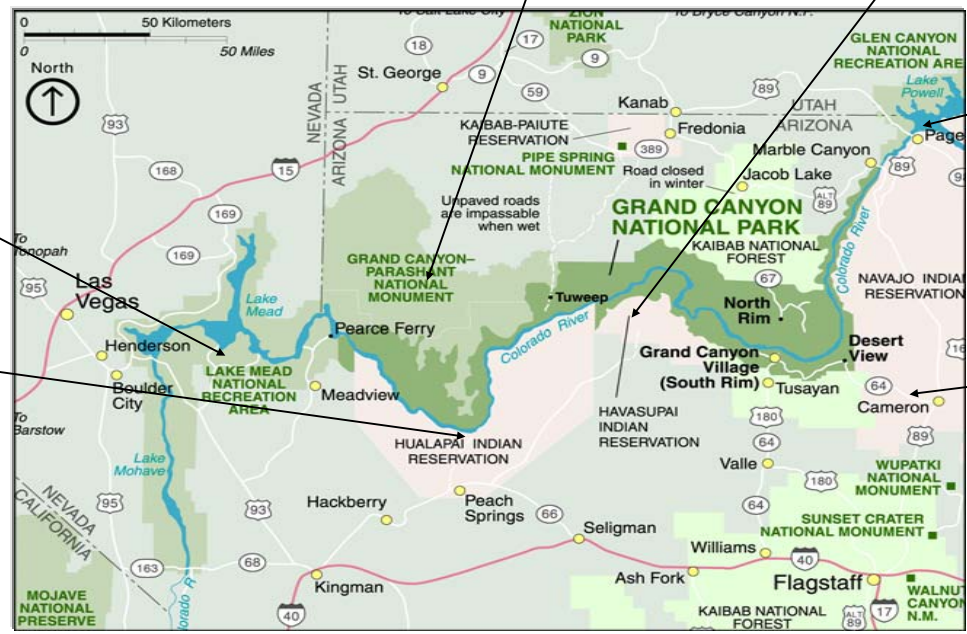
Grand Canyon – Parashant National Monument

Havasupai Tribe

•The Havasupai Reservation borders both the Grand Canyon National Park and the Hualapai Indian Reservation

•All air tour overflights were removed from over Supai Village in 1997

Lake Mead National Recreation Area



Glen Canyon National Recreation Area

Hualapai Tribe

Hualapai Tribal Operations

•Whitmore helicopter exchange

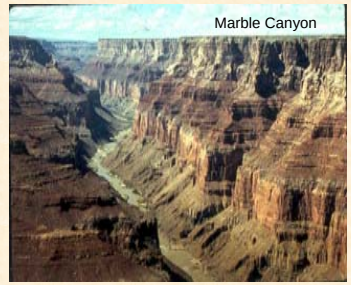
•Pontoon support operations

•Grand Canyon West tour flights

•Hualapai tribal air tour operations are exempt from the air tour allocation requirement

Navajo Nation

- Cameron and Bodaway/Gap Chapters are adjacent to the Special Flight Rules Area
- Tourism is a significant component of the economies of both chapters. Permits for access onto tribal lands are issued by the tribal Parks and Recreation office located at the intersection of Highways 64 and 89.
- The Little Colorado River Tribal Park is adjacent to the Special Flight Rules Area



Fast Facts

•Over 10,000 river users a year utilize Whitmore helicopter exchange

•Air tour flights originate in Las Vegas

• Air tour flights originate from Tusayan (on the south rim of the Grand Canyon)

•Hualapai Tribe offers air tours from Grand Canyon West to the Quartermaster area

Tribes Affiliated with Grand Canyon National Park

•Havasupai Tribe
•Hopi Tribe
•Hualapai Tribe
•Kaibab Band of Paiute Indians
•Las Vegas Paiute Tribe
•Moapa Band of Paiute Indians
•Navajo Nation
•Paiute Indian Tribe of Utah
•Pueblo of Zuni
•San Juan Southern Paiute Tribe
•Yavapai-Apache Nation

Potential Tribal Concerns

•Cultural Resources
•Sovereignty
•Development of Tribal Enterprises
•Tourism
•Government-to-Government Consultation

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Impact Topics: Cultural and Natural Resources

The National Park Service preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education and inspiration of this and future generations. The park service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.
Mission of the National Park Service -NPS Strategic Plan

A goal will be to develop an Overflights plan that protects the natural and cultural resources of Grand Canyon National Park.

Soundscape

The NPS is mandated by 2001 Management Policies to articulate the National Park Service's operational policies that would require, to the fullest extent practicable, the protection, maintenance, or restoration of the natural soundscape resource in a condition unimpaired by inappropriate or excessive noise sources.

Natural sounds are:

•Intrinsic elements of the environment that are often associated with parks and park purposes;

•Inherent components of the scenery and the natural and historic resources protected by the NPS Organic Act;

•Vital to the natural functioning of many parks and may provide valuable indicators of the health of various ecosystems.

Characterization of ambient sound conditions and the determination of acoustic ambient baseline conditions is necessary in order to provide a basis against which noise related impacts can be analyzed in order to further management goals.

Cultural Resource Issues:

•Preservation of and Access to Traditional Cultural Places
•Ethnographic Resources and Concerns
•Preservation of Archaeological Sites
•Historic Structures

Air Quality

•Air quality in Grand Canyon National Park is regulated by the Arizona Department of Environmental Quality, under the Federal Clean Air Act.

•As a Class 1 airshed, Grand Canyon National Park, receives the most stringent protection against increases in air pollution.

Issues

•Do aircraft overflights affect air quality, and if so, how?

•Cumulative impacts from emissions.

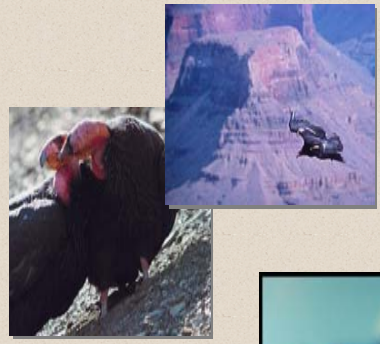
Threatened and Endangered Species

• Over 80 pairs of peregrine falcons nest in the park

•Up to 56 California Condors spend a significant portion of the year in the park

•Over 40 newly discovered Mexican spotted owl territories

•Bald Eagles winter at the park.



Issues

•Potential for collisions with aircraft

•Potential for disturbance of activities due to noise

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National Park Service

Impact Topics: Visitor Experience, Wilderness & Socioeconomic Conditions

The Human Environment:

NEPA and the enabling legislation of Grand Canyon National Park require an analysis of the affects to the human environment from each proposed alternative The EIS will address these effects in the following impact topics:

- Visitor Use and Experience
- Proposed Wilderness
- Socioeconomic Conditions

We want your opinion:

What current activities, opportunities and experiences do you value in the Grand Canyon?

What activities, opportunities and experiences would you like in the future?

Is it better to have air tour routes over highly visited areas or wilderness areas with few visitors?

Proposed Wilderness

Over 1 million acres of Grand Canyon National Park is proposed as wilderness. Most of the park's backcountry qualifies as wilderness in accordance with the Wilderness Act of 1964

Until Congress designates Grand Canyon wilderness, the National Park Service will take no action that would jeopardize wilderness suitability. The NPS is required to manage proposed wilderness to the extent that non-conforming uses allow and to seek to remove the temporary, non-conforming conditions that preclude wilderness designation.

How do visitors experience Grand Canyon?

- ***Sightseeing from the North and South*** *Rims:*4,672,911 visits to Grand Canyon in 2004
- ***Exploring Grand Canyon's backcountry:***
  Backpacking: 89,556 user-nights in 2005.
  Colorado River Trips: 26,092 participants in 2005
  Hiking: 484-787 day hikers/day use Bright Angel Trail May-October.
- ***Air Tours:***
  Helicopter and fixed wing flights
- ***Grand Canyon West:***
  The Hualapai Tribe operates tours from Grand Canyon West

Issues for Consideration:

- How to provide a diverse range of quality visitor experiences, as appropriate, based on the resources and values of the Grand Canyon, compatible with the protection of those resources and values.
- How to preserve and protect the maximum opportunities in every landscape unit of the park for visitors to experience the solitude, natural conditions, primitiveness, remoteness, and inspiration value of the Grand Canyon

Socioeconomic Conditions

Implementation of alternatives could affect the following economies and populations:

- Tour Operators
- General Aviation
- Commercial Carriers
- Tribal Enterprises
- Local and Regional Economies

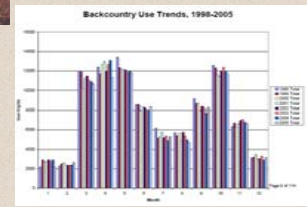
Issues for Consideration:

- Income from Tourism
- Fuel Consumption
- Employment
- Logistical costs

Overflights and Backcountry Experience

The 1988 Backcountry Management Plan includes five "management zones", that provide a range of opportunities and diversity of experiences, from semi-primitive to wilderness.

Air tours offer a unique visitor experience. Routes overlap areas that are zoned for their primitive and wilderness values.



Given the high demand for Grand Canyon experiences, how can we reduce conflicts between these different uses?

Applicable Research:

~80% of visitors indicated that overflights did not affect their experience.
~90% of visitor indicated that protecting natural quiet and the sounds of nature was important.

Canyon National Park Northern Arizona Tourism Study. Arizona Hospitality Research and Resource Center. April 2005.

Other Resources:

The Effects of Aircraft Overflights on Visitors to U.S. National Parks. Harris, Miller, Miller and Hanson Inc.

Day Use Visitation in the Backcountry at Grand Canyon National Park (draft). Backlund, Stewart, Schwartz and McDonald. 9-6-05.

J, Behan, 2002

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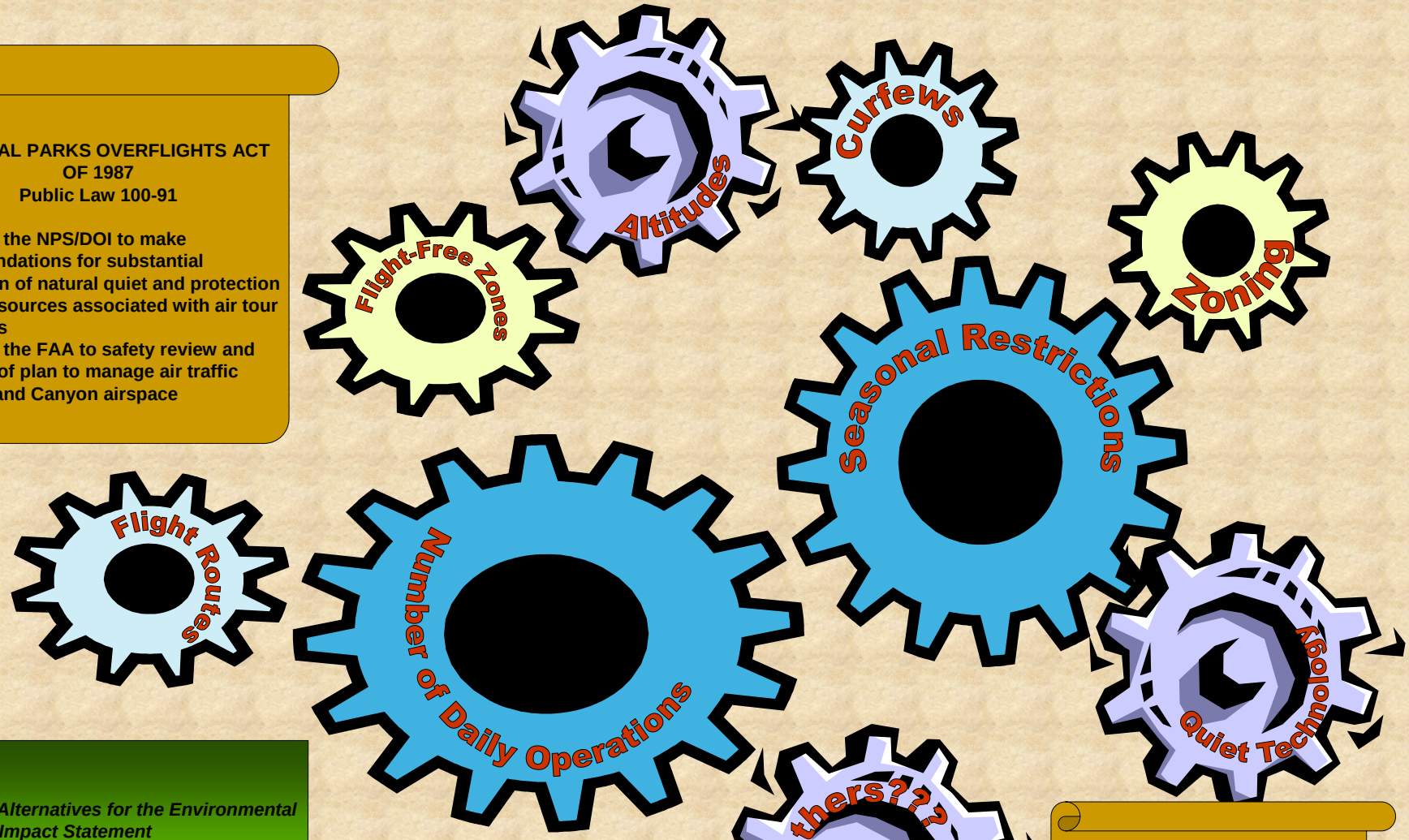
Grand Canyon

U.S. Department of the Interior
National Park Service

Using NEPA to Develop Alternatives for Fulfilling the Requirements of the Overflights Act

NATIONAL PARKS OVERFLIGHTS ACT OF 1987
Public Law 100-91

- **Commits the NPS/DOI to make recommendations for substantial restoration of natural quiet and protection of park resources associated with air tour overflights**
- **Commits the FAA to safety review and issuance of plan to manage air traffic above Grand Canyon airspace**



Development of Alternatives for the Environmental Impact Statement

- Several management tools may be used to develop alternatives for the EIS
- Public scoping provides an opportunity for the public to comment on the tools that have been identified by the agencies, as well as to identify new tools

Air Tour Management Act of 2000

Incentives for quiet aircraft technology must be considered pursuant to the Air Tour Management Act of 2000

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National Park Service

Management Zoning and Objectives for Grand Canyon National Park

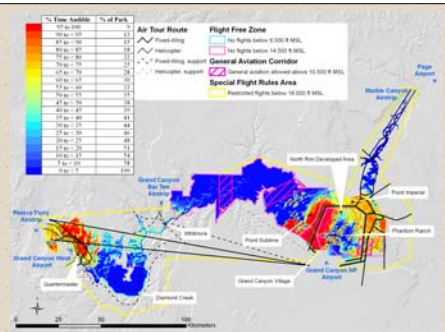
National Park Service Desired Future Conditions

Providing for a range of quality visitor experience while:

•Achieving substantial restoration of natural quiet;
•Distributing noise impacts across the park in a manner consistent with existing management plans, objectives and zones;
•Maintain economically viable and safe air tour industry
•Reducing fragmentation of natural sounds in time and space;
•Reducing noise impacts on
  •Visitors
  •Cultural resources (ex. Traditional Cultural Places)
  •Natural Resources (ex. Natural Soundscape, Threatened and Endangered Species)

Grand Canyon National Park Management Objectives for the Aircraft Overflights Management Plan (From 1994 Report to Congress)

Objective	Pertinent Zone s)
A. Restore and maintain natural quiet by protecting the wilderness character of remote areas.	Backcountry Use Zone River Corridor Use Zone
B. Provide primitive recreation opportunities without aircraft intrusions in most backcountry areas, most locations on the river and at destination points accessed by both.	Backcountry Use Zone River Corridor Use Zone Corridor Trail System Use Zone
C. Provide developed recreation opportunities with limited aircraft intrusions for visitors at rim developed areas and major frontcountry destination points accessible by road.	Frontcountry (Paved Access) Use Zone
D. Provide for protection of sensitive wildlife habitat areas or cultural resources.	Backcountry Use Zone River Corridor Use Zone Corridor Trail System Use Zone Frontcountry (Paved Access) Use Zone
E. Provide for welfare and safety of below-rim, backcountry visitors.	Backcountry Use Zone River Corridor Use Zone Corridor Trail System Use Zone Frontcountry (Paved Access) Use Zone
F. Provide a quality aerial viewing experience while protecting park resources (including natural quiet) and minimizing conflicts with other park visitors.	Air Tour Use Zone Backcountry Use Zone River Corridor Use Zone Corridor Trail System Use Zone Frontcountry (Paved Access) Use Zone



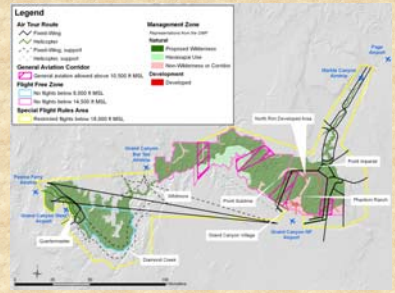
In managing for the restoration of natural quiet NPS must take into consideration:

General Management Plan Objectives

Colorado River Management Plan Objectives

Development of Management Objectives for the Aircraft Overflights Plan

Backcountry Management Plan Objectives

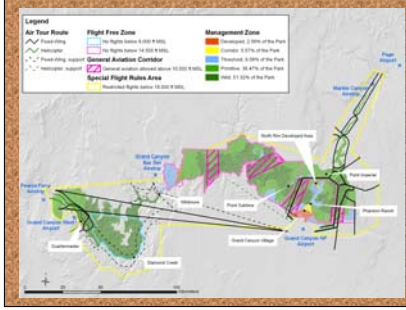


General Management Plan Zoning:

Natural Zone: lands and waters managed to conserve natural resources and ecological processes and to provide for their use and enjoyment by the public in ways that do not adversely these resources and processes.

Cultural Zone: lands managed for the preservation, protection, and interpretation of cultural resources and their settings and to provide for their use and enjoyment by the public.

Development zone: lands managed to provide and maintain facilities serving park managers and visitors.



Backcountry Management Zones and Current Air Space

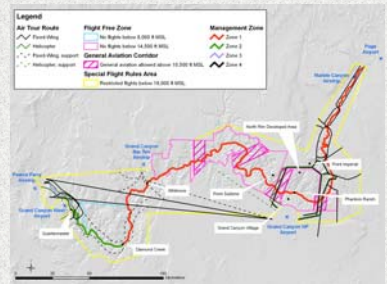
Developed: Substantially developed. Significant need for management presence

Corridor: Associated with major trails. Substantial wilderness qualities, but some management presence.

Threshold: Some development, but retains wilderness and primitive values

Primitive: Region with wilderness character, but some primitive development

Wild: Region of no permanent dwellings or development



Colorado River Management Zones and Current Air Space

Zone 1: primitive setting within recommended potential wilderness that provides a variety of personal experiences from solitary to social

Zone 2: Semi-primitive (transition from a primitive, wilderness-like setting to a social setting with increased use and variety of activity)

Zone 3: Rural natural (substantial shift from a semi-primitive experience to more of an urban-oriented experience)

Zone 4: Transition from a rural natural to an urban setting.

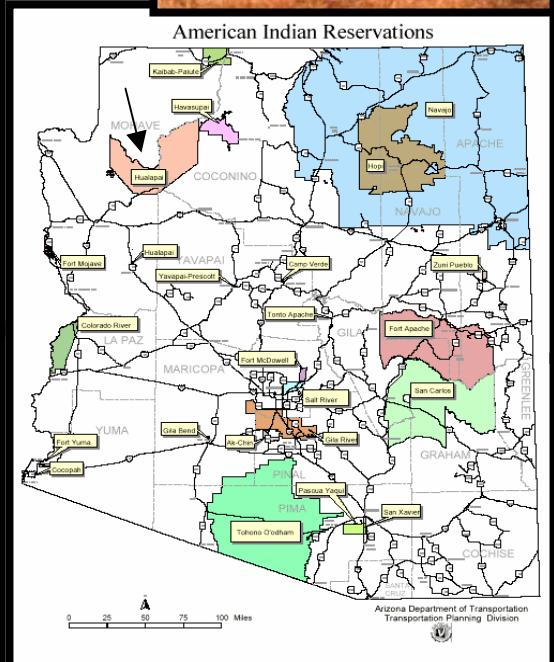
HUALAPAI TRIBE
"Hwal Bay"
PEOPLE OF THE TALL PINE

The Hualapai people have traditional beliefs that the Grand Canyon was created through a fissure when a Hualapai warrior walked into the middle of a great flood and stuck his flint knife into the ground and smote it with his war club.

Tribal Lands encompass over ¼ of the land holdings in the State of Arizona, approximately 55 million acres. The Hualapai Indian Reservation encompasses one million acres located on the Colorado Plateau and the Lower Granite Gorge of the Grand Canyon. 108 miles of the Tribe's northern boundary is on the Colorado River.

The Hualapai Indian Reservation is comprised of three major diverse ecosystems; the Lower Sonoran Desert of canyon lands; the Upper Sonoran Desert of grassland plateaus; and the Mountain Highlands of ponderosa pine forest.

The Hualapai Tribe incorporates preservation, protection and conservation of their cultural and natural resources through management while balancing economic development to offer more job employment for people.



HUALAPAI TRIBE
"Hwal Bay"
PEOPLE OF THE TALL PINE

The Hualapai Tribe offers employment to its tribal members through the Grand Canyon Resort Corporation, In addition the tribal government employs 200+ people.

Historically, for many years tribal members raised livestock, this was the major cash flow of the reservation economy. Today some livestock producers are fifth generation ranchers.

Hualapai of today, like their ancestors, seek to preserve their culture and traditional homeland for the future benefit of their children and are committed to self-determination.

List of Handouts for Grand Canyon Overflights Public Scoping Meetings
As Actually Presented at Meetings Feb. 21-23, 2006:

** Source: FAA/NPS Overflights Website (http://overflights.faa.gov)

Handouts Station 1:

**Noise Limitations Rule Federal Register Notice 3-29-05

**Glossary of Terms

**Status of GCNP Recommendations in the 1994 NPS Report to Congress

**Text of Public Law 100-91

**1996 Presidential Memorandum, Earth Day Message

**Statutory, Regulation, and Litigation Background

**Members of the Grand Canyon Working Group

Station 1 NEPA 101 poster

Handouts Station 2:

**Summary of FICAN Report

**Letter from FICAN re: FICAN Report 5-12-05

Station 2 Analysis Results poster

Handouts Station 3:

FAA 1050.1E Impact Categories

Handouts Station 4:

Quiet Technology Final Rule handout

Air Tour Act S804 handout

Handouts Station 5:

Fragmentation handout

Handouts Station 1

Federal Register

Tuesday,
March 29, 2005

Part V

Department of Transportation

Federal Aviation Administration

14 CFR Part 93

Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park; Rule

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 93

[Docket No. FAA–2003–14715; Amendment No. 93–83]

RIN 2120–AG34

Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This action classifies aircraft used in commercial sightseeing flight operations over Grand Canyon National Park (GCNP) by the noise they produce. This amendment of 14 CFR part 93 is necessary to establish reasonably achievable requirements for aircraft operating in the GCNP to be considered as employing quiet aircraft technology. The FAA now refers to the designation as ''GCNP quiet aircraft technology'' rather than ''quiet technology'' to clarify that the scope of this rule is limited to aircraft operating in the GCNP. The FAA and NPS will use the GCNP quiet aircraft technology designation to consider establishing routes and corridors and in future actions to achieve substantial restoration of natural quiet and visitor experience in the GNCP. This rule does not require any action by commercial air tour operators, as it simply identifies which aircraft meet or do not meet the GCNP quiet aircraft technology designation. Further, this rule does not relieve GCNP commercial air tour operators of their operational limitations. Section 804(b) of the National Parks Air Tour Management Act directs the FAA, in consultation with the NPS and the Advisory Group (now known as the National Park Overflights Advisory Group Aviation Rulemaking Committee or NPOAG ARC) to consider establishing the GCNP quiet aircraft technology aircraft routes and corridors consistent with certain requirements.

EFFECTIVE DATE: March 29, 2005.

FOR FURTHER INFORMATION CONTACT: Thomas L. Connor; (AEE–100); Office of Environment and Energy; Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, (202) 267–8933.

SUPPLEMENTARY INFORMATION:

Availability of Rulemaking Documents

You can get an electronic copy using the Internet by:

(1) Searching the Department of Transportation's electronic Docket Management System (DMS) Web page (*http://dms.dot.gov/search*);

(2) Visiting the Office of Rulemaking Web page at *http://www.faa.gov/avr/arm/index.cfm;* or

(3) Accessing the Government Printing Office's Web page at *http://www.gpoaccess.gov/fr/index.html.*

You can also get a copy by submitting a request to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Ave., SW., Washington, DC 20591, or by calling (202) 267–9680. Make sure to identify the amendment number or docket number of this rulemaking.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit *http://dms.dot.gov.*

Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996 requires the FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. If you are a small entity and have a question regarding this document, you may contact your local FAA official, or the person listed under **FOR FURTHER INFORMATION CONTACT**. You can find out more about SBREFA on the Internet at *http://www.faa.gov/avr/arm/sbrefa.cfm.*

Background

Regulatory History

On December 31, 1996, the FAA published a notice of proposed rulemaking (NPRM) on Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park (61 FR 69334; Notice 96–15), and a Notice of Availability of Proposed Commercial Air Tour Routes in the **Federal Register** (61 FR 69356). The FAA proposed to establish noise limitations for certain aircraft operating in the vicinity of GCNP. The proposed aircraft noise limitations rule generally would have categorized air tour aircraft according to each aircraft's noise efficiency and mandated a conversion date to aircraft meeting the GCNP quiet aircraft technology designation. Additionally, the FAA proposed an incentive flight corridor through Grand Canyon for quiet technology/noise efficient aircraft. The NPRM sought to reduce the impact of air tour aircraft noise on GCNP and to make progress in achieving substantial restoration of natural quiet in GCNP. The FAA received many comments in opposition to this NPRM, primarily because of the impact of the mandatory conversion date. After the comment period closed on the 1996 NPRM, the FAA and NPS began reconsidering GCNP quiet aircraft technology requirements and reaching consensus upon other steps that should be initiated to achieve the statutorily mandated goal of substantial restoration of natural quiet and to improve visitor experience in the GCNP. The FAA and NPS agreed to proceed with rulemakings to limit the number of commercial air tours in the GCNP and to modify the airspace and route system in the area. The agencies realized that the achievement of substantial restoration of natural quiet requires a multi-phased regulatory plan to control noise. Implementation of GCNP quiet aircraft technology alone would not suffice.

The agencies concentrated their efforts upon resolving issues presented in comments on the 1996 NPRM and finalizing the GCNP quiet aircraft technology rulemaking, once the FAA issued the airspace and operations limitation final rules in April 2000.

On April 5, 2000, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century was signed into law as Public Law 106–181. Among other provisions the law enacted the National Parks Air Tour Management Act of 2000 (the Air Tour Act). Section 804(a) of the Air Tour Act directed the FAA Administrator to designate reasonably achievable quiet technology requirements for fixed-wing airplanes and helicopters for purposes of commercial air tour operations over the GCNP. If the FAA determined that it would not be able to make the designation within twelve months of the enactment of the Air Tour Act, then the FAA was required to transmit a report to Congress stating the reasons the FAA would not be able to make such a designation within that period and the expected date of such designation.

Section 804(b) of the Air Tour Act also directed the FAA Administrator, in consultation with the NPS Director and the NPOAG ARC, to establish GCNP quiet aircraft technology routes or corridors for commercial air tour operations at GCNP, provided that such routes or corridors will not negatively impact tribal lands, safety, or the substantial restoration of natural quiet.

Recommendations and requirements for use of GCNP quiet aircraft technology in air tour management plans for national parks other than the GCNP pursuant to other provisions of the Air Tour Act will be subject to separate rulemaking and are not addressed by this final rule for GCNP. For example, Section 805 of the Air Tour Act requires the NPOAG ARC to provide advice, information, and recommendations to the FAA and NPS on commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in air tour management plans. While the NPOAG ARC may consider this final rule in making recommendations on commonly accepted quiet aircraft technology for use at other national parks, pursuant to Section 805 of the Air Tour Act, this final rule is limited to fulfilling the requirements under Section 804 of the Air Tour Act for the GCNP.

In October 2001, the FAA submitted a report to Congress on Quiet Aircraft Technology for the Grand Canyon, as required under Section 804 of the Air Tour Act. The report indicated that, while substantive progress had been made on the GCNP quiet aircraft technology rulemaking, the FAA would not be able to make a designation within the 12 months of enactment of the Air Tour Act because of the need to resolve some key technical issues. These issues included the then-ongoing GCNP Noise Model Validation project, a study regarding the correlation between aircraft certification noise levels and aircraft audibility, and how changes to the GCNP SFRA affected substantial restoration of natural quiet. The report also stated that the FAA planned to issue a supplemental notice of proposed rulemaking (SNPRM) in early 2002. The FAA and the NPS required more time than expected to resolve the technical issues, which delayed the publication of the SNPRM for another year.

On March 24, 2003, the FAA published the SNPRM Notice No. 03–05 entitled ''Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park'' (68 FR 14276). The FAA solicited comments on the proposal, which are discussed in the following section. This final rule is based on the SNPRM Notice No. 03–05.

Discussion of Comments

Seventeen commenters responded to the supplemental Notice No. 03–05 regarding the proposed designation for quiet technology aircraft operating in the GCNP (hereinafter GCNP quiet aircraft technology designation). While one commenter believes that the FAA should scrap the whole project, the other commenters offered a range of opinions and recommendations on the proposal. These comments and the FAA responses are discussed below. The docket also contains 111 comments that had been submitted to the original 1996 NPRM Notice No. 96–15. The FAA responded to these comments on the 1996 NPRM in the 2003 SNPRM.

Noise Efficiency

Lighter than Air Solar International, LLC and an anonymous commenter recommended that the GCNP quiet aircraft technology designation should be based upon an absolute noise limit rather than a noise value as a function of the number of passenger seats. Operators should not be given an ''efficiency bonus'' for aircraft that are capable of carrying more passengers.

FAA Response

The FAA finds that the noise efficiency concept (larger aircraft with more passenger seats are allowed to generate more noise per aircraft, but less noise per passenger) exhibits all of the desired attributes for the designation of reasonably achievable requirements for aircraft to be considered as employing GCNP quiet aircraft technology for purposes of Section 804(a) of the Air Tour Act. The concept is technically sound, as it takes into account aircraft design, flight configuration, acoustic characteristics, productivity, and economic reasonableness. The FAA believes that this GCNP quiet aircraft technology standard, used in conjunction with other future actions, will contribute towards substantial restoration of natural quiet at GCNP.

Helicopter Noise Annoyance

The Sierra Club contends that helicopter noise is more annoying than noise from fixed-wing aircraft and recommends that such noise effects be considered.

FAA Response

Given that the objective is not to have audible aircraft noise in large areas of the GCNP, the FAA finds the GCNP quiet aircraft technology designation appropriately reflects the audibility of commercial sightseeing operations using the different aircraft types. For example, low frequency pressure pulses created by the spinning motion of the rotor blades characterize helicopter noise. Audibility is the ability of the human observer to detect an acoustic signal in the presence of noise. For the GCNP setting, audibility is quantified by the summation of the signal-to-noise ratios over the entire bandwidth representing the range of human hearing. Thus, the method used to measure advancement towards the goal of substantial restoration of natural quiet is already very sensitive to the distinctive acoustic characteristics of different aircraft types.

Airships

Lighter than Air Solar International, LLC recommends that the definition for ''quiet technology aircraft'' be expanded to include airships. An airship is defined in 14 CFR part 1 is ''an engine-driven lighter than air aircraft that can be steered.'' This commenter asks the FAA to afford airship operators the same opportunities as heavier-than-air operators by enacting a more flexible and inclusive definition of GCNP quiet aircraft technology.

FAA Response

The FAA sees no need to expand the definition, since it now simply refers to ''aircraft subject to § 93.301'', which includes airships. Introducing airships for commercial air tour operations would raise issues related to both noise characterization and operational compatibility.

While there are presently no airship tour operations being conducted over the Grand Canyon, the FAA does not intend to prohibit this category of aircraft from due consideration, provided such operations could be accommodated safely within the SFRA. As a matter of policy, the FAA encourages industry to pursue research and development of newer, innovative technology applications where possible. With regard to this proposal, the FAA acknowledges that the application of certain airship technologies might conceivably contribute toward the goal of restoring natural quiet in the Grand Canyon. Although special operational protocols would have to be developed to integrate airship operations in the GCNP SFRA, it is feasible that such operations could be safely accommodated in much the same manner as in other high-density environments.

The FAA does not have noise certification requirements for airships. Thus, FAA-approved noise data for these aircraft types do not exist. The FAA has provided for this contingency both in the rule and in an Advisory Circular (AC) that will accompany the promulgation of this rule. The draft FAA AC–GCNP–1, ''Noise Levels for Aircraft used for Commercial Operations in Grand Canyon National Park Special Flight Rules Areas,'' states that where noise certification under 14 CFR part 36 was not required due to applicability, the noise level could be provided to the FAA by the operator or

owner and considered to be an estimated noise certification level, as long as the FAA can sufficiently substantiate that the noise level is representative of the subject aircraft.

The scope of this rule does not include issues associated with any potential change to commercial sightseeing flight protocols in the SFRA with the introduction of airships. The FAA would thoroughly investigate those operational issues if and when it receives an application for operational specifications for an airship.

Relationship Between Audibility and Certificated Noise Levels

The NPS recommends that the FAA perform an analysis to ensure that aircraft that the FAA has classified as GCNP quiet aircraft technology based upon certificated noise levels are less audible than aircraft not so classified. The NPS included with its comment a technical memorandum, ''Relationship Between Audibility of Tour Aircraft and Certification Data,'' prepared by the aviation environmental consulting firm, Harris Miller Miller & Hanson, Inc. (HMM&H).

FAA Response

To address the NPS concern, the FAA performed a comprehensive assessment of the subject relationship utilizing the capabilities of the FAA's Integrated Noise Model (INM) Version 6.2. The FAA finds that the designation of reasonably achievable GCNP quiet aircraft technology correlates sufficiently with audibility to assist the FAA and NPS in fulfilling the National Park Overflights Act (Pub. L. 100–91).

INM 6.2 is the latest advancement in the FAA standard tool for the calculation of aircraft noise. The shortcomings of the previous INM version in predicting audibility became the impetus behind its development. These shortcomings were discovered in the joint FAA and NPS GCNP noise model validation study (''Aircraft Noise Validation Study,'' HMM&H Report No. 295860.29, January 2003). The validation study was described in the SNPRM Notice No. 03–05, and an electronic copy is available through the NPS Web page at *http://www.nps.gov/grca/overflights/documents/anmvs/index.htm*. The model improvements include: (1) More aircraft types that are used in commercial sightseeing operations; (2) spectral-based method for signal detection prediction; and (3) a high-resolution terrain database to better address the effect of terrain features on sound propagation. All of these improvements are intended to improve the accuracy of the audibility calculations.

Audibility is defined as the ability for an attentive listener to hear aircraft noise. Detectability is based on signal detection theory, and depends on both the actual aircraft sound level (''signal'') and the ambient sound level (background or ''noise''). As such, audibility is based on many factors, including the listening environment one is in. Conversely, detectability is a theoretical formulation based on a significant body of research. For the purposes of INM modeling the terms ''audibility'' and ''detectability'' are used interchangeably. The detectability level (d') calculated in INM 6.2 is based on the signal-to-noise ratio within one-third octave-band spectra for both the signal and noise, using a 10log(d') value of 7 dB. There are three parts to the calculation of audibility in INM 6.2: (1) Calculate the detectability level for each one-third octave band of the signal for a single contributing flight path segment; (2) Calculate the detectability level for the overall signal for a single contributing flight path segment; and (3) Calculate absolute or percentage of time a signal is audible for a flight path.

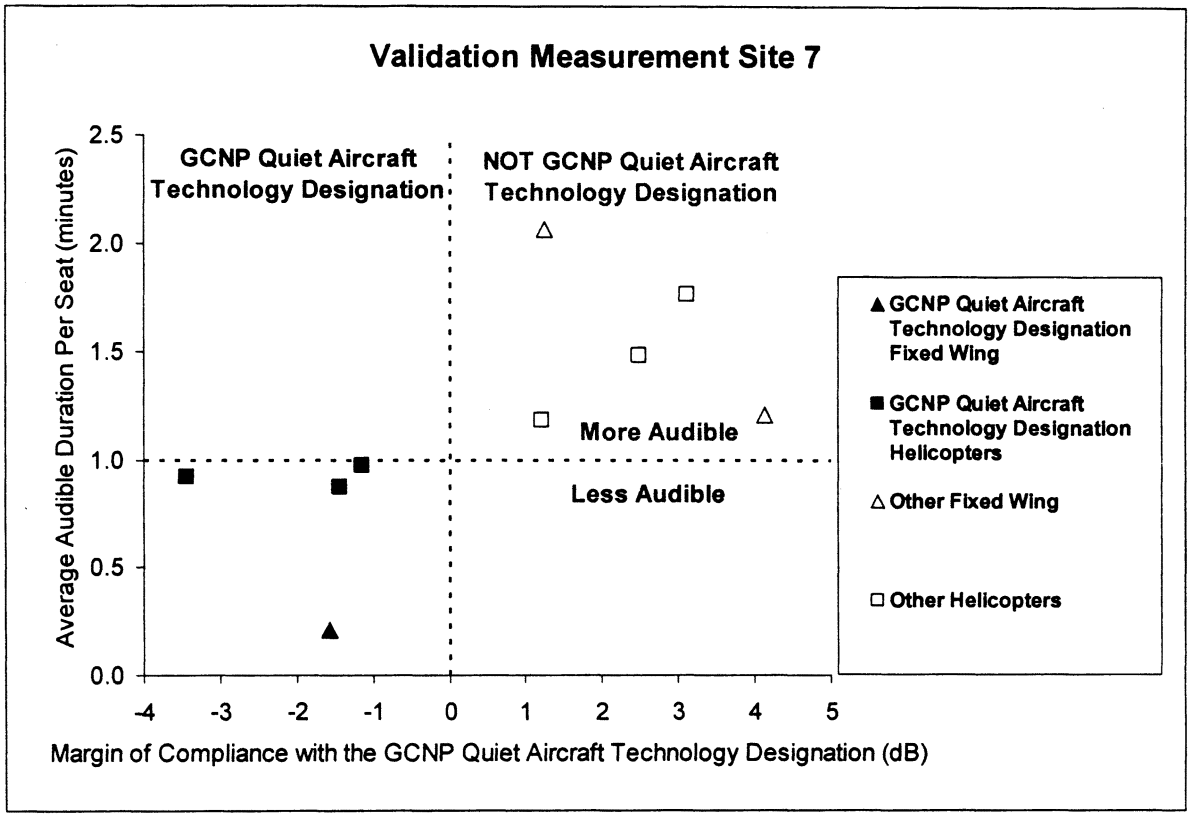
In addition to using the improved INM 6.2, this assessment used the aircraft operations from the aforementioned GCNP aircraft noise model validation study. Time audible predictions were generated for all aircraft types measured during the validation study, using operations and one-third octave band spectral data consistent with the validation study. The aircraft taken from the original validation study include the Aerospatiale AS350, Bell B206B and Bell B206L helicopters, as well as the Cessna C182, Cessna C207, and Vistaliner (DHC–6QP) propeller-driven aircraft. For the purposes of this assessment, operational and acoustic data were added for some GCNP quiet aircraft technology designation helicopters not operating at the time of the model validation study. These include the MD600, MD900 and Eurocopter EC–130. Predictions were summarized for all validation study measurement sites and relationships between predicted time audible and noise certification levels derived.

Just as was done by the consultant (HMM&H) for the preparation of the NPS comment to the SNPRM Notice No. 03–05, the FAA evaluated the ranking of aircraft audibility duration per available passenger seat against the ranking of the noise certification level in A-weighted decibels per available passenger seat. The FAA performed this evaluation at the 39 measurement sites in the GCNP noise model validation study (labeled as '1A', '2A', * * * to '9F' in the study). Similar to what the NPS's consultant had done, the FAA generated figures that compare the aircraft's margin of compliance with the GCNP quiet aircraft technology designation to the length of time the aircraft is audible, adjusting for the number of available passenger seats.

The margin of compliance is the difference in decibels between the aircraft's certificated noise level and the GCNP quiet aircraft technology designation noise limit, using the appropriate equation in the proposed rule. A negative margin of compliance means that the certificated noise level is below the noise limit designating that aircraft as GCNP quiet aircraft technology. In this evaluation, the Vistaliner, EC–130, MD600 and MD900 all have negative margins of compliance (GCNP quiet aircraft technology designation); while the C182, C207, AS350, B206B, and B206L all have positive margins of compliance (not GCNP quiet aircraft technology designation).

Figure 1 compares the margins of compliance to the average length of time audible for the sample of aircraft at validation measurement Site 7. While Site 7 has been singled out for display, the findings are comparable to the other validation measurement sites. Site 7 included 6 microphone locations along Tanner Trail in the GCNP. The average audibility duration value at the 6 microphone locations is plotted for each of the aircraft types. The helicopters and fixed wing aircraft that meet the GCNP quiet aircraft technology designation are less audible than those aircraft that do not meet the designation.

Figure 1. Comparison of GCNP Quiet Aircraft Technology Designation with Audibility



The FAA analysis found that the GCNP quiet aircraft technology designation aircraft are less audible at all of the other model validation measurements sites. Table 1 summarizes the findings. The column on the far left of Table 1 contains the identity of the site groups used in the model validation study. That study grouped the 39 microphone locations according to common geographic characteristics that could lead to common levels of aircraft noise exposure. The remaining columns group the average time audible values by aircraft category (fixed wing or helicopter) and by compliance with the GCNP quiet aircraft technology designation. A range of average audible duration values is given when there is more than one aircraft model in that specific category. For example, this analysis includes 2 fixed wing aircraft that would not meet the GCNP quiet aircraft technology designation (C182 and C207), 3 helicopters that would not meet the designation (AS350, B206B, and B206L), 3 GCNP quiet aircraft technology designation helicopters (EC130, MD600, and MD900), and one GCNP quiet aircraft technology designation fixed wing aircraft (Vistaliner or DHC6QP).

TABLE 1.—COMPARISON OF AVERAGE TIME AUDIBLE PER SEAT (MINUTES, MINIMUM–MAXIMUM)

Site group	Fixed wing		Helicopters	
	GCNP quiet aircraft technology designation	Other	GCNP quiet aircraft technology designation	Other
1All	No aircraft audible			
2All	No aircraft audible			
3North	0.0	0.5–0.8	0.0–0.0	0.0–0.1
3South	0.0	0.3–0.5	0.0–0.1	0.0–0.2
4North	0.1	0.7–1.4	0.5–0.6	0.6–1.0
4South	0.0	0.6–1.1	0.3–0.4	0.4–1.1
5Rim	0.3	1.9–3.6	1.1–1.4	1.4–2.6
5Interior	0.1	1.0–2.0	0.2–0.5	0.2–1.4
6All	0.2	1.2–2.2	0.9–1.0	1.2–1.6
7All	0.2	1.2–2.1	0.9–1.0	1.2–1.8
8Mtn	0.1	1.3–2.3	0.8–0.9	0.9–1.7
8Ridge	0.2	0.9–1.6	0.6–0.6	0.8–1.3

TABLE 1.—COMPARISON OF AVERAGE TIME AUDIBLE PER SEAT (MINUTES, MINIMUM–MAXIMUM)—Continued

Site group	Fixed wing		Helicopters	
	GCNP quiet aircraft technology designation	Other	GCNP quiet aircraft technology designation	Other
9Far	No aircraft audible			
9Near	0.3	1.8–3.2	1.0–1.2	1.4–2.2

The NPS's consultant also expressed concern that the A-weighting used for the certification and the GCNP quiet aircraft technology designation may not correlate with time audible. The FAA examination indicates there is some validity to this concern. In particular, the Cessna 182 aircraft (C182), which has a relatively low certification level but a high audible duration, seems to be an exception to the relationships derived between time audible and certification level. This is especially the case when considering the time audible on a per seat basis. A possible reason for this is that the C182 has a lower Blade Passage Frequency (BPF) than the other fixed wing aircraft. The BPF of the C182 is 80 Hz, the BPF of the C207 is 125 Hz, and the BPF of the DHC–6QP is 100 Hz. These low frequency tones have little influence on the A-weighted levels, but propagate through the atmosphere without significant reduction from atmospheric attenuation.

Since the helicopters in this evaluation have dominant main rotor BPF tones even lower in frequency than does the C182, one would expect to find a lack of correlation between the A-weighted noise levels for these helicopters and their values of audibility duration. However this does not seem the case as shown in the linear relationships derived by the NPS's consultant. The reason is likely the auditory masking of these lower frequency tones by the threshold of human hearing, which slopes up significantly in the lower frequencies. Thus, even though the helicopters generate a substantial amount of energy at the very low frequencies, a large amount of that energy is below the threshold of hearing.

The FAA concludes that while the correlation between ranking of certification noise levels and ranking of audibility duration is inexact, aircraft that meet the GCNP quiet aircraft technology designation are consistently less audible than those that do not. Therefore it is reasonable to expect that replacing non-compliant aircraft with larger, GCNP quiet aircraft technology designation aircraft (*e.g.*, replace a Cessna 207 with a Vistaliner or replace a B206L with an EC–130) should produce marked improvement toward substantial restoration of natural quiet.

Addressing Selectable Noise Reduction Technologies

The Aerospace Industries Association (AIA) raised concerns that since the FAA first proposed basing the GCNP quiet aircraft technology designation upon noise certification data, manufacturers have introduced new selectable (or automated) helicopter noise reduction technologies. AIA is concerned that exclusive use of only the reference noise conditions will discourage the application of helicopter noise reduction innovations gained through these new selectable technologies.

FAA Response

The FAA envisions that it could accept noise levels derived from selectable noise reduction technologies in the event that the noise certification regulations are amended to accommodate such a concept. The noise certification regulations, 14 CFR part 36, are based on standard reference conditions designed to acquire noise levels representing the noisiest flight configurations. Technical procedures do not currently exist that address selectable noise reduction technologies. A technical working group on aircraft noise under the International Civil Aviation Organization (ICAO) is addressing selectable noise reduction technology. This technical group, which is made up of international regulators, aircraft manufactures and the airline industry, will explore concepts that may lead to changes in the noise certification scheme. The work program for such an activity under ICAO usually takes 3–6 years to bring to fruition.

Economic Consequences to Indirect Entities

AIA and the Helicopter Association International (HAI) expressed a concern that the proposed rule applies to a very narrow application of commercialized air tour operators in the GCNP, but that it has broader implications upon helicopter manufacturing and operating industries. AIA and HAI claims that local jurisdictions, both domestic and foreign, could attempt to apply the quiet technology designation as criteria for use restriction. Such restrictions could result in significant costs to aircraft operators not linked in any way to the air tour industry. AIA and HAI recommend that the FAA should assess these costs. Alternatively, AIA and HAI recommend that the FAA adopt terminology that specifically narrows the quiet technology designation to that subset of aircraft for which it is intended. Both recommend replacing ''quiet technology designation'' with ''GCNP aircraft quiet air tour designation.'' AIA suggests that without this terminology change the potential for economic implications could be ''both substantial and adverse to the helicopter manufacturing and operating industries.''

FAA Response

The FAA appreciates the concerns expressed by AIA and HAI, but questions the likelihood that non-airport proprietor State and local governments would assert such authority. It is well settled that the FAA has exclusive sovereignty over and authority to regulate use of the navigable air space. Actions by State and local governments to use their police powers to regulate aircraft overflights would be federally preempted. Nonetheless, to minimize any possible unintended adverse consequences that could result from the proposed ''quiet technology designation'' terminology the FAA has changed the phrase ''quiet technology designation'' to ''GCNP quiet aircraft technology designation'' in all places that it is used in the rule. This terminology change will correctly limit the scope of the rule to air tour aircraft operating over GCNP, in accordance with the plain language of Section 804 of the Air Tour Act, and eliminate any need to analyze the costs of possible unintended adverse consequences. This more precise terminology will also help to emphasize the scope of this final rule

and its relationship to quiet technology requirements at other national parks under other provisions of the Air Tour Act.

Helicopter Quiet Air Tour Designation Correspondence to the Flyover Condition

AIA states that the U.S. helicopter industry is disadvantaged by the exclusive use of the flyover certification condition as the flight profile for gauging the GCNP quiet aircraft technology. AIA claims that U.S. noise research has not concentrated on this flight condition for achieving noise reduction and thus makes this approach inappropriate.

FAA Response

The FAA finds the use of the flyover condition from noise certification best matches the primary flight operation by helicopters in commercial sightseeing operations in the Grand Canyon. The flyover condition is the most basic reference flight profile for helicopters as defined in both 14 CFR part 36 Appendix H and Appendix J (equivalent to ICAO Annex 16 Chapters 8 and 11 helicopter noise certification standards, respectively). Since the establishment of the Appendix J (Chapter 11) noise certification procedures for helicopters under 7000 pounds, numerous helicopters have been certificated at only the flyover condition, including most U.S. manufactured small helicopters. Therefore, the FAA believes it is appropriate that such an openly available and highly reliable noise data source be utilized and incorporated into the GCNP quiet aircraft technology designation helicopter limits.

Definition of ''Passenger Seat''

AIA and HAI find that the proposed rule does not define ''number of passenger seats.'' These commenters recommend that FAA define the number of passenger seats to mean the maximum number of passenger seats for which the individual aircraft is certified.

FAA Response

The FAA agrees to define the number of passenger seats as the ''number of passenger seats for which an individual aircraft is configured.''

Helicopter Weight Scaling

AIA, HAI, and AgustaWestland state that the proposed helicopter noise limit does not appropriately reflect the scaling of noise levels with weight when considering helicopter technology that is reasonably achievable. These commenters recommend that the slope of 12 log should be incorporated rather than the 10 log to account for higher seating capacity and growth versions of existing helicopter designs.

FAA Response

The FAA finds the proposed GCNP quiet aircraft technology designation for helicopters to be appropriate. It was derived from the generally accepted common scaling with maximum gross weight, such that noise level increases 3 decibels for every doubling of aircraft weight (equating to 10 log slope). For example, the ICAO and FAA helicopter noise certification requirements for the takeoff, flyover, and approach noise conditions all use 3 decibels per doubling of weight to define the noise limits. The commenters' proposal to change it to 12 log seems designed to classify a certain helicopter, which is not currently used for commercial sightseeing, as meeting the GCNP quiet aircraft technology designation. Although the AgustaWestland EH–101 helicopter may have been built with some noise reduction technology, there is no evidence to show that it was built with the aim of meeting the rigorous standard needed to assist in the substantial restoration of natural quiet in GCNP. As such, the FAA rejects the recommendation, as it would weaken the effort towards the restoration of natural quiet.

Noise Limits for Fixed Wing Aircraft

AIA noted that the GCNP quiet aircraft technology limits for fixed wing aircraft do not account for changes to the small propeller-driven airplane noise certification scheme as found in the latest amendments to Appendix F and Appendix G of 14 CFR part 36.

FAA Response

The FAA agrees with AIA to update the appropriate rule language to reflect the technical changes made in 14 CFR part 36 amendment 22 (October 13, 1999). Amendment 22 replaced the 4-foot height microphone with a ground plane installation for small propeller-driven airplane noise certification tests. The change in microphone height affects the signal received. As such, the rule language of Part 93, Appendix A should be revised to account for the part 36 amendment noise level and to read as follows (added text is underlined):

''D. In the event that a flyover noise level is not available in accordance with Appendix F of 14 CFR part 36, the noise limit for propeller-driven airplanes with a takeoff noise level obtained in accordance with the measurement procedures prescribed in Appendix G is 74 dB *or 77 dB, depending on the 14 CFR part 36 amendment noise level*, for airplanes having two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

LAmax(G) = 74 + 10log(# PAX seats/2) dB *for certifications obtained under 14 CFR part 36 Amendment 21 or earlier;*

LAmax(G) = 77 + 10log(# PAX seats/2) *dB for certifications obtained under 14 CFR part 36 Amendment 22 or later.''*

Comments on Implementation

Through this action, the FAA designates a standard for GCNP quiet aircraft technology that applies to certain aircraft in commercial air tour operations over GCNP. Under the provisions of Section 804 of the Air Tour Act, the FAA will address the establishment of routes or corridors for commercial air tour operations that employ quiet aircraft technology in subsequent rulemaking in consultation with the NPS and the NPOAG ARC. Since the ultimate objective is to determine the role of the GCNP quiet aircraft technology designation in achieving substantial restoration of natural quiet, the FAA requested specific comments to six questions. This section summarizes the specific comments made in response to each question below. These comments will be considered in subsequent rulemaking in consultation with the NPS and the NPOAG ARC, as provided in Section 804.

1. How reasonable is the noise efficiency approach (larger aircraft with more passenger seats are allowed to generate proportionally more noise) to define quiet technology and how appropriate is the use of certificated noise level as the basis?

The NPS believes that the implementation of noise efficient aircraft alone will not achieve substantial restoration of natural quiet. Achieving the goal will require some type of use restriction. Since audibility is the measure of natural quiet in GCNP, the NPS recommends that the sound levels produced by quiet technology aircraft be analyzed in terms of audibility, rather than certificated noise levels, to ensure that the aircraft is less audible than non-quiet technology aircraft.

Lighter Than Air Solar International, LLC suggests that an absolute noise level be used rather than noise efficiency.

AIA, HAI, and the United States Air Tour Association (USATA) support the proposed noise efficiency approach and the use of certificated noise levels. AIA and HAI also recommended some technical changes to this aspect of the rule. The FAA addressed these technical recommendations in the previous section of this document.

The Sierra Club acknowledges that the noise efficiency approach makes sense, *i.e.* to allow aircraft that give more passengers tour rides to make more noise, as long as larger quieter aircraft lead to fewer flights. The Sierra Club also acknowledges that certificated noise levels are the most readily available substantiated data but questions whether the ranking of certification noise data will give the same results in the rank of audibility.

The Friends of Grand Canyon support the proposed noise efficiency approach only if it will substantially reduce the number of flights.

2. What provisions should be made for changes in technology that result in source noise reduction and/or increased noise efficient aircraft designs?

Lighter Than Air Solar International, LLC suggests that the definition of quiet technology aircraft be expanded to include airships to accommodate for future innovations in both noise reduction technology and noise efficient aircraft designs.

AIA, HAI, and USATA recommend that incentives for research and development into source noise reduction technologies be made available to both manufacturers and others for developing Supplemental Type Certificates (STC). The incentives could take the form of research grants or directed appropriations to the National Aeronautics and Space Administration (NASA). As modifications and STCs are developed that reduce source noise and/or increase noise efficient aircraft designs, operators of the modified aircraft would be allowed increased operations within the GCNP.

The Sierra Club comments that some incentive is appropriate for retrofitting existing aircraft if it does not compromise the restoration of natural quiet.

3. What economic and operational incentives should be considered in order to achieve the transition to quieter aircraft and how should be the quiet technology designation be used in the establishment of incentives?

AIA favors direct U.S. government support for research and development of flyover source noise reduction technologies to assist U.S. manufacturers in developing new helicopters or modifying current helicopters.

HAI recommends tax incentive to operators who purchased quiet technology equipment, exemption to all caps and curfews, and route expansions for all quiet technology aircraft. Similarly, USATA and Lighter Than Air Solar International, LL recommend relief from all caps and curfews, incentive routes, low-cost federal loans, over fee rebates or investment tax credits or elimination of overflight fees altogether.

The Sierra Club opposes opening incentive routes through existing flight free zones. This commenter supports operational incentives that allocate larger numbers of flights to aircraft that have lower noise signatures without increasing the overall number of flights, unless the flights are substantially quieter.

The Grand Canyon National Park Service (GCNPS) opposes any increase in the total number of operations as an incentive for conversion to noise-efficient aircraft. Such an incentive would be counterproductive to the efforts to achieve the mandate of substantial restoration of natural quiet.

4. Should incentives include a ''flexible'' cap that would permit increasing operations of aircraft based upon the acquisition of leading-edge noise efficient technology by operators?

USATA and Lighter Than Air Solar International, LLC support a ''flexible'' cap that would include no cap for quiet technology designation aircraft. USATA also suggests that the cap should be raised for operators who use approved noise abatement flight procedures.

The Sierra Club objects to the idea of ''flexible'' cap that may allow an increase in number of flights with the introduction of quiet technology designation aircraft. This commenter does not believe there is any reason to treat the GCNP overflights differently from other park limits, such as number of rooms, parking places, modes of transportation, access to trails, and boating permits, which are all capped.

The GCNPS endorses noise budgets as one form of ''flexible'' cap. Under a noise budget, operators would be allocated a quantity of noise (''decibel-minutes'') equivalent to the amount and duration of noise each operation created during the 1997–98 base year, which they can use according to their operational needs.

One commenter suggested that rather than phasing out louder aircraft, the FAA should let the operators phase in the quieter ones.

5. Should growth be tied to an incentive system for existing operators to convert their fleet to quiet technology?

Grand Canyon Trust (The Trust) and Friends of the Grand Canyon do not support the use of incentives, nor do they believe that there should be any allowances for air tour operational growth. The Trust opposes duplicate routes connecting the same two points (with one incentive route and one non-incentive route), as this would spread the noise over a wider area.

Sierra Club supports growth tied to conversion to quiet aircraft as long as aircraft noise continues to fall below the 1975 levels.

HAI and USATA believe that the mechanisms they had suggested in response to Question 4 should provide the affected operators with the necessary incentives to convert to quieter aircraft.

Lighter Than Air Solar International, LLC favors incentives for operators' investment in quiet technology in the form of expanded operational rewards (allocations). The criteria for such rewards should also be based on decreased noise levels and not other, non-related criteria, such as seniority or company size.

The NPS and GCNPS both believe that growth incentives at the expense of substantial restoration of natural quiet are contrary to the mandate. Some limited growth in number of operations might be possible under a system of partial redistribution of reverted allocations.

6. What operational limitations (phase-out, expanded curfews, noise budgets, quota system, etc.) should be considered, and how should the quiet technology designation be used in the setting of the limitations?

The Trust and the Sierra Club support phase-out, expanded curfews, and an added noise cap approach for operational limitations. The Trust recommends that the caps for the number of aircraft should also apply to the number of flights. The Trust suggests that the annual number of flights decline until they are stabilized at the 1975 levels. This could be achieved by a 5% decline in flights per year over the next 15 or 20 years in the Dragon Corridor. The Trust supports the quiet technology designation as the noise standard to be applied to all commercial tour aircraft at the Grand Canyon. The Trust wants it instituted for the east end of the GCNP by 2007 and the entire GCNP by 2010. The Trust seeks to abolish the Dragon Corridor and asks that the Zuni Corridor become ''quiet aircraft only.'' In addition, the Sierra Club suggests a sliding scale

incentive to reward incremental noise reduction efforts.

The Friends of the Grand Canyon seek a cap on the number of passengers to assure the noise benefit and gains from reduced flights materialize. Such visitor caps have existed for 3 decades for ground visitors.

HAI and USATA endorse the elimination of all caps and curfews for quiet technology operators. HAI finds that a phase-out is unnecessary, as other operational incentives will cause an increase in quiet technology aircraft. HAI supports tax relief for the development of noise abatement techniques and low noise operational techniques that can be incorporated into the aircraft flight manual.

Lighter Than Air Solar International, LLC (11) support a ''gradual'' phase-out and continuing periodic FAA noise reviews.

The NPS and GCNPS have concluded that substantial restoration of natural quiet requires supplemental operational limitations, *i.e.,* reduced flights, quieter equipment for the total passenger carrying capability and accountability for number of flights. The NPS and GCNPS support a market-based flight allocation system for the benefit of natural quiet.

Economic Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic impact of regulatory changes on small entities. Third, the Trade Agreements Act (19 U.S.C. section 2531–2533) prohibits agencies from setting standards that create unnecessary obstacles to the foreign commerce of the United States. In developing U.S. standards, this Trade Act requires agencies to consider international standards and, where appropriate, that they be the basis of U.S. standards. Fourth, the Unfunded Mandates Reform Act of 1995 requires agencies to prepare a written assessment of the costs, benefits and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local or tribal governments, in the aggregate, or by the private sector, of $100 million or more, in any one year (adjusted for inflation).

In conducting these analyses, FAA has determined that this rule: (1) Has benefits that justify its costs, is not economically significant under Executive Order 12866, and is significant as defined in DOT's Regulatory Policies and Procedures; (2) will not have a significant economic impact on a substantial number of small entities; (3) will not reduce barriers to international trade; and (4) does not impose an unfunded mandate on State, local, or tribal governments, or on the private sector.

However, for regulations with an expected minimal impact the above-specified analyses are not required. The Department of Transportation Order DOT 2100.5 prescribes policies and procedures for simplification, analysis, and review of regulations. If it is determined that the expected impact is so minimal that the proposal does not warrant a full evaluation, a statement to that effect and the basis for it is included in the regulation.

This final rule does not require any action by operators, as it simply identifies which aircraft meet or do not meet the GCNP quiet aircraft technology designation. Further, this rule does not relieve operators of the currently established operational limitations. The expected outcome is to have a minimal impact.

Comments

Two commenters, AIA and HAI, submitted comments on the economic consequences to the proposal that have been discussed earlier in this final rule.

The FAA agrees with AIA and HAI and has changed the phrase ''quiet technology designation'' to ''GCNP quiet aircraft technology designation'' in all places that it is used in the rule. This change will eliminate any need to analyze the costs of possible unintended adverse consequences to entities not subject to this action and clarify how this final rule relates to quiet technology requirements under Section 805 and other sections of the Air Tour Act applicable to national parks other than GCNP.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) establishes ''as a principle of regulatory issuance that agencies shall endeavor, consistent with the objective of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the business, organizations, and governmental jurisdictions subject to regulation.'' To achieve that principle, the RFA requires agencies to solicit and consider flexible regulatory proposals and to explain the rationale for their actions. The RFA covers a wide-range of small entities, including small businesses, not-for-profit organizations and small governmental jurisdictions.

Agencies must perform a review to determine whether a proposed or final rule will have a significant economic impact on a substantial number of small entities. If the determination is that it will, the agency must prepare a regulatory flexibility analysis as described in the RFA.

However, if an agency determines that a proposed or final rule is not expected to have a significant economic impact on a substantial number of small entities, Section 605(b) of the RFA provides that the head of the agency may so certify, and a regulatory flexibility analysis is not required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

This action merely defines quiet technology designation for aircraft use in GCNP air tour operations but does not impose any requirements. This action does not impose any requirements to use aircraft that meet the GCNP quiet aircraft technology designation. This action does not grant any relief from current GCNP air tour requirements if an operator uses aircraft that meets the designation. Therefore, the FAA does not expect this rule to have any cost impact on small entities that provide GCNP air tours. Consequently, the FAA certifies that the rule will not have a significant economic impact on a substantial number of small entity GCNP air tour operators.

International Trade Impact Analysis

The Trade Agreement Act of 1979 prohibits Federal agencies from engaging in any standards or related activities that create unnecessary obstacles to the foreign commerce of the United States. Legitimate domestic objectives, such as safety, are not considered unnecessary obstacles. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards.

In accordance with the above statute, the FAA has determined that this action will have a minimal impact and, therefore, has determined that this rule will not result in any unnecessary obstacles to the foreign commerce of the United States.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (the Act), enacted as Public Law 104–4 on March 22, 1995, is intended, among other things, to curb the practice of imposing unfunded Federal mandates

on State, local, and tribal governments. Title II of the Act requires each Federal agency to prepare a written statement assessing the effects of any Federal mandate in a proposed or final agency rule that may result in an expenditure of $100 million or more (adjusted annually for inflation) in any one year by State, local, and tribal governments, in the aggregate, or by the private sector; such a mandate is deemed to be a ''significant regulatory action.'' The FAA currently uses an inflation-adjusted value of $120.7 million in lieu of $100 million.

This action does not contain such a mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

Federalism Implications

The regulations herein would not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant the preparation of a federalism assessment.

Environmental Review

In accordance with FAA Order 1050.1E, the FAA has determined that this action is categorically excluded from environmental review under section 102(2)(C) of the National Environmental Policy Act (NEPA). This action was categorically excluded under FAA Order 1050.1D, Appendix 4, Paragraph 4.j (now Paragraph 312d in FAA Order 1050.1E), which covers regulations ''excluding those which if implemented may cause a significant impact on the human environment.'' This rule establishes quiet technology designations for aircraft operating in GCNP. It does not impose a phase-out or any alteration of any air tour operator's fleet of aircraft. It does not lift the operations limitation, alter any flight corridors through the park, or make any change to the SFRA. Finally, the FAA notes that this action alone has no impact on substantial restoration of natural quiet in the GCNP. Any environmental and economic impacts will depend on other future actions yet to be defined. Accordingly, this action will not individually or cumulatively have a significant effect on the human environment. In addition, the FAA has determined that there are no ''extraordinary circumstances'' associated with the proposed action that would otherwise require the preparation of an EA or EIS.

Consultation With Tribal Governments

Executive Order 13084 provides for consultation and coordination with Indian tribal governments in certain circumstances that are set forth in the executive order. The SNPRM Notice No. 03–05 described consultations with Indian tribal governments about this rule and taken their concerns into account. The FAA determined that additional consultations were not necessary because this action is required by statute and would not impose any substantial direct compliance costs on the communities of Indian tribal governments.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (Pub. L. 104–13), there are no requirements for information collection associated with this action. An agency may not conduct or sponsor and a person is not required to respond to a collection of information unless it displays a currently valid Office of Management and Budget (OMB) control number.

List of Subjects in 14 CFR Part 93

Air traffic control, Airports, Navigation (Air), Reporting and recordkeeping requirements.

The Amendment

■ For reasons set forth above, the Federal Aviation Administration amends part 93, in chapter I of Title 14, Code of Federal Regulations, as follows:

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

■ 1. The authority citation for part 93 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40109, 40113, 44502, 44514, 44701, 44719, 46301.

■ 2. Section 93.303 is amended to add the definitions in alphabetical order to read as follows:

§ 93.303 Definitions.

* * * * *

GCNP quiet aircraft technology designation means an aircraft that is subject to § 93.301 and has been shown to comply with the noise limit specified in appendix A of this part.

Number of passenger seats means the number of passenger seats for which an individual aircraft is configured.

* * * * *

■ 3. Appendix A is added to read as follows:

Appendix A to Subpart U of Part 93—GCNP Quiet Aircraft Technology Designation

This appendix contains procedures for determining the GCNP quiet aircraft technology designation status for each aircraft subject to § 93.301 determined during the noise certification process as prescribed under part 36 of this chapter. Where no certificated noise level is available, the Administrator may approve an alternative measurement procedure.

Aircraft Noise Limit for GCNP Quiet Aircraft Technology Designation

A. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix H of 14 CFR part 36, the limit is 80 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

EPNL(H) = 80 +10log(# PAX seats/2) dB

B. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix J of 14 CFR part 36, the limit is 77 dB for helicopters having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having a seating configuration of three or more passenger seats. The noise limit for helicopters with three or more passenger seats can be calculated by the formula:

SEL(J) = 77 + 10log(# PAX seats/2) dB

C. For propeller-driven airplanes with a measured flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix F of 14 CFR part 36 without the performance correction defined in Sec. F35.201(c), the limit is 69 dB for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

LAmax(F) = 69 + 10log(# PAX seats/2) dB

D. In the event that a flyover noise level is not available in accordance with Appendix F of 14 CFR part 36, the noise limit for propeller-driven airplanes with a takeoff noise level obtained in accordance with the measurement procedures prescribed in Appendix G is 74 dB or 77 dB, depending on 14 CFR part 36 amendment level, for airplanes having a seating configuration of two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having a seating configuration of three or more passenger seats. The noise limit for propeller-driven airplanes with three or more passenger seats can be calculated by the formula:

LAmax(G) = 74 + 10log(# PAX seats/2) dB for certifications obtained under 14 CFR part 36, Amendment 21 or earlier;

LAmax(G) = 77 + 10log(# PAX seats/2) dB for certifications obtained under 14 CFR part 36, Amendment 22 or later.

Issued in Washington, DC on March 22, 2005.

Marion C. Blakey,

Administrator.

[FR Doc. 05–6074 Filed 3–28–05; 8:45 am]

BILLING CODE 4910–13–P

Grand Canyon Working Group
Glossary of Terms/Acronyms

A-Weighting
See "Weighting."

Acoustics
The science of sound.

Acoustic Zone
Areas with similar vegetation, terrain, animals, and weather likely have similar acoustic characteristics, including sound sources and sound attenuation characteristics. These areas are referred to as "acoustic zones" and may be helpful in describing acoustic conditions in areas with similar characteristics.

Ambient Sound Conditions
Many different soundscapes occur in national parks. In some areas, natural sounds predominate, while in others, both natural and non-natural sounds occur. In order to understand and management soundscapes, ambient conditions for different soundscapes need to be acoustically described. Definitions of common ambient sound conditions are provided below.

> **Ambient Sound, Existing**.
> All sounds in a given area (includes all natural and non-natural sounds).
>
> **Ambient Sound, Natural**.
> All natural sounds in a given area, excluding all non-natural sounds. Natural ambient sound is considered synonymous with the term "natural quiet," although natural ambient sound is more appropriate because nature is often not quiet.

Amplitude
The instantaneous magnitude of an oscillating quantity such as sound pressure. The peak amplitude is the maximum value.

Attenuation
The reduction of sound intensity by various means (e.g., air, humidity and porous materials).

Area of Audibility
The area within which a specific sound or sounds is audible.

Audibility
Audibility is the ability of humans and animals with normal hearing to hear a given sound. Audibility is affected by the hearing ability of the individual, other simultaneous interfering sounds or stimuli, and by the frequency content and amplitude of the sound.

Audiogram
A graph showing hearing acuity as a function of frequency and amplitude.

Commercial Aviation
The commercial sector of the aviation industry that consists of air carriers providing transportation for hire for passengers and cargo in domestic and international service. Commercial aviation includes air carriers that operate large passenger or cargo jets and regional/commuter/charter carriers operating smaller aircraft.

Cooperating Agency
An agency or tribal government that has jurisdiction by law or has special expertise with respect to an environmental issue and cooperatively works with the lead agency to prepare an environmental impact statement.

Decibel (dB)
A logarithmic measure of any measured physical quantity and commonly used in the measurement of sound. The decibel provides the possibility of representing a large span of signal levels in a simple manner as opposed to using the basic unit Pascal. The difference between the sound pressure for silence versus a loud sound is a factor of 1,000,000:1 or more, therefore it is less cumbersome to use a small range of equivalent values: 0 to 130 decibels.

Doubling of Sound Pressure = 6 dB
Doubling of Sound Power = 3 dB
Doubling of Perceived Sound Level = 10 dB (approximately)

Detectability
Noise that can be detected by a human on the ground who is actively listening. This is the measure of whether aircraft noise is audible in backcountry areas of Grand Canyon National Park.

Energy Equivalent Sound Level (L_{eq})
The level of a constant sound over a specific time period that has the same sound energy as the actual (unsteady) sound over the same period.

Environmental Impact Statement (EIS)
A detailed written analysis of the potential environmental impacts of a proposed Federal action or decision that would significantly affect the environment, consistent with the requirements of the National Environmental Policy Act of 1969.

Events per Hour
The number of times a non-natural sound source is heard, on average, in one hour (this may be specific to a particular human-caused sound or to all human-caused sounds).

Federal Interagency Committee on Aviation Noise (FICAN)
A committee formed in 1993 to provide forums for discussion of public and private sector proposals on aviation noise and to identify and encourage needed research. All Federal agencies concerned with aviation noise are represented on the committee, including the Department of Defense (Air Force, Army, Navy), Department of Interior (NPS), Department of Transportation (FAA), Environmental Protection Agency, National Aeronautics and Space Administration, and Department of Housing and Urban Development.

Frequency
The number of times per second that the sine wave of sound repeats itself. It can be expressed in cycles per second, or Hertz (Hz). Frequency equals Speed of Sound / Wavelength.

GCNP Quiet Aircraft Technology
Reasonably achievable noise requirements for commercial air tour aircraft operating in Grand Canyon National Park to be considered as employing quiet technology. These requirements and the identification of aircraft that meet them are in a final rule published by FAA in the Federal Register on March 29, 2005.

General Aviation
The private sector of the aviation industry that consists of privately owned and operated aircraft that are not for hire. Aircraft size and range vary widely from small single engine aircraft to large jet aircraft.

Hearing Range (human)
An average healthy young person can hear frequencies from approximately 20 Hz to 20000 Hz, and sound pressure levels from 0 dB to 130 dB or more (threshold of pain).

Human-caused Sound
Any sound that that is attributable to a human source. This term may be used interchangeably with “non-natural,” “human-made,” “man-caused,” or “man-made” sound.

Infrasound
Frequencies below 20 Hz. Humans perceive frequencies below about 20 Hz as pressure rather than sound.

Instrument Flight Rules (IFR)
Rules governing the conduct of flight using instruments and air traffic services to avoid obstacles, terrain, and other air traffic.

Integrated Noise Model Version 6.2 (INM 6.2)
FAA’s computer model for calculating aircraft noise. Version 6.2 of INM includes the capability to calculate aircraft audibility.

Intensity
The sound energy flow through a unit area in a unit time.

Joint Lead Agency
An agency that jointly supervises the preparation of an environmental impact statement with another agency.

Loudness
The subjective judgment of intensity of a sound by humans. Loudness depends upon the sound pressure and frequency of the stimulus.

Masking
The process by which the threshold of audibility for a sound is raised by the presence of another (masking) sound. A masking sound is one that renders inaudible or unintelligible another sound that is also present.

National Environmental Policy Act (NEPA)
Legislation that establishes a national policy for the environment and that requires the preparation of an environmental impact statement for major Federal actions significantly affecting the environment.

National Parks Overflights Advisory Group (NPOAG)
An advisory group of representatives of FAA, NPS, general aviation, air tour operators, environmental concerns, and Indian tribes established by the Air Tour Management Act of 2000 to provide continuing advice and counsel with respect to commercial air tour operations over and near national parks.

Natural Quiet
All natural sounds in a given area, excluding all non-natural sounds. See Ambient Sound, Natural.

Noise
Traditionally, noise has been defined as unwanted, undesired, or unpleasant sound. This makes noise a subjective term. Sounds that may be unwanted and undesired by some may be wanted and desirable by others. The appropriateness of any sound in a given area of a park will depend on a variety of factors, including the management objectives of that area.

Noise Contours
Continuous lines on a map connecting all points of the same noise exposure level.

Noise Floor
The lowest amplitude measurable by sound monitoring equipment. Most commercially available sound level meters and microphones can detect sound levels down to about 15 to 20 dBA; however, there are microphones capable of measuring sound levels below 0 dBA.

Noise-Free Interval
The length of time during which only natural sounds are audible.

Notice of Proposed Rulemaking (NPRM)
A draft of a proposed rule for public input and comment. Under the Administrative Procedures Act, in most cases before a Federal agency may adopt a final rule, the agency must publish in the Federal Register a draft rule and seek public comment. An NPRM contains a preamble that describes the rule and its purpose, commenting information and deadlines, and the text of the proposed rule.

Noticeability
Noise that can be noticed by a human on the ground who is not necessarily actively listening. This is the measure of whether aircraft noise is audible in developed areas of Grand Canyon National Park.

Octave Band, One-Third
A frequency band whose cutoff frequencies have a ratio of 2 to the one-third (approximately 1.26). One-third octave bands reflect reasonably the ability of humans to differentiate tones.

Peak Day
The day of the highest amount of aircraft activity. Modeling aircraft noise based on the peak day of activity should assure that substantial restoration of natural quiet is achieved on any given day.

Percent Exceedence (L_x)
These metrics are the sound levels (L), in decibels, exceeded *x* percent of the time. The L_{50} value represents the sound level exceeded 50 percent of the measurement period. L_{50} is the same as the median. The L_{90} value represents the sound level exceeded 90 percent of the time during the measurement period.

Signal-to-Noise Ratio (SNR)
The ratio between the aplitude of a signal (meaningful information) and the aplitude of background noise. Because many signals have a very wide dynamic range, SNRs are often expressed in terms of the logarithmic decibel scale.

Sound
A wave motion in air, water, or other media. It is the rapid oscillatory compressional changes in a medium that propagate to distant points. It is characterized by changes in density, pressure, motion, and temperature as well as other physical properties. Not all rapid changes in the medium are sound (wind distortion on a microphone diaphragm).

Soundscape
Soundscape refers to the total acoustic environment associated with a given area. In a national park setting, soundscapes can be composed primarily of natural sounds, or they can be composed of both natural and non-natural sounds.

Sound Exposure Level (SEL)
The total sound energy of an actual sound calculated for a specific time period. SEL is usually expressed using a time period of one second. This metric is useful in comparing two sounds that differ in amplitude and duration. A very long, very low level sound may have the same 1-second SEL as a very short, very loud sound.

Sound Level
Generally, sound level refers to the *weighted* sound pressure level obtained by frequency weighting, usually A- or C-weighted.

Sound Pressure
Fluctuations in air pressure caused by the presence of sound waves. Sound pressure is the instantaneous difference between the actual pressure produced by a sound wave and the average barometric pressure at a given point in space. Sound pressure is measured in Pascals (Pa), Newtons per square meter, which is the metric equivalent of pounds per square inch.

Sound Pressure Level (SPL)
The logarithmic form of sound pressure. It is also expressed by attachment of the word decibel to the number.

Sound Speed
The speed of sound in air is about 344 m/sec (1,130 ft/sec or 770 mph) at 70^{o} F at sea level. It substantially varies depending on temperature and type of medium.

Special Federal Aviation Regulation (SFAR)
A regulation adopted by FAA for unique and specific situations. SFARS generally have expiration dates that can be extended. SFAR 50-2 is the rule which created a Special Flight Rules Area (SFRA) over the Grand Canyon.

Special Flight Rules Area (SFRA)
A portion of airspace, with both vertical and lateral dimensions, wherein special operational rules and restrictions apply. The Grand Canyon SFRA overlies Grand Canyon National Park and surrounding lands. It extends vertically to 18,000 feet above sea level.

Spectrum (Frequency Spectrum)
The amplitude of sound at various frequencies. It is given by a set of numbers that describe the amplitude at each frequency or band of frequencies.

Substantial Restoration of Natural Quiet
A legislatively mandated requirement associated with recommendations by the Secretary of the Interior with respect to aircraft noise at Grand Canyon National Park. Substantial restoration of natural quiet has been further clarified by NPS as the achievement of natural quiet (i.e., no aircraft audible) in 50 percent or more of the park for 75-100 percent of any given day.

Time Above Natural Ambient
The amount of time that sound levels from non-natural sounds are greater than sound levels of natural sound levels.

Time Audible
The amount of time that various sound sources are audible to animals, including humans, with normal hearing (hearing ability varies among animals).

Ultrasound
Sounds of a frequency higher than 20,000 Hz.

Visual Flight Rules (VFR)
Rules pilots may operate under in appropriate airspace when weather meets certain criteria allowing ample visual ability to see and avoid other aircraft, obstacles, and terrain.

Wavelength
Wavelength is the distance a wave travels in the time it takes to complete one cycle. A wavelength can be measured between successive peaks or between any two corresponding points on the cycle. Wavelength (ft) = Speed of Sound (ft) / Frequency (Hz).

Weighting
Adjustment of sound level data to achieve a desired measurement. A-Weighting is used to account for changes in human hearing sensitivity as a function of frequency. The A-weighting network de-emphasizes the high (6.3 kHz and above) and low (below 1 kHz) frequencies, and emphasizes the frequencies between 1 kHz and 6.3 kHz, in an effort to simulate the relative response of human hearing. C-Weighting is linear over the mid frequency range from 200 Hz to 1.6 kHz, and de-emphasizes the low (below 200 Hz) and high (above 1.6 kHz) frequencies.

Windscreen
A porous device used to cover the microphone of a sound level measurement system. Windscreens are designed to minimize the effects of wind disturbance on the sound levels being measured while minimizing the attenuation (<0.5 dB) of the signal. When using windscreens that attenuate sound levels >0.5 dB, the amount of attenuation for each one-third octave band must be known and corrections applied.

Acronyms

dB	decibel
EIS	Environmental Impact Statement
FICAN	Federal Interagency Committee on Aviation Noise
INM 6.2	Integrated Noise Model Version 6.2
IFR	Instrument Flight Rules
NEPA	National Environmental Policy Act
NPOAG	National Parks Overflights Advisory Group
NPRM	Notice of Proposed Rulemaking
SFAR	Special Federal Aviation Regulation
SFRA	Special Flight Rules Area
VFR	Visual Flight Rules

Status of GCNP Recommendations in the 1994 Report to Congress

NPS recommends:

Airspace Structure

General

1.

- The SFRA boundary be modified near the southeast corner of the Bright Angel Flight-Free Zone and the far western edge of the SFRA near the Grand Wash Cliffs to ensure almost all of GCNP lies within the SFRA. **Implemented**
- The FAA may have to modify the boundary elsewhere to guarantee that all commercial aircraft remain within the SFRA while conducting tours. **Not Implemented**
- The NPS also recommends that the SFRA boundary be realigned as originally proposed by NPS in 1987 near the Grand Canyon West Airport and that traffic utilizing this airport have the same caveat ("Landing/Take-off operations below 3,000' AGL within 3 NM of the airport are authorized by the SFAR") as other airports located under or adjacent to the SFRA. **Not Implemented. Contained in '96 Final Rule. {FAA established that the present airspace structure around the GCN airport provides the minimum safety margins acceptable to the FAA.}**

2. FAA study the air traffic in the range of 14,499 fee Mean Sea Level (MSL) to 17,999 MSL so that a determination can be made as to whether there is merit in an upward adjustment of the SFRA ceiling. **Implemented**

3. "Minimum Altitude Sector" boundaries (for the five sectors within the GCNP SFRA) remain unchanged. The minimum altitudes within these boundaries are proposed to remain unchanged for general aviation aircraft, but will change for air tour aircraft as specified under "Routes" below. **Implemented, although two sectors were merged. Part 93 changed minimum altitudes.**

4. A new regulation superseding SFAR 50-2 should be considered a permanent Federal Aviation Regulation without an expiration date. **Implemented**

Flight-Free Zones

5. Flight-free zones be expanded, in some cases beyond the boundary of GCNP:
    - Bright Angel and Shinumo FFZs be combined and increased in area to the north (to the SFRA boundary); **Not Implemented – alternative implemented**
    - Desert View FFZ be expanded to the north and south (and to the east to the SFRA boundary); **{Partially Implemented}**

- Toroweap/Thunder River FFZ be expanded to the west and south (and to the north to the SFRA boundary). **Toroweap/Shinumo created/Partially implemented**
- A new FFZ, the Sanup FFZ, be created in western Grand Canyon. **Implemented**

6. The resulting four FFZs be identified as follows (from east to west): Desert View, Bright Angel, Toroweap/Thunder River, and Sanup. These four zones would encompass approximately 987,200 acres or almost 82 percent of the total park area. **{Partially implemented}**

7. FAA study air traffic over the FFZs in the range of 14,499 MSL to 17,999 MSL to evaluate the merit of raising the FFZ ceilings. **Partially Implemented. Implemented for Sanup FFZ. 8,000 MSL to 14,500 MSL is the range of ceilings.**

Flight Corridors

8. Dragon Flight Corridor. On the effective date of a new regulation superseding SFAR 50-2, the Dragon Flight Corridor would be abolished. Black 1 Alpha (airplane) and Green 1 Alpha (helicopter) one-way only commercial tour routes (as designated in SFAR 50-2) would remain accessible for use by quiet commercial aircraft only. Five years after the effective date of the new regulation, these routes would be eliminated. **Not Implemented**

9. Fossil Canyon Flight Corridor.

- Five years after the effective date of a new regulation superseding SFAR 50-2, the commercial tour routes within the Fossil Canyon Flight Corridor would be accessible only to quiet commercial aircraft. **Not Implemented**
- Effective immediately upon implementation of the new regulation, the dimensions of the corridor would be changed to conform with the structure of the Zuni Point Flight Corridor (2 NM wide for commercial tour and 4 NM wide for general aviation). The general aviation portion of the corridor would be centered directly over the commercial tour portion. **Implemented. Commercial tour portion eliminated.**
- Two-way traffic within the Fossil Canyon Flight Corridor by commercial tour aircraft would be prohibited. **Commercial tours eliminated**
- Two-way traffic by general aviation would be permitted. **Implemented**

10. Zuni Point Flight Corridor.

- Ten years after the effective date of a new regulation superseding SFAR 50-2, the commercial air tour routes within the Zuni Point Flight Corridor would be accessible only to quiet commercial aircraft. **Not Implemented**
- Two-way traffic within the Zuni Point Flight Corridor by commercial tour aircraft would be prohibited. **Not implemented**

- Two-way traffic by general aviation would be permitted. **Implemented**

11. Tuckup Flight Corridor.

- Continue to be accessible only to general aviation aircraft. **Implemented**
- Minimum altitude would be lowered from 10,500 feet MSL to 9,500 feet MSL. **Not Implemented**
- Two-way traffic by general aviation would be permitted. **Implemented**

GCNP SFRA

12. Fifteen years after the effective date of the new regulation superseding SFAR 50-2, commercial tour routes within the GCNP SFRA would be accessible only to quiet commercial aircraft. Non-quiet commercial tour aircraft (including NPS aircraft) would have their access phased out. Access by general aviation and military aircraft would continue unless results from acoustic monitoring programs indicate a need for change. **Not Implemented**

Routes

13. Routes and route segments available to the Grand Canyon air tour industry under SFAR 50-2 be simplified and reduced. **{Partially implemented}**

14. One-way traffic on commercial air tour routes outside of flight corridors be instituted as much as possible. Two-way traffic within flight corridors by commercial air tour aircraft would be prohibited. **Partially implemented**

15. Whitmore Canyon/Wash helicopter routes be treated the same as all other commercial air tour routes within the GCNP SFRA (i.e., numbered, described, etc.), and procedures be identified in the FAA's and operator's Operations Specifications manuals. Noise abatement procedures would be instituted by the FAA after consultations with NPS. **{Not implemented. Handled by 7711 waivers. Noise abatement not implemented.}**

16. Quiet aircraft would be allowed to fly at lower altitudes than non-quiet aircraft where feasible. That is, where the option exists, only quiet aircraft would be allowed to fly at the minimum altitudes specified for tour aircraft in SFAR 50-2. This may require FAA to adjust commercial air tour route altitudes specified for non-tour aircraft upward to meet necessary separation standards. This recommendation can be phased in over a short period of time (not to exceed 2 years) or instituted immediately if there are sufficient quiet aircraft already in service. **Not Implemented**

17. Tour flight route altitudes be adjusted to prohibit flight below the elevation of any canyon rim or feature within one mile (horizontally) of the route. **{Implemented}**

Aircraft Equipment Recommendations

18. FAA and NPS work cooperatively to develop a noise-based definition of "quiet aircraft" and identify the list of fixed-wing and rotorcraft (current technology) that would qualify for use in the Special Flight Rules Area. The definition should also be such that retrofitted aircraft are able to be added to the "quiet aircraft" category. **Implemented**

19. The development and implementation of incentives related to quiet aircraft be an important component of any proposed changes to the SFAR. **Not implemented, but proposed.**

Aircraft Operations Recommendations

20. FAA and NPS work together to develop a process that would be initiated when "action triggers" are met as determined through the NPS acoustic monitoring program. This action must be complete within six months of meeting or exceeding trigger. Limits on operation or noise, particularly in flight corridors, would be among the measures considered. The FAA would then develop an appropriate mechanism (noise budget, co-permitting, or other) that would implement this limitation after it has been triggered. **Not implemented**

21. A temporal restriction (a curfew or "no-fly" time period) for commercial air tour aircraft be implemented on the effective date of a new regulation superseding SFAR 50-2. NPS recommends a "no fly" time from 6pm – 8am each day. **Implemented for the east end: Summer 6p-8a; Winter 5p-9a**

22. APIMS (Aircraft Position Information Monitoring System") or similar tracking system be required on Part 135 tour aircraft operating in the SFRA for the purpose of tracking compliance, numbers of flights per route by time period, and so forth, to develop a data base which might be used to develop more effective noise abatement techniques. **Variation Implemented – reporting requirements**

Flights Outside the SFRA

23. Due to the frequent deviations of high altitude jets from normal routes for sight-seeing purposes, it is recommended that FAA not authorize any deviations from normal flight plans and cruising altitudes for aircraft on high altitude jet routes over the Grand Canyon area for any reasons other than safety. An FAA study is recommended on high-altitude jet routes that may also have impacts on natural quiet in the park. **On-going**

Miscellaneous Recommendations

24. In those instances where the FAA allows commercial tour aircraft to land and take off on lands adjacent to GCNP, the NPS recommends the FAA require those

aircraft to be at the minimum sector altitude prior to crossing over park lands. **Not Implemented. Generally, aviation operating during critical phases of flight (landing or take off) will always be exempt from adjacent restrictions for safety reasons.**

25. The FAA, in consultation with the NPS, should revise the "Grand Canyon Visual Flight Rules (VFR) Aeronautical Chart" (1st Edition, April 4, 1991) at the appropriate time to reflect any changes to the SFRA resulting from the previously described recommendations. **Implemented. Should occur on a regular cycle basis.**

26. The NPS shall establish an interpretive message, exhibit, or display in key locations of the park to describe overflights to visitors, and to tell them where they can expect natural quiet and where they can expect to hear aircraft. **Not Implemented.**

27. In recognition of a need for continued cooperation between both the FAA and NPS, a formal process (e.g., a MOU) will need to be established for accommodating requests from air tour operators for route changes or other matters of interest. **{Partially Implemented; Procedures in GCNP SFRA Procedures Manual; On-going development of process to address 7711 waiver requests.}**

28. Acknowledging a continuing need to communication between all interested parties, NPS and FAA should be amenable to holding public meetings as needed. **Ongoing**

The National Parks Overflight Act of 1987
Public Law 100-91

SECTION 1. STUDY OF PARK OVERFLIGHTS.

(a) Study by Park Service.—The Secretary of the Interior (hereinafter referred to as the 'Secretary'), acting through the Director of the National Park Service, shall conduct a study to determine the proper minimum altitude which should be maintained by aircraft when flying over units of the National Park System. The Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration (hereinafter referred to as the 'Administrator'), shall provide technical assistance to the Secretary in carrying out the study.

(b) General Requirements of Study.—The study shall identify any problems associated with overflight by aircraft of units of the National Park System and shall provide information regarding the types of overflight which may be impacting on park unit resources. The study shall distinguish between the impacts caused by sightseeing aircraft, military aircraft, commercial aviation, general aviation, and other forms of aircraft which affect such units. The study shall identify those park system units, and portions thereof, in which the most serious adverse impacts from aircraft overflights exist.

(c) Specific Requirements.—The study under this section shall include research at the following units of the National Park System: Cumberland Island National Seashore, Yosemite National Park, Hawai'i Volcanoes National Park, Haleakala National Park, Glacier National Park, and Mount Rushmore National Memorial, and at no less than four additional units of the National Park System, excluding all National Park System units in the State of Alaska. The research at each such unit shall provide information and an evaluation regarding each of the following:

(1) the impacts of aircraft noise on the safety of the park system users, including hikers, rock-climbers, and boaters;

(2) the impairment of visitor enjoyment associated with flights over such units of the National Park System;

(3) other injurious effects of overflights on the natural, historical, and cultural resources for which such units were established; and

(4) the values associated with aircraft flights over such units of the National Park System in terms of visitor enjoyment, the protection of persons or property, search and rescue operations and firefighting.

Such research shall evaluate the impact of overflights by both fixed-wing aircraft and helicopters. The research shall include an evaluation of the differences in noise levels within such units of the National Park System which are associated with flight by commonly used aircraft at different altitudes. The research shall apply only to overflights and shall not apply to landing fields within, or adjacent to, such units.

(d) Report to Congress.—The Secretary shall submit a report to the Congress within 3 years after the enactment of this Act [Aug. 18, 1987] containing the results of the study carried out under this section. Such report shall also contain

recommendations for legislative and regulatory action which could be taken regarding the information gathered pursuant to paragraphs (1) through (4) of subsection (c). Before submission to the Congress, the Secretary shall provide a draft of the report and recommendations to the Administrator for review. The Administrator shall review such report and recommendations and notify the Secretary of any adverse effects which the implementation of such recommendations would have on the safety of aircraft operations. The Administrator shall consult with the Secretary to resolve issues relating to such adverse effects. The final report shall include a finding by the Administrator that implementation of the recommendations of the Secretary will not have adverse effects on the safety of aircraft operations, or if the Administrator is unable to make such finding, a statement by the Administrator of the reasons he believes the Secretary's recommendations will have an adverse effect on the safety of aircraft operations.

(e) FAA Review of Rules.—The Administrator shall review current rules and regulations pertaining to flights of aircraft over units of the National Park System at which research is conducted under subsection (c) and over any other such units at which such a review is determined necessary by the Administrator or is requested by the Secretary. In the review under this subsection, the Administrator shall determine whether changes are needed in such rules and regulations on the basis of aviation safety. Not later than 180 days after the identification of the units of the National Park System for which research is to be conducted under subsection (c), the Administrator shall submit a report to Congress containing the results of the review along with recommendations for legislative and regulatory action which are needed to implement any such changes.

(f) Authorization.—There are authorized to be appropriated such sums as may be necessary to carry out the studies and review under this section.

SEC. 2. FLIGHTS OVER YOSEMITE AND HALEAKALA DURING STUDY AND REVIEW.

(a) Yosemite National Park.—During the study and review periods provided in subsection (c), it shall be unlawful for any fixed wing aircraft or helicopter flying under visual flight rules to fly at an altitude of less than 2,000 feet over the surface of Yosemite National Park. For purposes of this subsection, the term 'surface' refers to the highest terrain within the park which is within 2,000 feet laterally of the route of flight and with respect to Yosemite Valley such term refers to the upper-most rim of the valley.

(b) Haleakala National Park.—During the study and review periods provided in subsection (c), it shall be unlawful for any fixed wing aircraft or helicopter flying under visual flight rules to fly at an altitude below 9,500 feet above mean sea level over the surface of any of the following areas in Haleakala National Park: Haleakala Crater, Crater Cabins, the Scientific Research Reserve, Halemauu Trail, Kaupo Gap Trail, or any designated tourist viewpoint.

(c) Study and Review Periods.—For purposes of subsections (a) and (b), the study period shall be the period of the time after the date of enactment of this Act [Aug. 18, 1987] and prior to the submission of the report under section 1. The review period shall comprise a 2-year period for Congressional review after the submission of the report to Congress.

(d) Exceptions.—The prohibitions contained in subsections (a) and (b) shall not apply to any of the following:

(1) emergency situations involving the protection of persons or property, including aircraft;

(2) search and rescue operations;

(3) flights for purposes of firefighting or for required administrative purposes; and

(4) compliance with instructions of an air traffic controller.

(e) Enforcement.—For purposes of enforcement, the prohibitions contained in subsections (a) and (b) shall be treated as requirements established pursuant to section 307 of the Federal Aviation Act of 1958 [see 49 U.S.C. 40103 (b)]. To provide information to pilots regarding the restrictions established under this Act, the Administrator shall provide public notice of such restrictions in appropriate Federal Aviation Administration publications as soon as practicable after the enactment of this Act [Aug. 18, 1987].

SEC. 3. GRAND CANYON NATIONAL PARK.

(a) Noise associated with aircraft overflights at the Grand Canyon National Park is causing a significant adverse effect on the natural quiet and experience of the park and current aircraft operations at the Grand Canyon National Park have raised serious concerns regarding public safety, including concerns regarding the safety of park users.

(b) Recommendations.—

(1) Submission.—Within 30 days after the enactment of this Act [Aug. 18, 1987], the Secretary shall submit to the Administrator recommendations regarding actions necessary for the protection of resources in the Grand Canyon from adverse impacts associated with aircraft overflights. The recommendations shall provide for substantial restoration of the natural quiet and experience of the park and protection of public health and safety from adverse effects associated with aircraft overflight. Except as provided in subsection (c), the recommendations shall contain provisions prohibiting the flight of aircraft below the rim of the Canyon, and shall designate flight free zones. Such zones shall be flight free except for purposes of administration and for emergency operations, including those required for the transportation of persons and supplies to and from Supai Village and the lands of the Havasupai Indian Tribe of Arizona. The Administrator, after consultation with the Secretary, shall define the rim of the Canyon in a manner consistent with the purposes of this paragraph.

(2) Implementation.—Not later than 90 days after receipt of the recommendations under paragraph (1) and after notice and opportunity for hearing, the Administrator shall prepare and issue a final plan for the management of air traffic in the air space above the Grand Canyon. The plan shall, by appropriate regulation, implement the recommendations of the Secretary without change unless the Administrator determines that implementing the recommendations would adversely affect aviation safety. If

the Administrator determines that implementing the recommendations would adversely affect aviation safety, he shall, not later than 60 days after making such determination, in consultation with the Secretary and after notice and opportunity for hearing, review the recommendations consistent with the requirements of paragraph (1) to eliminate the adverse effects on aviation safety and issue regulations implementing the revised recommendations in the plan. In addition to the Administrator's authority to implement such regulations under the Federal Aviation Act of 1958 [see 49 U.S.C. 40101 et seq.], the Secretary may enforce the appropriate requirements of the plan under such rules and regulations applicable to the units of the National Park System as he deems appropriate.

(3) Report.—Within 2 years after the effective date of the plan required by subsection (b)(2), the Secretary shall submit to the Congress a report discussing—

(A) whether the plan has succeeded in substantially restoring the natural quiet in the park; and

(B) such other matters, including possible revisions in the plan, as may be of interest.

The report shall include comments by the Administrator regarding the effect of the plan's implementation on aircraft safety.

(c) Helicopter Flights of River Runners.—Subsection (b) shall not prohibit the flight of helicopters—

(1) which fly a direct route between a point on the north rim outside of the Grand Canyon National Park and locations on the Hualapai Indian Reservation (as designated by the Tribe); and

(2) whose sole purpose is transporting individuals to or from boat trips on the Colorado River and any guide of such a trip.

SEC. 4. BOUNDARY WATERS CANOE AREA WILDERNESS.

The Administrator shall conduct surveillance of aircraft flights over the Boundary Waters Canoe Area Wilderness as authorized by the Act of October 21, 1978 (92 Stat. 1649–1659) for a period of not less than 180 days beginning within 60 days of enactment of this Act [Aug. 18, 1987]. In addition to any actions the Administrator may take as a result of such surveillance, he shall provide a report to the Committee on Interior and Insular Affairs and the Committee on Public Works and Transportation of the United States House of Representatives and to the Committee on Energy and Natural Resources and the Committee on Commerce, Science, and Transportation of the United States Senate. Such report is to be submitted within 30 days of completion of the surveillance activities. Such report shall include but not necessarily be limited to information on the type and frequency of aircraft using the airspace over the Boundary Waters Canoe Area Wilderness.

SEC. 5. ASSESSMENT OF NATIONAL FOREST SYSTEM WILDERNESS OVERFLIGHTS.

(a) Assessment by Forest Service.—The Chief of the Forest Service (hereinafter referred to as the 'Chief') shall conduct an assessment to determine what, if any, adverse impacts to wilderness resources are associated with overflights of National Forest System wilderness areas. The Administrator of the Federal Aviation Administration shall provide technical assistance to the Chief in carrying out the assessment. Such assessment shall apply only to overflight of wilderness areas and shall not apply to aircraft flights or landings adjacent to National Forest System wilderness units. The assessment shall not apply to any National Forest System wilderness units in the State of Alaska.

(b) Report to Congress.—The Chief shall submit a report to Congress within 2 years after enactment of this Act [Aug. 18, 1987] containing the results of the assessments carried out under this section.

(c) Authorization.—Effective October 1, 1987, there are authorized to be appropriated such sums as may be necessary to carry out the assessment under this section.

SEC. 6. CONSULTATION WITH FEDERAL AGENCIES.

In conducting the study and the assessment required by this Act, the Secretary of the Interior and the Chief of the Forest Service shall consult with other Federal agencies that are engaged in an analysis of the impacts of aircraft overflights over federally-owned land."

Federal Register
Vol. 61, No. 81
Thursday, April 25, 1996

Presidential Documents

Title 3—

The President

Memorandum of April 22, 1996

Additional Transportation Planning To Address Impacts of Transportation on National Parks

Memorandum for the Heads of Executive Departments and Agencies

Transportation in national parks—including ground transportation of visitors into the parks and airplane flights over the parks—has a significant impact on a visitor's experience of the park and on park management. The Secretary of Transportation has both valuable expertise and regulatory authority to address certain of these issues, and has been working on them with the Secretary of the Interior and others.

Aircraft flying at low altitudes over national parks can, if not properly managed, mar the natural beauty of the parks and create significant noise problems as well. The intrusion of such aircraft can interfere with wildlife (including threatened and endangered species), cultural resources and ceremonies, and visitors' enjoyment of parks, including the ability to experience natural sounds without interruption from mechanical noise. Several parks face overflight problems, including Grand Canyon National Park where substantial restoration of natural quiet is mandated by law, and several others identified by the National Park Service (NPS). It is important to the future of parks to address these problems quickly and in a fair and reasonable manner.

In addition, the National Park System contains thousands of miles of roads. All too often in peak visitor periods roads are so crowded with cars that the congestion and competition for space diminish the quality of the public's experience. Parks are not too full of people, but the roads and parking areas often are jammed. With modern technology and alternative transportation systems, the parks can continue to be accessible to all, and can be more enjoyable places to experience and learn about nature and history.

Therefore, to the extent permitted by law, I hereby direct the Secretary of Transportation in consultation with the heads of relevant departments and agencies to continue the ongoing development of rules as set out below to address overflights of the National Parks:

1. For Grand Canyon National Park,

(a) issue proposed regulations within 90 days to place appropriate limits on sightseeing aircraft over the Grand Canyon National Park to reduce the noise immediately and make further substantial progress toward restoration of natural quiet, as defined by the Secretary of the Interior, while maintaining aviation safety in accordance with the Overflights Act (Public Law 100–91). Action on this rulemaking to accomplish these purposes should be completed by the end of 1996; and

(b) should any final rulemaking determine that issuance of a further management plan is necessary to substantially restore natural quiet in the Grand Canyon National Park, complete within 5 years a plan that addresses how the Federal Aviation Administration and NPS will complete the "substantial restoration and maintenance of natural quiet," as defined by the Secretary of the Interior in accordance with the Overflights Act. Any such plan shall ensure that the restoration of natural quiet required by the Overflights Act shall be completed in the park not more than 12 years from the date of issuance of this directive as recommended in NPS's 1994 "Report on Effects of Aircraft Overflights on the National Park System."

2. For Rocky Mountain National Park, complete and issue, if appropria within 90 days, a notice of proposed rulemaking to address the potent adverse impact on the park and its visitors of overflights by sightseei aircraft, keeping in mind the value of natural quiet and the natural experien in the park, as well as protection of public health and safety.

3. Issue by the end of 1996 a notice of proposed rulemaking for t management of sightseeing aircraft in those National Parks where it is deem necessary to reduce or prevent the adverse effects of such aircraft. T regulation should, at a minimum, establish a framework for managing traffic over those park units identified in the 1994 NPS study, as prioriti for (1) resolution of airspace issues and (2) maintaining or restoring natu quiet.

4. Develop appropriate educational and other materials for the publ at large and all aviation interests that describe the importance of natu quiet to park visitors and the need for cooperation from the aviation comm nity. This guidance shall also recognize that, in some parks, air tours provi important access to approved areas in those parks, especially with rega to the disabled communities.

In addition, with respect to ground transportation in the parks, the Secreta of the Interior, in consultation with the Secretary of Transportation, is d rected as follows:

To develop a plan for a comprehensive effort to improve public transpo tation in the national parks. This plan should include:

1. design of pilot programs for improved public transportation in th Grand Canyon, Zion, and Yosemite National Parks;

2. plans to work with relevant State, local, and tribal governmen on this effort;

3. options to increase access to the parks by rebuilding infrastructu in the parks; and

4. recommendations to enhance resource protection and the qualit of visitor experience through innovative transportation planning includin where possible and appropriate, the use of alternative fuel vehicles.

This memorandum shall be published in the **Federal Register.**

William J. Clinton

THE WHITE HOUSE,
Washington, April 22, 1996.

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Billing code 3195–01–P

WAIS Document Retrieval[Federal Register: April 25, 1996 (Volume 61, Number 81)]
[Presidential Documents]
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Presidential Documents

Title 3--
The President

[[Page 18229]]

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Aircraft flying at low altitudes over national parks can, if not properly managed, mar the natural beauty of the parks and create significant noise problems as well. The intrusion of such aircraft can interfere with wildlife (including threatened and endangered species), cultural resources and ceremonies, and visitors' enjoyment of parks, including the ability to experience natural sounds without interruption from mechanical noise. Several parks face overflight problems, including Grand Canyon National Park where substantial restoration of natural quiet is mandated by law, and several others identified by the National Park Service (NPS). It is important to the future of parks to address these problems quickly and in a fair and reasonable manner.

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(b) should any final rulemaking determine that issuance of a further management plan is necessary to substantially restore natural quiet in the Grand Canyon National Park, complete within 5 years a plan that addresses how the Federal Aviation Administration and NPS will complete the ``substantial restoration and maintenance of natural quiet,'' as defined by the Secretary of the Interior in accordance with the Overflights Act. Any such plan shall ensure that the restoration of natural quiet required by the Overflights Act shall be completed in the park not more than 12 years from the date of issuance of this directive as recommended in NPS's 1994 ``Report on Effects of Aircraft Overflights on the National Park System.''

[[Page 18230]]

2. For Rocky Mountain National Park, complete and issue, if appropriate, within 90 days, a notice of proposed rulemaking to address the potential adverse impact on the park and its visitors of overflights by sightseeing aircraft, keeping in mind the value of natural quiet and the natural experience in the park, as well as protection of public health and safety.

3. Issue by the end of 1996 a notice of proposed rulemaking for the management of sightseeing aircraft in those National Parks where it is deemed necessary to reduce or prevent the adverse effects of such aircraft. The regulation should, at a minimum, establish a framework for managing air traffic over those park units identified in the 1994 NPS study, as priorities for (1) resolution of airspace issues and (2) maintaining or restoring natural quiet.

4. Develop appropriate educational and other materials for the public at large and all aviation interests that describe the importance of natural quiet to park visitors and the need for cooperation from the aviation community. This guidance shall also recognize that, in some parks, air tours provide important access to approved areas in those parks, especially with regard to the disabled communities.

In addition, with respect to ground transportation in the parks, the Secretary of the Interior, in consultation with the Secretary of Transportation, is directed as follows:

To develop a plan for a comprehensive effort to improve public transportation in the national parks. This plan should include:

1. design of pilot programs for improved public transportation in the Grand Canyon, Zion, and Yosemite National Parks;
2. plans to work with relevant State, local, and tribal governments on this effort;
3. options to increase access to the parks by rebuilding infrastructure in the parks; and
4. recommendations to enhance resource protection and the quality of visitor experience through innovative transportation planning including, where possible and appropriate, the use of alternative fuel vehicles.

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(Presidential Sig.)<Clinton1><Clinton2>

THE WHITE HOUSE,

Washington, April 22, 1996.

[FR Doc. 96-10369
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Grand Canyon Overflights
Statutory, Regulatory and Litigation Background

History

DATE	EVENT
January 1975	The ***Grand Canyon National Park Enlargement Act*** required the National Park Service (NPS) to determine whether aircraft overflights were causing a "significant adverse effect on the natural quiet and experience of the park." A public review process of overflights related research convinced NPS that overflights activity was causing a significant adverse effect on natural quiet and was likely to cause injury to the health, welfare, or safety of park visitors.
June 1986	A mid-air collision between two air tour aircraft resulted in 25 fatalities and focused widespread attention on the issue.
March 1987	FAA established Special Federal Aviation Regulation 50 (SFAR 50) for the Grand Canyon airspace.
June 1987	FAA modified SFAR 50 by raising the ceiling to 9,000 feet MSL in SFAR 50-1.
August 1987	Research findings combined with the mid-air collision led, in part, to passage of the ***National Parks Overflights Act***.
May 27, 1988	FAA established ***SFAR 50-2***, pursuant to Section 3 of the Overflights Act and Dept of the Interior (DOI) recommendations. SFAR 50-2 created flight-free zones and specific flight corridors to accommodate air tour routes and general aviation flights. It also established minimum altitude restrictions on all types of flights including air tours, general aviation, high altitude commercial and military aircraft.
March 1994	FAA and NPS jointly issue advanced notice of proposed rulemaking on quiet technology and incentives.
Sept. 12, 1994	NPS submitted a "Report on Effects of Aircraft Overflights on the National Park System" to Congress. The report was required by the Overflights Act to discuss whether initial measures under the Act had succeeded in substantially restoring the natural quiet in Grand Canyon National Park and, if not, possible revisions. The report recommend many revisions to SFAR 50-2.
June 15, 1995	FAA published a Final Rule that extended the provisions of SFAR 50-2 to June 15, 1997, pending implementation of the Final Rule adopting NPS recommendations for overflights at Grand Canyon.

Apr. 22, 1996	President Clinton issued a ***Presidential Memorandum*** directing the Secretary of Transportation, in consultation with the Secretary of Interior and Director of NPS, to issue proposed regulations within 90 days to place appropriate limits on sightseeing aircraft over GCNP to reduce noise immediately and make further substantial progress toward restoration of natural quiet. This memo also required the development of a plan to complete the restoration and maintenance of natural quiet if the final rule did not accomplish the goal.
Dec. 31, 1996	FAA published a Final Rule (***'96 Rule***) that 1) modified the dimensions of the GCNP Special flight rules area (SFRA); 2) established new and modified existing flight corridors; 3) established reporting requirements for operators; 4) established flight free periods (curfews) for air tour operations in the eastern Canyon; 5) and capped the number of air tour aircraft operating in the SFRA. The Final Rule was to become effective May 1, 1997.
Dec. 31, 1996	FAA also published a proposed rule on Quiet Technology.
January 1997	Four groups (the Air Tour Coalition, the Quiet Canyon Coalition, the Hualapai Tribe and Clark County Dept. of Aviation) challenged the '96 Rule in the Court of Appeals for the D.C. Circuit.
January 1997	The Air Tour Coalition, AOPA, and Clark County filed petitions for reconsideration of the '96 Rule with the FAA raising safety concerns.
Feb. 21, 1997	FAA delayed the effective date for the majority of provisions in the '96 Rule due to safety concerns raised by the operators. This action did not delay the implementation of the curfew, aircraft cap, or the reporting requirements. SFAR 50-2 airspace structure and routes remained in effect until future action.
May 15, 1997	FAA published a proposed rule to amend two of the flight free zones to establish two quiet technology incentive corridors (Bright Angel FFZ and National Canyon).
Oct. 31, 1997	FAA published a Notice of Clarification and reevaluation of the final Environmental Assessment regarding the '96 Rule aircraft cap. The environmental assessment accompanying the '96 Rule used an incorrect number of 136 aircraft in the analysis. Later data showed that 260 aircraft was the correct number that should have been analyzed.
Jul. 15, 1998	After reviewing public comments and consulting with NPS, the FAA decided not to proceed with the quiet technology incentive corridors and withdrew the proposed rule.

Sept. 4, 1998	The D.C. Circuit denied the petitioners' challenges to the '96 Rule and upheld the portions of the rule in effect, as well as NPS's definition of "substantial restoration of natural quiet."
Jan. 26, 1999	NPS publishes a notice of agency policy, "Evaluation Methodology for Air Tour Operations Over Grand Canyon National Park," proposing a two-zone acoustic system for evaluating achievement of the natural quiet standard.
Apr. 4, 2000	FAA published a final rule (***Air Tour Limitation Rule***) to replace the aircraft cap provision of the '96 rule with a provision limiting the number of commercial air tour operations that may be conducted in the GCNP SFRA. The total number of allocations was set at 90,000, the number of air tour operations reported by operators for the base year period May 1, 1997 to April 31, 1998. The effective date of this rule was May 4, 2000.
Apr. 4, 2000	FAA also published a final rule modifying the SFRA and flight free zones (***2000 Rule***). The rule was to become effective Dec. 1, 2000.
May 2000	The U.S. Air Tour Association, other air tour operators, the Grand Canyon Trust and other environmental groups challenged the Air Tour Limitation Rule.
Mar. 12, 2001	FAA and NPS jointly issue a notice establishing the National Parks Overflights Advisory Group (NPOAG) pursuant to the National Parks Air Tour Management Act of 2000.
Aug. 16, 2002	The D.C. Circuit denied the U.S. Air Tour Association's challenge to the Air Tour Limitation Rule. The court granted the Grand Canyon's petition and ruled that FAA's use of an annual average day for measuring substantial restoration of natural quiet appeared inconsistent with NPS's definition. The court also held that FAA must account for noise from aircraft other than air tours when analyzing environmental impacts.
Nov. 20, 2000	FAA delayed the effective date of the 2000 Rule.
Apr. 19, 2001	New routes and airspace were adopted for the west end of the GCNP SFRA. The SFAR 50-2 route structure is retained on the east end.
Feb. 27, 2003	FAA delayed the remaining portions of the 2000 Rule to Feb. 2006.
Mar. 29, 2005	FAA published the Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park Final Rule.
Mar. 30, 2005	FAA and NPS issue notice for Membership in the Grand Canyon Working Group of the National Parks Overflights Advisory Group Aviation Rulemaking Committee.

Statutes

- Grand Canyon National Park Enlargement Act, Pub. L. No. 93-620 (1975) (codified at 16 U.S.C. § 228g (2000)).

- National Parks Overflights Act, Pub. L. No. 100-91 (1987) (set out at 16 U.S.C. § 1a-1 note (2000).

Regulations

1996 Grand Canyon Rulemaking - On Dec. 31, 1996, the FAA published three concurrent actions in the Fed. Register (61 FR 69301) as part of an overall strategy to reduce further the impact of aircraft noise on the Grand Canyon National Park environment and to assist the NPS achieve its statutory mandate imposed by Public Law 100-91.

1. **Final Rule, Grand Canyon Special Flight Rules**, 61 FR 69302 (Status = partially implemented)
   - 12/31/96 Published in Fed. Register - Modifies Grand Canyon Special Flight Rules Area; establishes new and modifies existing flight corridors; establishes reporting requirements, curfews and caps for commercial air tour operations. Effective date of May 1, 1997.
   - 2/26/97 Amendment published, 62 FR 8862 - Delayed effective date of new route and airspace implementation to permit further discussions with DOI on proposed new routes and further consultation with Native American tribes bordering the Park.
   - 5/1/97 Implementation of caps, curfews, reporting requirements.

2. **NPRM, Grand Canyon Noise Limitations**, 61 FR 69334 (Status = implemented)
   - 12/31/96 Published in Fed. Register - Establishes noise limitations for certain aircraft operating in vicinity of Grand Canyon.
   - 3/31/97 Comment period closed.
   - 12/14/01 Draft Supplemental NPRM published, 66 FR 64778
   - 3/24/03 Supplemental NPRM published, 68 FR 14276
   - 3/29/05 Final Rule published, 70 FR 16084

3. **NPRM, National Canyon and Bright Angel Routes**, 62 FR 26902 (Status = Withdrawn on 7/15/98)
   - 5/15/97 Proposed publication in Fed. Register - Revised routes in flight free zones based on comments by and consultations with interested parties.
   - 6/16/97 Comment period ends.
   - 1/31/98 Proposed implementation of routes to coincide with implementation of Final Rule routes.

2000 Rulemaking - On April 4, 2000, the FAA published a new set of regulations. The final rules limited commercial air tour operations, and modified the flight free zones and routes.

1. **Final Rule, Commercial Air Tour Limitation in the GCN**, 65 FR 17708 (Status = Implemented)
   - 4/4/00 Limits the number of commercial air tours that may be conducted in the GCNP SFRA.
   - 5/4/00 Effective date

2. **Final Rule, Modification of the Dimensions of the Grand Canyon SFRA and FFZs**, 65 FR 17736
   - 4/4/00 Amends special operating rules and airspace. (Status = partially implemented)

   - 12/1/00 Proposed effective date

11/20/00	Effective date delayed to 12/28/00
12/28/00	Effective date delayed to 4/1/01
3/26/01	Partial implementation of West End routes effective 4/19/01
12/01	East end airspace modification delayed to 2/03
2/27/03	East end airspace modification delayed to 2/06

Litigation

Judicial Challenges to '96 Final Rule

Four petitioners brought challenges to the '96 Final Rule. The cases were consolidated and the opinion is at Grand Canyon Air Tour Coalition v. FAA, 154 F.3d 455 (D.C. Cir. 1998).

1. Air Tour Coalition v. FAA (DC Cir No. 97-1003) Filed 1/3/97.
   Issues:
   - FAA and NPS improperly interpreted the statutory phrase "substantial restoration of natural quiet."
   - FAA failed to rationally justify the rule, and refused to respond to comments in violation of the Administrative Procedures Act (APA).

2. Grand Canyon Trust, et al. v. FAA (DC Cir No. 97-1014) Filed 1/9/97.
   Issues:
   - Agencies failed to substantially restore natural quiet within a reasonable time frame.

3. Hualapai Tribe v. FAA (DC Cir No. 97-1112) Filed 2/27/97.
   Issues:
   - FAA violated trust obligations by placing unfair burden of flights on tribal lands.
   - FAA violated intent of Overflights Act and GC Enlargement Act.
   - FAA violated the National Environmental Policy Act (NEPA).
   - FAA failed to consult in a government-to-government relationship.
   - FAA violated the National Historic Preservation Act and the Religious Freedom Restoration Act.

4. Clark County Dept. of Aviation v. FAA (DC Cir No. 97-1104) Filed 2/24/97.
   Issues:
   - FAA violated the APA and NEPA by failing to consider reasonable alternatives.

Outcome: The DC Circuit court denied all of petitioners' challenges. However, several challenges were deemed unripe for review since the interrelationship of the Final Rule's flight free zones, flight corridors and routes were not certain due to the

delay of their full implementation. Those challenges may be raised again when the corridors and routes are finally promulgated.

The court specifically upheld the agencies' interpretation of the statutory phrase "substantial restoration of natural quiet."

Judicial Challenges to the Air Tour Limitations Rule

Two petitioners brought challenges to the Air Tour Limitations Rule. The cases were consolidated and the opinion is at United States Air Tour Coalition v. FAA, 298 F.3d 997 (D.C. Cir. 2002).

1. United States Air Tour Association, et al., v. FAA, et al., (DC Cir No. 00-1201).
   Issues:
   - Agencies acted arbitrarily and capriciously, in violation of the APA.
   - Agencies violated the Regulatory Flexibility Act.
   - The exemption for the Hualapai tribe violated the Fifth Amendment of the U.S. Constitution.

2. Grand Canyon Trust, et al. v. FAA, et al., (DC Cir No. 00-1212).
   Issues:
   - FAA unlawfully altered NPS's definition of substantial restoration of natural quiet.
   - FAA's noise methodology was flawed because it only accounts for noise from commercial air tours and ignores noise from other types of aircraft.

Outcome: The court rejected the Air Tour Association challenge that a change in the definition of "natural quiet" was unlawful and the acoustic methodology used by NPS was flawed. The court noted that the Park Service's explanation for its change in methodology was reasonable and that the agencies' experts presented a satisfactory analytic defense of their model.

The court determined that FAA should not have used "average annual day" and remanded the issues raised by the Grand Canyon Trust involving FAA's interpretation of NPS's meaning of "the day" in the definition of substantial restoration of natural quiet. The court also held that FAA's methodology should be revisited to account for additional types of aircraft noise.

GRAND CANYON WORKING GROUP

Members and Alternates (as of July 2005)

Katherine Andrus	Air Transportation Association
John Timmons	*The Cormac Group*
Bill Austin	U.S. Fish and Wildlife Service
Shaula Hedwall	*US Fish and Wildlife Service*
Alan Downer	Navajo Nation
Marklyn Chee	*Navajo Nation*
Mark Grisham	Grand Canyon River Outfitters Association
Brian Merrill	*Western River Expeditions*
Elling Halvorson	Papillon Airways, Inc.
Brenda Halvorson	*Papillon Airways, Inc., dba Grand Canyon Helicopters*
Dick Hingson	Grand Canyon Trust and National Parks Conservation Association
Roger Clark	*Grand Canyon Trust and NPCA*
Leigh Kuwanwisiwma	Hopi Tribe
Michael Yeatts	*Northern Arizona University/Hopi Cultural Preservation Office*
Cliff Langness	King Airlines, Inc. and Westwind Aviation
Craig Sanderson	*Grand Canyon Airlines, Inc.*
Roland Manakaja	Havasupai Tribe
Rex Tilousi	*Havasupai Tribe*
Jim McCarthy	Sierra Club-Grand Canyon Chapter
Roxane George	*Sierra Club-Grand Canyon Chapter*
Doug Nering	Grand Canyon Hikers and Backpackers Association
Tom Martin	*Grand Canyon Hikers and Backpackers Association*
Lynne Pickard*	Federal Aviation Administration Office of Environment and Energy
Barry Brayer	*Air Tour Management Program (ATMP), FAA*
Alan Stephen	Grand Canyon Airlines, Inc.
John Dillon	*Grand Canyon Airlines, Inc.*
John Sullivan	Sundance Helicopters, Inc.
Rick Eisenreich	*Sundance Helicopters, Inc.*
Karen Treviño*	National Park Service Natural Sounds Program
Jeff Cross	*Grand Canyon National Park Science Center*
Charlie Vaughn	Hualapai Tribe
Sheri Yellowhawk	*Grand Canyon Resort Corporation*
Heidi Williams	Aircraft Owners and Pilots Association
Stacy Howard	*Aircraft Owners and Pilots Association*
David Yeamans	Grand Canyon Private Boaters Association
Richard Martin	*Grand Canyon Private Boaters Association*
Alan Zusman	Department of Defense, US Navy, and Federal Interagency Committee on Aviation Noise (FICAN)
Bob Henderson	*Naval Facilities Engineering Command Southwest*

* Grand Canyon Working Group Co-Chairs

Superintendent's Chair

Joe Alston	Superintendent, Grand Canyon National Park

Facilitation Team

Lucy Moore	Lucy Moore Associates
Ed Moreno	Ed Moreno Consulting
Tahnee Robertson	Resources for Environment and Community

Note: The members named above total 19 to fill the 20-member Working Group because the Grand Canyon Trust and the National Parks Conservation Association have each been selected for membership, but have initially proposed to share a representative. A 20th person will be added to the Working Group, allowing each member organization an individual representative, if this sharing arrangement changes.

Federal Aviation Administration

Grand Canyon

U.S. Department of the Interior
National Park Service

Introduction to NEPA

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA) is the policy for American environmental protection. It sets forth policy and goals and a means for carrying out its principles. NEPA ensures that federal agencies act in good faith during federal undertakings. Details of NEPA are found in 40 CFR 1500-1508.

Why NEPA?

When a Federal action is planned, the interested public and affected agencies have the opportunity to provide input, identify issues, and to offer solutions early in the NEPA process. This is accomplished through:

- Scoping
- Formal Public Review of Draft Environmental Impact Statement

Public Scoping and Comment

How Long is the Scoping Process?

The scoping process for this EIS will include three public meetings and a ninety-day comment period for interested agencies and parties to submit oral and/or written comments representing the concerns and issues they believe should be addressed. Comments for the Overflights Plan will be accepted until April 27th, over 90 days after the release of the Notice of Availability.

Notice of Intent to Public: January 20, 2006

↓

Public Open Houses: Phoenix (February 21), Flagstaff (February 22), Las Vegas (February 23). Public Scoping through April 27, 2006

↓

Review of Public Scoping Comments. Develop and Analyze Range of Alternatives Identify Preferred Alternative

↓

Draft Environmental Impact Statement to Public: Public Review and Comment Period

↓

Final Environmental Impact Statement to Public

↓

Record of Decision and Final Rulemaking

NEPA In Action

How Does NEPA Relate to the Overflights Plan?

- The Overflights Plan is a plan to address the substantial restoration of natural quiet within Grand Canyon National Park,
- The EIS will be a detailed environmental document that analyzes the impacts of the various management alternatives.
- The EIS is a joint effort between the Federal Aviation Administration and the National Park Service
- The EIS will help the FAA and the NPS determine the preferred management alternative, providing the basis for the Overflights Plan.

Comments can be submitted the following ways:

✓Mail comments to:
Docket Management System
Doc No. FAA-2005-23402
U.S. Department of Transportation
Room Plaza 401, 400 Seventh Street, SW.
Washington, DC 20590-0001

✓ Public Meetings
✓ Internet: http://dms.dot.gov

Please include your name, email address, and mailing address with all comments.

For more information check out these websites for information on NEPA and Overflights at Grand Canyon National Park.

http://www.nps.gov/grca/overflights/index.htm

http://overflights.faa.gov/

http://planning.den.nps.gov/tools.cfm

http://www.whitehouse.gov/ceq/

http://www.epa.gov/epahome/laws.htm

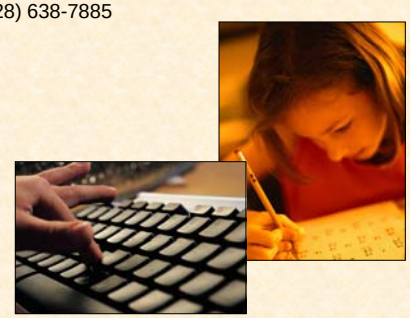
http://www4.law.cornell.edu/uscode/index.html

http://dms.gov/

Still Have Questions? Contact:

Mr. Barry Brayer, Federal Aviation Administration (310) 725-3800, or

Ms. Mary Killeen, Grand Canyon National Park (928) 638-7885



Handouts Station 2

Federal Interagency Committee on Aviation Noise

FICAN Findings and Recommendations on Tools for Modeling Aircraft Noise in National Parks

February 2005

In a letter dated September 2, 2003, the Federal Aviation Administration (FAA) and the U.S. Department of Interior (DOI) jointly requested that FICAN "provide advice on some matters related to the measurement and assessment of the effects of aircraft noise due to overflights of units of the National Park System." FICAN enlisted the assistance of the U.S. Department of Transportation's Volpe Center (Volpe) and Wyle Laboratories (Wyle) to assist with the study. Volpe is responsible for the development of the core acoustics module within the FAA's Integrated Noise Model (INM) and Wyle is responsible for the development of the Department of Defense's (DOD) NoiseMap SIMulation model (NMSim). Volpe and Wyle jointly produced the report, "Assessment of Tools for Modeling Aircraft Noise in the National Parks" (the report). The FICAN recommendations are based upon the analyses and findings presented in the report.

The assessment contained in the report evaluated two models that embrace distinct aircraft noise modeling approaches. INM, like DOD's NoiseMap, is a segmentation model in which the time integrated sound level of the aircraft event is calculated by summing the noise received from a sufficient number of contiguous straight line segments representing the flight trajectory and associated performance. NMSim is a simulation model in which the flight path of an aircraft is represented by a series of closely spaced discrete points. The level-time-history at any specific observer location is then constructed by calculating the sound radiated towards it from each flight path point. The segmentation approach is widely used around the world to model aircraft noise in the vicinity of airports. The simulation approach is considered to have greater potential and it is only a shortage of the comprehensive aircraft acoustic data required, and the higher demands on computing capacity, that presently limit this approach to special applications or augmentation of the more traditional integrated modeling approach.

In complying with the FAA and DOI joint terms of reference, FICAN agreed to assess the two models on the basis of accuracy, reliability, practicality, and usability, all of which are covered in-depth in the report. One section of the report is devoted to the comparison of the output of the two models to the measured time audible data collected in the Grand Canyon National Park Model Validation Study (GCNP MVS)[1] – the so-called "gold standard" dataset for assessing model performance. Assessing accuracy was extremely difficult due to the complexity of the audibility metric. FICAN agreed that no model will ever be able to predict with absolute certainty the audibility of any particular aircraft event at any specific location. The problem lies in predicting with certainty all three key elements of audibility: ambient sound environment, source noise level, and detectability threshold of the observer (human or animal). Extensive long-term

[1] Miller, N.P., et. al., Aircraft Noise Model Validation Study, HMMH Report No. 295860.29, Harris Miller Miller and Hanson, Burlington, MA, January 2003.

monitoring could substantially reduce uncertainty in the ambient sound levels. Even more extensive long-term measurement programs with detailed aircraft performance and position information may be able to substantially reduce uncertainty in predicted received aircraft sound levels. However, sound propagation over long distances through a complex atmosphere (wind, temperature, turbulence) will always be subject to considerable variability. Furthermore, observer reaction can never be predicted with absolute certainty. Uncertainty often exists to some degree in any type of modeling. Despite this uncertainty and given that the primary use of the noise assessment tool is for planning and decision-making purposes, FICAN concluded that the accuracy of the two models could be assessed. FICAN agreed with the conclusion of the authors of the report that INM Version 6.2 and NMSim perform equally well, on average, when compared with the "gold standard" audibility data measured in the GCNP MVS.

FICAN concluded that NMSim is a valuable tool and its continued evolution should be widely supported. FICAN noted that the ability to generate color animations of moving sources, as demonstrated by NMSIM, could be useful in explaining complex technical issues and building public confidence in aviation acoustic modeling. However, FICAN agreed that NMSim is not yet a mature technology as it currently lacks fundamental processes and extensive aircraft source databases that are necessary to make it a viable tool for general use in environmental impact analysis under the National Environmental Policy Act (NEPA). FICAN concluded that INM, with its long history of development and enhancements, extensive aircraft source database, and widely available user support, is currently a superior tool for general usage. Given that the authors of the report jointly found that both models perform equally well compared with the gold standard (GCNP MVS), and considering the many factors listed above in this document and the report, FICAN recommends INM 6.2 as the best practice modeling methodology currently available to evaluate aircraft noise in national parks.

FICAN

Federal Interagency Committee on Aviation Noise

Mr. Alan F. Zusman, Chairman
Department of Navy
Washington Navy Yard
1322 Patterson Ave. SE
Washington, DC 20374-5065
Alan.Zusman@navy.mil

May 12, 2005

Mr. Paul Hoffman
Deputy Assistant Secretary
Fish and Wildlife and Parks
Department of Interior
1849 C Street, N.W.
MS 3156
Washington, DC 20240

Dear Mr. Hoffman:

Re: FICAN Findings and Recommendations for Modeling Aircraft Noise in National Parks

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Sincerely,

ALAN F. ZUSMAN, AICP
Chairman

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FICAN

Federal Interagency Committee on Aviation Noise

Mr. Alan F. Zusman, Chairman
Department of Navy
Washington Navy Yard
1322 Patterson Ave. SE
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May 12, 2005

Ms. Sharon L. Pinkerton
Assistant Administrator for Aviation Policy,
Planning, and Environment
Federal Aviation Administration (AEP-1)
800 Independence Ave., SW
Washington, DC 20591

Dear Ms. Pinkerton:

Re: FICAN Findings and Recommendations for Modeling Aircraft Noise in National Parks

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Sincerely,

ALAN F. ZUSMAN, AICP
Chairman

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Federal Aviation Administration

Grand Canyon

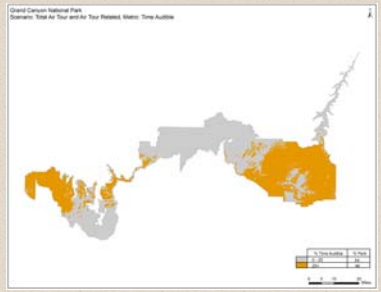
U.S. Department of the Interior
National Park Service

Preliminary Noise Analysis Results

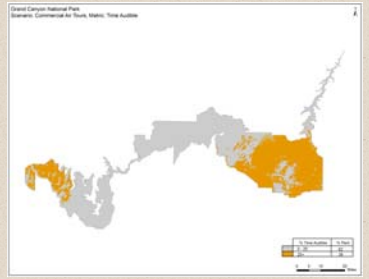
Summary of Noise Analysis

These noise maps show the current status of substantial restoration of natural quiet by various aircraft groupings. Some maps show cumulative combinations of aircraft groupings (for example, Total General Aviation/Military /Air Tour). Natural quiet has not been restore within the yellow shaded areas covered by the 25 percent or greater time audible contour. Below each map is the percentage of the park within each contour.

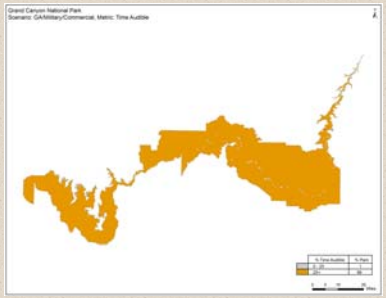
Substantial restoration of natural quiet means 50 percent or more of Grand Canyon National Park will achieve natural quiet (no aircraft audible) for 75 to 100 percent of the day. To achieve this goal, the total percentage of the park within the 25 percent or greater time audible contour from all aircraft operations needs to be less than 50 percent.



Total Air Tour and Air Tour Related
25-100% TAud = 46% of Park

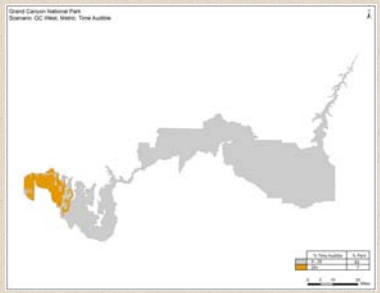


Air Tours
25-100% TAud = 38% of Park

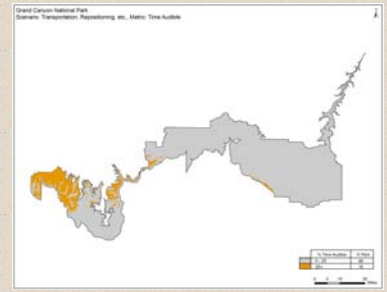


GA, Military, and High Altitude – daytime operations
25-100% TAud = 99% of Park

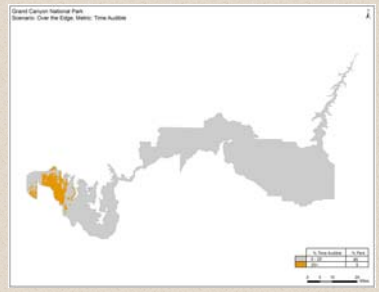
GA, Military, Air Tour and Air Tour Related – daytime operations
25-100% TAud = 96% of Park



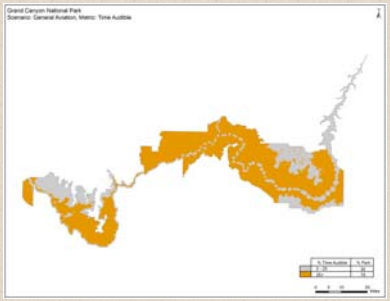
GC West
25-100% TAud = 7% of Park



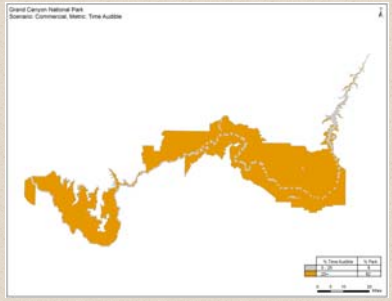
Transportation, Repositioning, etc
25-100% TAud = 10% of Park



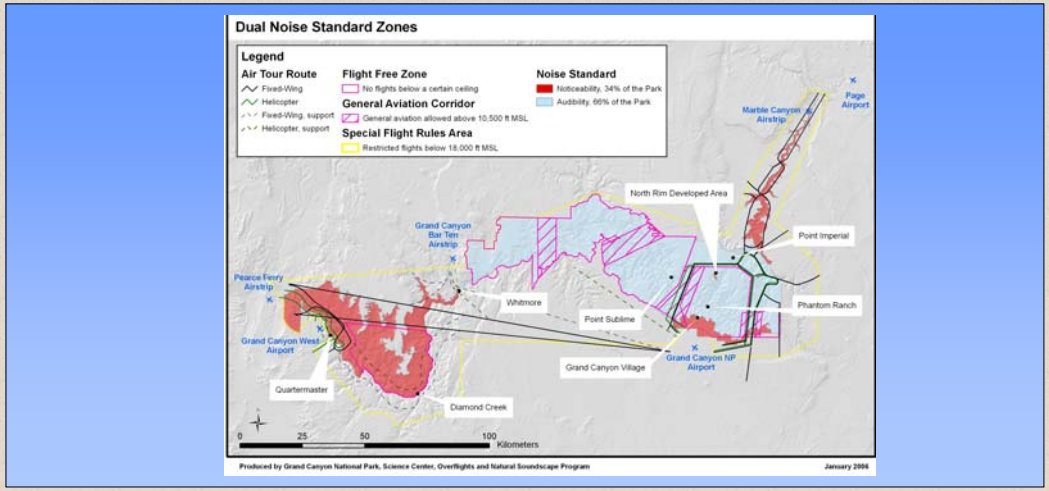
Over the Edge
25-100% TAud = 5% of Park



GA – daytime operations
25-100% TAud = 70% of Park



High Altitude – daytime operations
25-100% TAud = 92% of Park



Handouts Station 3

APPENDIX A. ANALYSIS OF ENVIRONMENTAL IMPACT CATEGORIES

SECTION 1. BACKGROUND AND HOW TO USE THIS APPENDIX

1.1 This appendix summarizes the requirements and procedures to be used in environmental impact analysis according to resource impact category. Executive Orders, FAA and DOT Orders, and Memoranda & Guidance documents described in Appendix C may also contain requirements that apply.

1.2 The potential impact categories, presented in sections, are as follows:

1.3 To effectively use this appendix, first become familiar with the material contained in each impact area. Within each impact area, the overview box highlights major applicable Federal statute(s), regulations, executive orders, and guidance and the oversight agencies. Executive Order (E.O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, is addressed in this appendix in section 16 and in Appendix C. Since environmental justice is defined as any disproportionately high and adverse impact on minority populations and low-income populations, this E.O. applies to other impact categories where appropriate. Similarly, Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, is addressed in this appendix in section 16 and applies to other impact categories where appropriate. Executive Order 13148 of April 21, 2000

Handouts Station 4

Federal Register Notice / Vol. 70, No. 59/ Tuesday, March 29, 2005:

Department of Transportation - Federal Aviation Administration

14 CFR Part 93, [Docket No. FAA -2003-14715; Amendment No. 93-83]

Action: **Final Rule**

Noise Limitations for Aircraft Operations in the Vicinity of Grand Canyon National Park:

> "This action classifies aircraft used in commercial sightseeing flight operations over Grand Canyon National Park (GCNP) by the noise they produce…The FAA now refers to the designation as "GCNP quiet aircraft technology" rather than "quiet technology" to clarify the scope of this rule is limited to aircraft operating in the GCNP."
>
> "This rule…simply identifies which aircraft meet or do not meet the GCNP quiet aircraft technology designation. Further, this rule does not relieve GCNP commercial air tour operators of their operational limitations. Section 804 (b) of the National Parks Air Tour Management Act directs the FAA, in consultation with the NPS and the Advisory Group (now known as the National Park Overflights Advisory Group Aviation Rulemaking Committee (**NPOAG** ARC) to consider establishing the GCNP quiet aircraft technology aircraft routes and corridors consistent with certain requirements."
>
> In the FAA response on "Noise Efficiency" (pg. 16085), it is stated "The FAA finds that the noise efficiency concept (larger aircraft with more passenger seats are allowed to generate more noise per aircraft, but less noise per passenger) exhibits all of the desired attributes for the designation of reasonably achievable requirements for aircraft to be considered as employing GCNP quiet aircraft technology for purposes of Section 804 (a) of the Air Tour Act."

Part 93—Special Air Traffic Rules and Airport Traffic Patterns

- The final rule amended part 93, in chapter 1 of Title 14, Code of Federal Regulations.

- The rule also cited **Appendix A to Subpart U of Part 93**—GCNP Quiet Aircraft Technology Designation. Appendix A "contains procedures for determining the GCNP quiet aircraft technology designation status for each aircraft subject to § 93.301 determined during the noise certification process."

National Parks Air Tour Management Act of 2000

"Section 804. Quiet Aircraft Technology for Grand Canyon"

“(a) Within 12 months of the enactment of this Act, the Administrator shall designate reasonably achievable requirements for fixed wing and helicopter aircraft necessary for such aircraft to be considered as employing quiet aircraft technology for purposes of this section…”

(b) Routes or Corridors.- …the Administrator shall establish, by rule, routes or corridors for commercial air tour operations…by fixed-wing and helicopter aircraft that employ quiet aircraft technology for-

(1) tours of the Grand Canyon originating in Clark County, Nevada; and

(2) “local loop” tours originating at the Grand Canyon National Park Airport, in Tusayan, Arizona, provided that such routes or corridors can be located in areas that will not negatively impact the substantial restoration of natural quiet, tribal lands, or safety.”

(c) Operational Caps.- Commercial air tour operations by any fixed-wing or helicopter aircraft that employs quiet aircraft technology and that replaces an existing aircraft shall not be subject to the operational flight allocations that apply to other commercial air tour operations of the Grand Canyon, provided that the cumulative impact of such operations does not increase noise at the Grand Canyon.

(d) Modification of Existing Aircraft to Meet Standards.- A commercial air tour operation by a fixed-wing or helicopter aircraft in a commercial air tour operator’s fleet…that meets the requirements designated under subsection (a), or is subsequently modified to meet the requirements designated under subsection (a), may be used for commercial air tour operations under the same terms and conditions as a replacement aircraft under subsection (c) without regard to whether it replaces an existing aircraft.

(e) Mandate To Restore Natural Quiet.- Nothing in this Act shall be construed to relieve or diminish -

(1) the statutory mandate imposed upon the Secretary of the Interior and the Administrator of the Federal Aviation Administration under Public Law 100-91 (16 U.S. C. 1a-1 note) to achieve the substantial restoration of the natural quiet and experience at the Grand Canyon National Park; and

(2) the obligations of the Secretary and the Administrator to promulgate forthwith regulations to achieve the substantial restoration of the natural quiet and experience at the Grand Canyon National Park.

Handouts Station 5

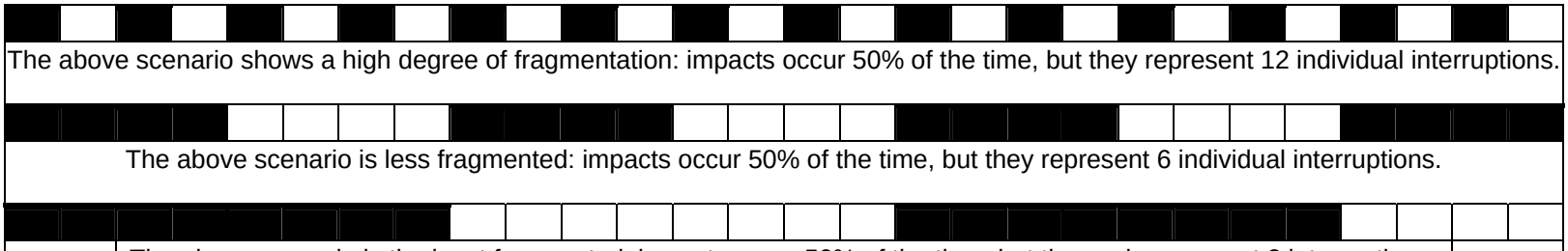
The Concept of Fragmentation

National Park Service Natural Sounds Program and Grand Canyon National Park

The concept of fragmentation has been suggested to the NPS and FAA as a potential consideration in developing an Overflights Plan for Grand Canyon. There is extensive scientific evidence documenting the deleterious effects of habitat fragmentation on many animal species. It is likely that similar concepts apply to acoustical environments spatially and temporally. Clustering acoustic events in time and space would concentrate their effects, which may be desirable if repeated exposure does not intensify animal reactions. Avoiding fragmentation of the acoustic environment will maximize the intervals and areas that preserve natural conditions. The effects of prolonged concentration of acoustic events in the same location should also be considered. If it is deleterious, the cluster of acoustic activity could be moved to different areas on a daily, weekly, or seasonal basis.

Peak received sound level is not a critical factor for wildlife (i.e., max dBA), as all animals have evolved to cope with nearby thunderclaps and other loud natural sounds. Chronic and spatially extensive effects are more problematic, because the scope of potential impacts is greater and the diffuse nature of the impacts is more difficult to measure.

The concepts are illustrated in the figures below. The following figure illustrates the concept of fragmentation in time and how it might be reduced. The black boxes represent mechanical noise and the white boxes represent natural quiet.

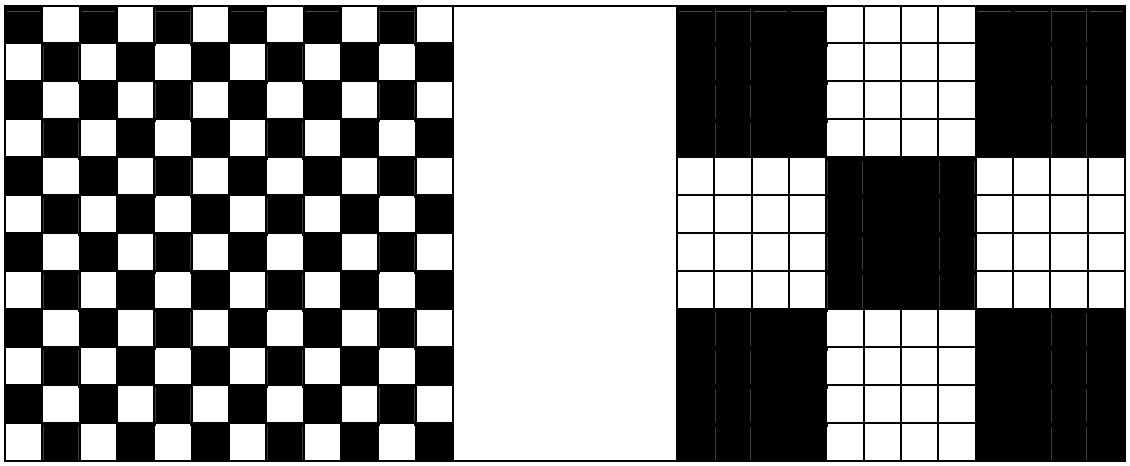


The above scenario shows a high degree of fragmentation: impacts occur 50% of the time, but they represent 12 individual interruptions.

The above scenario is less fragmented: impacts occur 50% of the time, but they represent 6 individual interruptions.

The above scenario is the least fragmented: impacts occur 50% of the time, but they only represent 2 interruptions.

The following figure illustrates the concept of fragmentation in space and how it might be reduced. The black boxes represent mechanical noise and the white boxes represent natural quiet.



High fragmentation of 50% impacts over a given landscape

Less fragmentation of 50% impacts over a given landscape

How does fragmentation affect humans and animals?

- Individual episodes of impact result in interruptions of activities or behaviors. Animals can remain in an altered state for considerable time, even after relatively brief events.
- Each episode of interruption has an associated lag time before normal activity or behavior is resumed. Thus, numerous interruptions may have a greater impact.
- Some activities cannot be easily resumed; they must be reinitiated (e.g., breeding).
- Animals that vocalize could have their calls masked by human-caused sounds, which could affect their "environmental awareness." A 6 dB increase in ambient noise levels means that the same sound would need to be twice as close to become audible.
- Hearing is the most vital sense for omnidirectional perception. There are many blind species of vertebrates, but no deaf species are known. Mechanical noise casts a veil over the sense of hearing, compromising the awareness of all animals, including humans.

What do you think? Should this concept be considered? Are there other factors or concepts that should be considered?

D. Scoping Comments

The Scoping Comment Summary Document presented here analyses and summarizes the 1267 comments that were received during the public scoping period.

Comments were received in the following formats:

- Oral Comments to a stenographer (transcribed)
- Comments written on Flip Chart Paper during the open house meetings (transcribed)
- Comments submitted to the DMS
- Written comments sent to the Volpe Center (via comment card and email)

Comments are provided electronically on the CD (Grand Canyon Overflights Public Scoping Comments) that accompanies this Public Participation Summary document.

Public Scoping Comment Summary
Environmental Impact Statement Relating to the Substantial Restoration of Natural Quiet at Grand Canyon National Park

Background and Description of Scoping Activities

The "Notice of Intent to Prepare an Environmental Impact Statement (EIS) For Actions to Substantially Restore Natural Quiet to the Grand Canyon National Park and Public Scoping" was published in the *Federal Register* on January 25, 2006.

A public scoping letter dated January 25, 2006 was mailed to members of the public identified by the National Park Service as those who normally receive notification of park NEPA actions. Federal, state, and local governmental agencies, as well as individuals identified by the Federal Aviation Administration as members of the 121-carrier list also received the scoping letter.

A similar notice was then published in three Arizona and one Nevada newspaper between February 3, 2006 and February 8, 2006. A news release was emailed on January 25, 2006 on behalf of the NPS to the list of media contacts that the agency provided. The same media contacts were emailed a calendar announcement, on behalf of the NPS, approximately one month later.

Open house public scoping meetings were held on February 21, 2006 in Glendale, Arizona, February 22, 2006 in Flagstaff, Arizona and on February 23, 2006 in Henderson, Nevada.

The Notice of Intent and additional information provided at the open house public meetings was posted on the Grand Canyon Overflights joint FAA/NPS website: http://overflights.faa.gov

A stenographer collected oral comments on the Environmental Impact Statement at the public scoping meetings. Flip charts were available at stations for each of the three meetings to document public comment. Individuals, organizations, state and local agencies, and federal agencies submitted written comments on the Docket Management System or directly to the Volpe Center.

Total written and oral comments received = 1267

Summary Table of Comments Received

ISSUE COMMENTS – The following public scoping comments highlight issues to be considered in the Environmental Impact Statement Relating to the Substantial Restoration of Natural Quiet at Grand Canyon National Park.

Category		Comment
Noise		**Noise from Air Tours Does Not Seem to be a Problem / Noise Does Not Bother Me**
	a.	In no way did I feel the flights were loud or intrusive; the equipment was very quiet.
	b.	Noise in the canyon is no longer an issue.
	c.	Hiking and ground touring have never been disturbed by aircraft noise.
	d.	I am a long time resident inside the National Park and can honestly say that overflight noise has never been an issue with myself or my family.
	e.	There is plenty of quiet time after 6pm and on days that the weather is bad and there are no flights.
	f.	Planes/Helicopters are not seen or heard in areas where visitors most commonly are.
	g.	INM 6.2 does not seem to accurately depict the contribution to noise from just air tours.
	h.	When I hiked Bright Angel and Kaibab Trail, the only man-made noise I heard was from high-flying jets and idling diesel engines up in the parking lot of the South Rim (noise was not from air tours).
		Noise from Air Tours is a Problem: Artificial Noise Should be Reduced / Solitude and Natural Quiet Should be Restored
	a.	Natural Soundscape is not being preserved; a larger percentage of the Park should attain natural quiet 100% of the time.
	b.	I have hiked all throughout the Grand Canyon and the one thing that consistently mars the experience is aircraft noise. One can be enjoying the quiet and after a few minutes, the noise of an aircraft will change what should be a sublime and spiritual moment into a noisy, jarring experience.
	c.	The noise pollution created by droning sightseeing helicopter is almost unbearable, especially during peak season.
	d.	The areas more disturbed by air tours are the more remote locations; the incessant buzzing of airplanes and helicopters ruin the solitude that should be a reward for the effort to get there.
	e.	The wildlife does not "get used to" the noise.
	f.	On an 11-day walk between Nankoweap and Bright Angel, I did not see another human being for 6 days but did not experience a day without planes overhead. My right to Natural Quiet was trumped by the air tour operators right to capitalize on the same beauty.
	g.	Petition to Restore Natural Quiet: Natural quiet deserves as much protection as the wildlife, rivers, plants, trees, and other park resources have received for generations.

	h.	Control of artificial noise, particularly aircraft noise from low and highflying aircraft is essential to maintaining the Parks natural atmosphere.
	I.	On an April 2006 hike of Hermit Trail, in one hours time, a maximum of 14 minutes was noted during which there was no aircraft.
	j.	Aircraft are especially noisy below Phantom in the Dragon route.
	k.	The largest issue is the level of noise per air tour visitor; helicopters are the worst violators and their routes could be flown by quieter aircraft.
	l.	Help us keep the canyon peaceful and tranquil.
	m.	Noise is especially bothersome on Hermit trail and Boucher Trail.
	n.	Quiet in the Canyon is important to me because it is hard to find in the rest of the world.
	o.	The enactment legislation says the National Park is to preserve and protect *the natural resources* - all the natural resources. Natural Quiet is one of these resources.
	p.	There is value in making the Park accessible but not at a price that sacrifices the important value of solitude
	q.	The emotional power of the park is destroyed for extended periods after the actual noise. The integrity of the park is shattered by these intrusions.
	r.	Noise modeling from Zion and Grand Canyon national parks indicates long term, major adverse impacts. There will likely be additional benefit representing loudness based, supplemental data, using some appropriate 'Number Above (NA)' thresholds for specific Park sites, along with Lmax levels.

Category		Comment
Ground-Based Visitor Experience		**Being in the Grand Canyon is a Great Experience / A Place of Peace and Serenity**
	a.	The Grand Canyon offers me a retreat from a hectic lifestyle and facilitates personal and spiritual growth.
	b.	Millions of people who visit the Park's forests and other wilderness areas enjoy the major contrast from their urban/suburban life.
	c.	Below the rim, the tiered nature of the Park's geological formations provides a variety of sweeping vistas and exposure to sky above.
	d.	Experiencing this wonderful place is not only a visual one; to hear only the sounds of the wind, water, wildlife and occasional human voice is a big part of being touched by it's grandeur.
	e.	Solitude enhances the feeling of awe in being in this special place.
	f.	The Grand Canyon offers incredible vistas, towering forests, and side canyons filled with lush vegetation, gargling streams and the sounds of wildlife.
	g.	There is nothing more majestic in nature than the Canyon.
	h.	The drones and incessant surges of aircraft motors interrupt contemplative experiences/visitor experience.

	i.	Increases or changes in aircraft use associated with the proposed GCNP overflights plan, as well as a number of proposed new or expanded airports, could pose adverse impacts to the natural quiet, night sky, solitude, and visitor experiences in these areas.
		Air Tours Noise Ruins the Experience of the Grand Canyon for Other Visitors
	a.	The Grand Canyon is America at it's best - except for the airplanes, which spoil the experience for everyone else.
	b.	During our backpack trip to the canyon, the overflights were incessant. We noted and were bothered by scenic flights overflying the area as early as 6:30 am.
	c.	Backpacking the Boucher Trail was a diminished experience due to the constant drone of aircraft above the trail.
	d.	Each pass over the canyon infringes on the solitude and natural ambient of many people on the ground.
	e.	Someone's desire to see the whole canyon in rapid succession takes away from the experience of many, some who have planned their trip for a long time.
	f.	Overflights destroy the wild and scenic designation of the Grand Canyon.
	g.	Low-flying helicopter flights are invasive to hikers and wildlife.
	h.	I have quit hiking the trails west of Bright Angel like Bass, Hermit, and Boucher because they are no longer a place to seek quiet and solitude.
	i.	The increased overflights noise has significantly diminished our appreciation of the wonder and beauty of the natural environment.
	j.	A helicopter hovered approximately 50 ft above our campsite at national Canyon causing excessive noise; It then crossed the river to the National Park side; I believe this is against FAA/NPS rules.
	k.	While hiking on one of the side canyon around national canyon and 3 springs Canyon, a helicopter flew about 50 feet overhead; it was intrusive and I feared that the vibration would loosen rocks and allow them to come tumbling down on our party of about 30 people.
	l.	On many days of my 13 day rafting trip through the Grand Canyon the constant noise from airplanes and helicopters I was subjected to distracted from my experience of this otherwise wonderful place.
	m.	Overflights disturb private boaters experience at Crystal and Lava Falls. The most common annoyance is at Whitmore Wash where commercial outfitters fly customers to Las Vegas to shorten their trip.
	n.	We tell people not to hike Hermit and Boucher Trail because it is such an awful noise environment.
	o.	While on Hermit trail, Tonto Trail & Bright Angel Trail in December 2005, it was disturbing and interruptive when I was bombarded with the sound of low flying helicopters going from south rim to north rim.
	p.	The drones and incessant surges of aircraft motors interrupt contemplative experiences/visitor experience.
	q.	In the cooler months, man-made cirrus haze created by diffused jet contrails is the most noticeable from of air pollution over the Canyon.

		Air Tours are Detrimental to Visual Resources in Grand Canyon
	a.	The aircraft cause significant impacts on the parks viewshed through production of contrails. As any serious photographer can tell you, the contrails compromise the viewshed.

Category		Comment
Air Tour Visitor Experience *		**Taking an Air Tour is a Great Experience**
	a.	The most amazing thing site I have ever seen. The colors, the size, the shape. I can now see why they call it one of the wonders of the world. Breathtaking!
	b.	Flying over the fantastic natural wonder makes you appreciate that we need to protect our environment.
		Air Tours Allow All Visitors to Experience Grand Canyon National Park.
	a.	Traveling by airplane is less tiring and more accessible for seniors unable to hike into the Canyon.
	b.	A disabled friend or relative would not be able to see the Grand Canyon without an air tour.
	c.	I challenge the idea that air tours are the only way for the aged or infirmed to see the Canyon; Experiencing the Grand Canyon from within the confines of an aircraft reduces the experience to an entirely visual one. IMAX provides Grand Canyon sights, and natural sounds too!
		Air Tours Allow a Different Visitor Perspective of the Grand Canyon; Especially in Places not Easily Reached on Foot or by Car
	a.	Air tours are the only way to really appreciate the overall beauty and expanse of the canyon.
	b.	The air tour is the only way I will ever see that much of the Grand Canyon.
	c.	A flight over the Grand Canyon allows visitors to truly enjoy and marvel at the size, depth, and breath of this magnificent natural wonder.
	d.	The aerial view of the canyon seemed much more appealing especially for photography.
	e.	To really appreciate the vastness of the Canyon, helicopter flights are a must.
		Air Tours Provide an Educational Experience for Visitors
	a.	The helicopter gave a wonderful understanding of the scale and geology of the canyon.
	b.	Great information about the history of places in the Grand Canyon.
		It is a Citizen's / Visitor's Right to Select to Experience the Grand Canyon via Air Tour
	a.	Future generations should be able to enjoy the sight from the air.
	b.	This park doesn't belong to the park Service but to the American people.
	c.	The Grand Canyon is one of the wonders of the world; it is my right to see it by air tour.
	d.	Stopping air tours would violate the Americans with Disabilities Act.

		Air Tours are a Convenient Way for Visitors to See the Canyon
	a.	Helicopter is the most convenient means to have the best view of the Grand Canyon.
	b.	We only had one day to explore the canyon and this showed us everything.

Category		Comment
Natural Resources		**Consider Impacts to Fauna / Flora**
	a.	Could condors be nesting in a larger area if there were not zones of heavy aircraft noise/use? Might there be more successful nesting within the park?
	b.	EIS should include a thorough examination of the impact of aviation noise on birds, mammals, insects, and amphibian populations in Grand Canyon.
	c.	Grand Canyon is for animal habitats and communicating with nature.
	d.	The distribution of low-flying aircraft affects the distribution of certain animal species, in particular the paragon falcon.
	e.	The effects of noise on predator and prey relationship could be more substantial than we think.
	f.	Mule deer and bighorn are startled by the noise of helicopters.
	g.	Low flying could hurt efforts to reestablish condors in the area.
	h.	When California Condors may be nesting and raising young, please consider restricting (or prohibiting) flights and air traffic that might impede the reproductive and recruitment success of these highly endangered birds.
	i.	Perhaps Condors would be more successful if busy/noisy corridor zones were eliminated.
		Geological Resources are Important at Grand Canyon
	a.	The Park's geological formations provides a variety of sweeping vistas
	b.	Little Black Mountain Petroglyph Site is a 200-acre rock site, which was designated in the BLM Arizona Strip District Resource Management Plan and should be protected and preserved.
	c.	Air Tours are great for those interested in the geology of the Grand Canyon.

Category		Comment
Tribal Concerns		**Consider Air Tour Impacts to Tribal Trust Resources and the Cultural, Spiritual, and Economic Condition of the Neighboring Havasupai, Hualapai, and Kaibab Indian Reservations, and Other Tribal Involvement.**
	a.	Continue the Grand Canyon air tour flight allocation exemption for those flights flown under the authority of the Hualapai.
	b.	The Hualapai Tribe must be able to continue the management of their air tour enterprise for their economic wellbeing.

	c.	As a PhD cultural historian, I feel we need to preserve what native people talk about as 'ten generations out.' That's our heritage and our responsibility.
	d.	Hopi conduct rituals in Grand Canyon and have a cultural connection to the area. The Hopi tribe views the Grand Canyon as a living being and air tours contribute adverse effects with noise and disturbances to visitors. Hopi request resources to conduct study of cultural areas within Canyon that are important cultural and religious sites to the tribe.
	e.	Flights in the Northeast flight corridor affect the tranquility of the Little Colorado River Gorge where the Hopis conduct pilgrimages.
	f.	The Hualapai Tribe must be exempted from any limitations that may arise as a result of proposals, legislation or any other act that may intrude upon the Hualapai tribal sovereignty.
	g.	The Hualapai Tribe's economic development on the western portion of the reservation is crucial to building an independent economy.
	h.	The DEIS should discuss how the development and implementation of actions and mitigation measures associated with the Natural Quiet Plan will be coordinated with Tribes.
	i.	Consider Hualapai Tribe comments at the same level as the comments Federal Agencies submit to the process.
	j.	We [Hualapai Tribe] feel that our comments should be placed along any commentary that the Federal Agencies might submit to the process.

Category		Comment
Cultural Resources/ Historic Properties		**Protect Historic Properties according to National Historic Protection Act**
	a.	Widespread and consistent long-term motorized noise takes a toll on the integrity and conveyance of the properties' historic character, especially the time or timelessness for which specific properties are identified and renowned.
	b.	A proposal to close Hermit Trail so that it may be indefinitely enveloped in noise ignores the importance and applicability of the National Historic Protection Act.

Category		Comment
World Heritage Site Status		**World Heritage Site Status**
	a.	World Heritage Site status is a scoping consideration.

Category		Comment
Land Use		**Consider Impacts to Wilderness**
	a.	I think the Grand Canyon is a great example of wilderness and it needs to be protected and addresses in the EIS.
	b.	In light of the fact that nearly all of Grand Canyon National Park is proposed wilderness and federal regulations require proposed wilderness to be managed as wilderness, I am concerned about the natural quiet in this wilderness setting.
	c.	Natural quiet and natural soundscape are integral to the experience of primeval wilderness character per The Wilderness Act.
	d.	Aircraft and helicopter noise DOES substantially interfere with one's enjoyment of that wilderness experience.
	e.	We continually read of the necessity of wilderness experience for humans to be whole to be adjusted and capable of surviving the stresses of our modern, noise invaded lives. Restoration requires the quietness of wilderness, the experiences which allow one to hear soft noises, to recognize the world around one just from gentle sounds.
	f.	The Park's wilderness areas are a major contrast from their urban/suburban life of visitors.
	g.	The number of flights should be dropped to restore more of a wilderness setting.
	h.	There was a strong public interest in maintaining the Arizona Strip's natural quiet, opportunities for solitude, and other remote, primitive characteristics.
		Site-specific Areas
	a.	NPS should apply expertise to determine which sites it wants to gain better protection from aircraft noise and visibility.

Category		Comment
Safety		**Air Tours Create Unsafe Conditions**
	a.	The endless flights create danger for us all.
	b.	A majority of aviation mishaps in and around the canyon have been by commercial operators not general aviation.
	c.	Every year there is a report of a crashed tour flight in or around the Canyon; there is difficult topography and turbulent winds for a great part of the year.
	d.	Air tours fly even when wind conditions are unsafe.
	e.	Very low flying helicopters are dangerous to people and wildlife.
	f.	The helicopter tour operations below Grand Canyon West are extreme and unsafe.
	g.	For safety, aircraft should be routed South to North across the Canyon, either returning to their home base by a completely non-Grand Canyon route, or flying south at a significantly higher altitude.
	h.	With respect to air touring, the Grand Canyon is safer and quieter than it has ever been.

	i.	Safety should have been the overriding issue not aircraft sound.
		Air Tours Make Me Feel Safe
	a.	I have been on the river numerous times as aircraft flew over; I found it somewhat comforting to know that if I had a problem, I might be able to signal them and someone would know that I was there.
	b.	The Grand Canyon sees a lot of hikers each day and helicopters should only be used for emergencies.
	c.	Aircraft overflights in GCNP should be used in search and rescue and fire control.

Category		Comment
Economic Impacts Related to Air Tours		**Air Tours are a Tourist Attraction and Support the Local Economy**
	a.	I work at the Grand Canyon Airlines; so closing the airspace over the canyon would put me out of work.
	b.	Air tours are a great attraction for tourists; Tourists pay for sightseeing trips by air which helps pay for park services.
	c.	There is the economic impact that further flight restrictions would have on the many small businesses that depend on the income from flight tours.
	d.	The air tour industry has done nothing but compromise and suffer increasing regulations that have put many out of business and made it increasingly difficult for the rest to plan for the future.
	e.	Air tour operators generate and contribute about $375 million for the Southern Nevada economy.
		Socioeconomics
	a.	Only the 'elite' can afford to see the Grand Canyon via air tour.
	b.	The Hualapai Tribe's economic development on the western portion of the reservation is crucial to building an independent economy.
	c.	A recent study by the University of Nevada-Las Vegas estimate that the economic impacts of air touring on southern Nevada exceeded $374,000,000.

PROCESS COMMENTS – The following comments are oriented to the legislation, regulation, analytical processes, and NEPA-specific processes related to the Environmental Impact Statement Relating to the Substantial Restoration of Natural Quiet at Grand Canyon National Park

Category		Comment
Air Tour Restrictions Should be Relaxed		**Air Tours are Overregulated**
	a.	I think that air tours are currently over regulated and that the natural quiet has been achieved at the Grand Canyon.
	b.	Although some regulation is good, overregulation is counterproductive for everyone. If the public is continually restricted from the beauty of out natural Resources and wonder, so also will the public's concern dwindle?
	c.	Increase the availability of air tours.
	d.	There should be no restrictions on who is allowed to see this special location in the USA.
	e.	At current fuel prices it is extremely expensive to fly around or through the allowed mid-canyon path. Please consider relaxing some of the canyon restrictions.
	f.	Even so, many air tour operators continue to invest millions of dollars in quiet technology aircraft to make the Canyon even quieter and yet to see a return on their investment in terms of preferential routes and altitudes, relief from caps and curfews, and other incentives mandated by federal statute in 2000.
		Air Tours Should be Permitted to Offer a Broader Service
	a.	The helicopters should be allowed to fly the South Rim to the bottom
	b.	The trip could be longer to see more Canyon terrain

Category		Comment
There Should be No Change in Air Tour Restrictions and Regulations		**Current Restrictions / Regulations are Enough**

	a.	The current route structure is one which allows those who want to avoid the noise to do so, while still allowing those less physically able to see an aspect of the canyon and to experience more than they would otherwise be able to.
	b.	Since 1987 the air tour operators has made a very big improvement with complying and changing to improve the value for the visitors to see Grand Canyon by air. I feel that enough is enough for rules and regulation, any more rules and or regulation would destroy the visitors experience by air.
	c.	Public Law 100-91 has been achieved.
	d.	Further restrictions are unnecessary.
	e.	Let's worry about enforcing the rules, not making new ones.
	f.	The Grand Canyon should be enjoyed by all; there exist today more than adequate areas for hikers and campers to find solitude and quiet while in the canyon.
	g.	No further restrictions on air tour operations should be implemented unless noise modeling shows that air tour operations are no longer in compliance with the NPS definition of natural quiet.
	h.	The Hualapai Tribe must be exempted from any limitations that may arise as a result of proposals, legislation or any other act that may intrude upon the Hualapai tribal sovereignty.

Category		Comment
Alternative Proposals		**Proposed Management Strategies**
	a.	A "proactive", common sense, scientifically modeled, constructive approach to "perceived noise" management will ensure that my "right" to enjoy the Canyon from the air will be balanced against my "right" to enjoy "natural quiet" within the Canyon.
	b.	I urge an incentive-based approach based on emitted noise, where noisier air tour operators are restricted to narrow operating time windows and flight corridors, while quieter operators have broader access to the canyon's airspace and times of operation.
	c.	As an incentive, give air tour operators a rebate on quieter equipment rather than allowing them to fly more.
	d.	The rules limiting the number of flights should be removed and allow a constrained free market system work things out.
	f.	Compliance reporting - recording aircraft with on-board monitoring will improve credibility of flight rules.
	e.	Preserving natural quiet is important and should be part of any Park protection plan.
	g.	Include a market-based option: Identify as many overflight routes as practical (and safe) over the Grand Canyon and auction off the rights to these routes. They could be auctioned off every year or for multiple years. Individuals or groups could buy the rights and preserve natural quiet if they like.
	h.	Determine the total number of air tours the Park can sustain without degrading the natural resource or experience of visitors on the ground; give each operator a percentage of that number.

	l.	Reduce the number of air tours for each operator by 60% - carry only the 40% that are crippled or feeble and "can't" see the Park any other way.
		Reduce Air Tour Flights
	a.	Consider an across the board reduction in overflights to the pre-1987 levels as a first step to an 85% of the Park 100% of the time stance.
	b.	Require a cap on the number of air tour businesses, as well as on the number of flights.
	c.	Controlling air access makes sense - eliminating it does not.
	d.	I think that limits on flights are ok due to reduce air traffic congestion.
	e.	Alternatives in the EIS should include elements of previous rulings and existing regulations.
	f.	The number of flights should be dropped to restore more of a wilderness setting.
	g.	The number of permitted overflights should be cut back to the 1987 levels over a period of a few years so the tour companies can plan for this change.
	h.	Grand Canyon National Park should allow 5000 years of precedence (traveling only by foot, mule/horseback) to remain and keep one place in the country to represent what we easily surrender for convenience.
	l.	Alternatives that eliminate noise sources, including high flyers, to substantially restore the natural quiet and the "experience of the park."
	j.	Possible Alternative: Virtual Reality including IMAX film of Grand Canyon and flight simulation apparatus could be used to provide a less impactful substitute.
		Eliminate all Air Tours Over the Grand Canyon
	a.	Prohibit all air tours over the Grand Canyon.
	b.	There should be no flights over the Grand Canyon except for essential services.
	c.	Tradition is not a valid reason to continue the air tours.
	d.	Create a flight-free/noise-free zone whose boundaries coincide with Grand Canyon's boundaries.
		Eliminate Helicopters Air Tours Over the Grand Canyon
	a.	Eliminate helicopters and require fixed wing aircraft because helicopters are far noisier.
	b.	Elimination of helicopters in favor of fixed wing high capacity tours would be a giant leap toward restoring natural quiet.
	c.	Planes carry more passengers; to maximize the number of passengers and minimize the amount of noise, allow only fixed wing air tours.
	d.	Helicopters should be banned from the Grand Canyon because of the extreme noise level, they have violated NPS airspace, and because they have created extremely unsafe situations.
		Use Seasonal Limitation on Routes
	a.	There should be a noise free, reduced flights time of year just like the no motor time on the river. I suggest April and October because they are prime backpacking months but not prime tourist months.

	b.	On the East End, alternate between using only the Dragon route for certain times of the year, and then only the Zuni route during other times of the year, posting this schedule for the public. This will allow visitors to select the time of year or trail system that will not be impacted by air tours.
	c.	Limit flights to the times of the year during which there are relatively few river trips or rim visitors; this would dramatically reduce flights negative impact while retaining that type of visit.
	d.	Use seasonal limits (a month or a couple of months) so people can hike and have a true experience of Grand Canyon National Park without the aircraft noise. Some of these times have to be when it is pleasant to hike and not in winter because there is less noise.
	e.	I would love a seasonal calendar so I could hike without helicopters; I think it would benefit both parties.
	f.	Possible Alternative: '50 percent or more" division of GCNP - Noisy west end of Grand Canyon could be designated as 'quiet ' portion for each winter season. High flyers would be reduced over West end. Alternatively, the East End could stay in place year round if necessary for McCarran Airport flight patterns re: West End.
		Consider Low Altitude Air Tours
	a.	Do not permit flying below the rim.
	b.	Increase minimum flight height.
	c.	Those who must fly over the Grand canyon should be required to maintain an altitude sufficient to significantly diminish, if not eliminate, the sound heard on the ground.
	d.	Getting the aircraft above the North rim's 8803 feet MSL, their noise will be more easily dissipated by the prevailing winds, as opposed to amplified by the surrounding canyon walls, as happens when flights are below the rim.
	e.	Limiting flights of the Grand Canyon to only higher altitudes (14,500 MSL or above) will force much longer flights for general aviation traffic, wasting energy and money.
	f.	I would like to see low flying aircraft use phased out over time.
	g.	Consider measures to address canyon flights that are occurring below the rim in the Point Imperial area.
	h.	I support the current system but with further restrictions on helicopters coming below the rim.
	I.	With the existing rule we often see aircraft that are potentially flying in the no flight zone. If the ceiling were raised it would be easier to determine if aircraft is at legal altitude.
		Defining Air Corridors
	a.	The only flight corridors should be over the cross canyon corridor at Phantom Ranch and at Grand Canyon West.
	b.	Flights should be limited to a corridor that approximated the on ground developed corridor (Bright Angle Trail to Kaibab Trail). This has all positive and no negative impacts for the Park. The central corridor is the Park's sacrifice, the area that handles the high volume of people.
	c.	The areas least likely to disrupt the natural quiet of the park would be the high use corridor area.
	d.	The Whitmore to Bar Ten Ranch helicopter ride can easily be moved downstream to a beach across the river from Hualapai takeout on Park property, or to nearby points upstream between mile 220 and 224.
	e.	Flight corridors should not be increased or expanded.

	f.	Flights in the Northeast flight corridor affect the tranquility of the Little Colorado River Gorge where the Hopi conduct pilgrimages.
	g.	I appreciate the attempts to channel flight traffic from park overlooks.
	h.	Move the flight corridor further back from the rim.
	I.	Move helicopter operations closer to Diamond Creek and require those that drop below the rim to be notar equipped.
	j.	The major concern is the East End tours (Dragon and Zuni corridors), which are audible over a large fraction of the heart of the park, from Saddle Mountain to the Grand Scenic Divide.
	k.	Mitigate aircraft noise in the western Grand Canyon by moving West End shuttle routes to the south, out of the park.
	l.	Modify entry/ exit points of the Nankoweap Basin and South Rim routes (especially in the Hermit Basin and Grandview camping areas), and eliminate the Nankoweap loop on the Zuni.
	m.	There should be a quiet period in Hermit Basin because it is a popular and accessible area.
	n.	The places hikers most often go are by reliable water sources; these places should have less air tours over them.
	o.	Schist camp near river mile 96 is one of the most peaceful in the canyon. It is directly under a helicopter flyover route, you could move that route downstream two miles over crystal drainage.
	p.	Flight paths should be adjusted away from Ten X campground and the Tusayan Ranger District campground to reduce excessive noise from people living and camping in the area.
	q.	Please stop the flights at Whitmore Wash and reduce the flights at Crystal and Lave Falls.
	r.	Flight corridors constrain the aircraft, not the aircraft noise; normal (non-Quiet Technology) aircraft broadcast their noise 17 miles in all directions. There is no natural quiet whenever flights are operating - most daylight hours for air tours.
	s.	Aircraft routes should better conform geographically with NPS management zones and objectives.
	t.	Extend the Desert View Flight Free Zone seven miles to the East and to the North to protect the Little Colorado and important Native American Culture sites.
		Morning and Evening No-fly Curfews / Operating Time Window
	a.	I appreciate the curfews on flights during dawn/dusk.
	b.	Limit the flights to a one to two hour period.
	c.	Do not change curfews currently in effect.
	d.	Keep existing curfew hours on the East End.
	e.	Curfews should be lengthened to give visitors the option to plan their visits to maximize natural quiet conditions.
	f.	The DEIS should consider linking the curfew times to the daily sunset and sunrise times rather than to a specific clock. Also evaluate and consider longer curfews (e.g. 2pm-10am) and curfews for the entire park.
		Increase Number of Flight Free Zones
	a.	Please designate Grand Canyon's heart of the Park a 'No Fly Zone' at all altitudes.
	b.	Restrict air tours to less than a quarter of the canyon; this quarter should be natural quiet at least 75% of daylight hours.
	c.	Declare portions of the park (backcountry/wilderness) completely flight free, 100% of the time.

	d.	I would like to see the no fly zone extended so the Hermit and Boucher area is quiet.
	e.	Raise the ceiling of the flight free zones.
	f.	Large contiguous areas should be assigned as noise free zones. Consider dividing park into two sections along North/South axis. One of the portions (the larger half) could be the relatively 'quiet' portion under the NPS definition. The remaining smaller portion could be the relatively 'noisier' portion.
	g.	Possible Alternative: Flight Venue Substitutes - Move away from 'heart of the park' and re-designate the lower 10 percent of park as a national aerial recreation area with possible soundscape relaxed protections. Consider using Glen Canyon as an alternative air tour destination. -
		Quiet Technology Should be Required
	a.	I feel that any aircraft flying over the Grand Canyon should be required to use quiet technology.
	b.	Establish incentives that would reward the air tour companies who invest in quiet technology aircraft.
	c.	The airplanes and helicopters of the Tour Operators can be retrofitted and must be part of the alternatives decision.
	d.	Working with the helicopter manufacturers and operators to improve noise abatement of the equipment itself may help.
	e.	The DEIS should consider several dates for implementing a rule that would mandate quiet technology in the SFRA.

Category		Comment
Legislation		**Scope of Public Law 100-91 and SFAR 50-2**
	a.	The National Parks Overflight Act (Public law 100-91) was accomplished years ago.
	b.	Over the years law suits and court decisions have clouded the intent of the Public law 100-91. Perhaps it is time for some new legislation to clarify the intent of the law.
	c.	Please reinstate Public Law 100-91 and enforce it.
	d.	Unless the legislation considers the fragile nature of the Grand Canyon, there will be rampant disregard for those of us who wish to tread lightly on this resource.
	e.	The legislation is discriminatory because it only provides for the assessment of noise associated with aircraft and not general aviation and commercial aircraft, which are major contributors to noise in the Canyon and over the Haulapai Tribe's Grand Canyon West.
	f.	Current Overflights regulations are not working; when I visit Grand Canyon I seek the most remote areas of the Canyon and there is noise everywhere.
	g.	There is no inherent "right" for an individual to make a living off a national park.
	h.	The Overflights Act and the National Parks Air Tour Management Act of 2000 were intended to address the low altitude operations and repetitive noise generated by airs over GCNP and other National Parks.
	i.	At no time did Congress intend for all aircraft operations within a block of airspace extending to 20 nautical miles from the farthest edge of the GCNP boundary and at all altitudes, including general aviation (GA), military and commercial overflight activities be included in the equation.

	j.	Nor did Congress ever intend for NPS and FAA to consider aircraft flying at or near cruising altitudes over any of our national parks.
	k.	The potential negative impacts that such an approach would have on the National Airspace System (NAS) both in terms of efficiency and safety, an particularly if expanded to other units of the National Park System, are enormous and quite frankly unacceptable.
	l.	Even if limited to the GCNP, this approach will have national implications. Potential impacts include altering operations at three large and several smaller airports in a several hundred-mile radius of GCNP, not to mention impacts to a major cross-country, high altitude route into the Los Angeles Region.
	m.	Potential impacts include altering operations at three large and several smaller airports in a several hundred-mile radius of GCNP, not to mention impacts to a major cross-country, high altitude route into the Los Angeles Region.
	n.	This is certainly not the outcome either anticipated or intended when Congress enacted the Overflights Act.
	o.	Stop the end runs to Congress to change the Overflights Act or "clarify" it intent to meet the desires of the air tour industry.
	p.	Conservation is the fundamental purpose of our national parks, and we citizens support the strongest implementation of substantial restoration of natural quiet.
	q.	Efforts must be made to limit the extension of this rulemaking process, and/or the recommendations arising from this process, to other national parks/monuments, wilderness areas or lands under federal management.
		Substantial Restoration of Natural Quiet
	a.	If air tour overflights were all that was allowed in the airspace, the goal of achieving substantial restoration would not only have been met but exceeded by some 12 percent on the busiest air tour day in 2005.
	b.	Although court decisions have been made in the past to reinstate quiet, the weak definition of "restoration" has not been achieved.
	c.	61.6 percent of the Park has been restored to a state of "natural quiet" more than 75 percent of the time when considering only air tours, and 53.9 percent of the Park has achieved natural quiet more than 75 percent of the time when air tours and air tour related flights are evaluated.
	d.	FAA and NPS must undertake strong measures to restore natural quiet to the Grand Canyon.
	e.	Little progress has been made over the last decade in meeting the congressional requirement of restoring substantial natural quiet.
	f.	Regulations imposed in 1988 that restricted routes and altitudes have dramatically reduced noise and helped to restore natural quiet.
	g.	On an annualized, basis, it is very clear that substantial restoration of natural quiet has been achieved by the air tour operators.
	h.	The places where natural quiet can be restored, *completely* restored, are in the backcountry - away from the rims.
	i.	I want noise reduced totally, not substantially.
	j.	The NPS has authority to define the terms "natural quiet" and "substantial restoration of natural quiet at GCNP."
	k.	In fact, the NPS has refined its definitions on several occasions in the past. So certainly, the NPS has the authority to refine its definitions to more accurately reflect the intent of Congress.

	l.	NPS should not change its definition on what constitutes substantial restoration of natural quiet to 1994 levels.

Category		Comment
NEPA / Environmental Impact Statement		**Environmental Impact Statement Scope**
	a.	Please change language from 'Aircraft' to 'Airplane, rotorcraft and balloons'. Gliders/sailplanes should be granted exemptions from noise abatement plans for the Grand Canyon.
	b.	High Altitude commercial aircraft should not be included in the study.
	c.	Scoping meetings regarding the number of high altitude GA overflights was inaccurate and mischaracterized.
	d.	All aircrafts, not just tour aircrafts should be considered.
	e.	The agencies should not consider any alternative that would impact overflights of GCNP other than low flying air tour operations. This rightfully reflects the intent of congress.
	f.	The EIS should address foreseeable cumulative effects from the proposed new or expanded airports in the surrounding region.
	g.	The EIS must integrate protection for noise sensitive areas under 49 U.S.C Section 303 (c).
	h.	Although the Hualapai area is a sovereign nation, the airspace is still subject to FAA rules; these upper Canyon tours must be shut down. The helicopter tour operations below Grand Canyon West are extreme and unsafe.
	I.	"Exempt" operations - what does this mean relative to quiet and the ROD outcome?
	j.	Do exempt operations fall under tools that can be influenced by this NEPA GCNP process?
	k.	Are NEW high altitude jet routes exempt? E.G. a future regional jet from Flagstaff to Salt Lake City, could it be required to be routed East of Grand Canyon?
	l.	Include NPS & research craft (air & water) in studies and analysis regulations.
	m.	Monitoring & compliance with altitude regulations on adjacent National Forest.
	n.	When arriving at an intractable pass, what value trumps what value? What agency trumps what agency? I'd say safety then resource protection (as in Quiet by enlargement Act) & then economy, jobs, air tour visitors, etc.
	o.	Sightseeing tours from aircraft are not appropriate at Grand Canyon. When looking at this issue as solely one of noise reduction, it allows a mix of high altitude to confuse the issue with low flying air tours, which are considerably more evasive to the experience of a person on the ground at Grand Canyon National Park.
	p.	The definition of the "day" in determining "day" in the environmental analysis should be 24 hours instead of the time period of 7am to 7pm.
	q.	The National Park Service prohibits mountain bikes below the rim, how could it be mountain bikes are considered invasive and helicopters are acceptable?

	r.	The Park mandate for preservation supersedes any FAA desire for flights, overflights, or utilization of the Park as an air court.
	s.	The Natural Quiet Plan should clearly identify what part of each alternative would result in substantial restoration of natural quiet and should discuss quiet zones throughout the park, as well as incentive programs for air tour operators.
	t.	Consider a full range of alternatives to meet the project objective including establishment of quiet zones in sensitive areas, quiet hours throughout the park, and other methods to reduce impacts to natural and cultural resources and the visitor experience.
	u.	Quantify or describe the natural, cultural, and visitor experience impacts that would be avoided by each proposed alternative.
	v.	Incorporate the analysis of incentive programs in the DEIS; address and quantify the benefits of all potential incentive programs (quiet aircraft technology, avoidance of sensitive areas, etc.) and other creative impact reducing measures; discuss the benefits and negative factors associated with each incentive; and incorporate applicable programs into the Natural Quiet Plan for reducing noise and other impacts where feasible.
	w.	Discuss the methodology used to determine the noise and vibration impacts from air tour operations to wildlife and the visitor experience, along with the assumptions used for all analyses.
	x.	Identify the baseline noise and vibration impacts that exist within the park in the absence of all air tour operations. These baseline values should then be compared to the noise impacts resulting from air tour operations of each alternative analyzed.
	y.	Identify the baseline noise and vibration impacts that exist within the park in the absence of all air tour operations. These baseline values should then be compared to the noise impacts resulting from air tour operations of each alternative analyzed.
	z.	Identify the estimated impacts resulting from each proposed alternative and describe how associated mitigation would reduce the impacts from each alternative.
	aa.	Quantify or describe the natural, cultural, and visitor experience impacts that would be avoided by each proposed alternative.
	bb.	Present noise and vibration impacts to wildlife with regard to the characteristics of specific species, including habitat, time of exposure, any previous exposures, and other stresses that may be affecting species responses.
	cc.	Quantify the benefits to wildlife from any species-specific mitigation measures and present this information in the DEIS.
	dd.	The DEIS should discuss how the development and implementation of actions and mitigation measures associated with the Natural Quiet Plan will be coordinated with Tribes.
	ee.	Incorporate an alternative based on air tour numbers that pre-date any perceived problem.
	ff.	Focus on necessity of protecting natural quiet as a critical resource, rather than the number of noise complaints versus satisfied customers.
	gg.	Utilize all available modeling and ambient sound data.
	hh.	Scoping information on GA overflight in error
	ii.	The use of the 12-hour day (7:00 am to 7:00 pm) unfairly mis-characterizes the impact of air tour noise at Grand Canyon.

	jj.	The inclusion of the word "all" to modify "aircraft overflights" represents a substantive change from the original legislative language.
	kk.	Restricting commercial overflights is technically challenging and should be left to the expertise and discretion of FAA.
		Environmental Impact Statement Process
	a.	The Park is not accomplishing its mission if it permits these flights to continue.
	b.	The EIS should redefine "substantial restoration of natural quiet" as part of the Statement of Purpose and Need. This should include reconsideration of each element of the definition, including in particular the threshold of audibility, the use of a peak rather than average day, and the role of visitor disruption. The action alternative should be evaluated against multiple definitions if NPS has not settled on a particular definition.
	c.	We request that the FAA and NPS designate the Bureau of Indian Affairs (BIA), Western Regional Office to be a cooperating agency for this project, in accordance with 43 Code of Federal Regulations (CFR) 1501.6 and 1508.5
	d.	Visiting Havasupai can be awful if you don't know which days are helicopter days. Make this information available on NPS website.
	e.	The NPS should work with the managers of federal areas and jurisdictions adjoining GCNP to coordinate their planning and management efforts.
	f.	Clearly identify in EIS what 50 percent or more of the Park will achieve natural quiet for 75 to 100 percent of the day for each alternative.
	g.	Establish baseline noise and vibration for the park and compare to impacts from air tour operations for each alternative.
	h.	Clearly state in EIS how noise impacts can be avoided for each alternative analyzed.
	I.	The Draft EIS should identify all measures to prevent, or avoid significant adverse impacts related to air tours.
	j.	Analyze noise, vibration, and possible mitigation for each specific species (including habitat, time of exposure/s, and other stressors.
	k.	Use statistical measurement standards that protect natural quiet; do not look for criteria that minimize the impact of noise.
	l.	The primary purpose of this EIS should be to develop the best plan to substantially restore natural quiet to GCNP.
	m.	Since the Area of Potential Effect includes the Hualapai Reservation, the Hualapai Tribal Historic Preservation Officer must be included as a consulting party. Section 800.3(c)
	n.	Consider Hualapai Tribe comments at the same level as the comments Federal Agencies submit to the process.
	o.	Companies that repeatedly violate regulations related to crossing the Colorado River and low flights should have the company's license and permits permanently cancelled.
	p.	Provide guidance on how we all can enjoy the Canyon in the way that suits our preferences (within reason) and preserve the resource for our children.
	q.	I worry that giving air tour operators incentives to use Quiet Technology will give them more accessibility and actually increase noise levels.
	r.	I commend the partners for sitting down, now it is time to talk. Please don't get caught up in the definition of "Natural Quiet." The flights are not natural but they need to be included.

	s.	Follow the congressional mandate and have quiet in the Park for those visitors in the backcountry, on the South Rim, where they are most impacted by aircraft noise.
	t.	The EIS should study the impact of aircraft on wildlife including the relationship between noise distribution and wildlife distribution.
	u.	Study the masking of the noise the predator species make - which affects the ability of prey species to take evasive action to not be eaten.
	v.	Concern about the noise metric to describe the required restoration of natural quiet., especially with high altitude flights.
	w.	A true quantifiable study of aircraft noise throughout the park is needed to accurately measure the presence of aircraft noise.
	x.	Make Noise Analysis results clear; include acronym TA = time audible, use an up or down arrow to indicate if the goal is met or not met.
	y.	A number of studies were cited at the public meetings claiming aircraft aren't bothering people - they bother me.
	z.	When making management decisions for the park, NPS should only be concerned with protecting the natural and cultural resources of this World Heritage Site.
	aa.	Provide a system of penalizing aircraft that fly below the minimum flight altitudes (as is currently observable daily in the Dragon flight corridor).
	bb.	The DEIS should evaluate noise budgets as a way of reducing overall noise emissions while allowing some flexibility to the operators.
	cc.	The DEIS should evaluate and consider an option that puts aircraft above the local rim, as dictated in the Overflights Act.
	dd.	The DEIS should evaluate and consider temporary closures (respites) for all routes in the heart of the park so area is not affected for entire year.
	ee.	The DEIS should consider an alternative that will meet the management objectives of NPS 1994 Report to Congress.
	ff.	The DEIS should evaluate the significant sites (Point Sublime, the Hermit Trail, etc. under Section 106.
	gg.	NPS needs to take a 'hard look' at what constitutes impairment of Grand Canyon soundscape and backcountry visitor experience.
	hh.	The DEIS should analyze and consider permanent daily and yearly caps on the number of air tours. Use 1975 and 1987 air tour flights numbers as possible reference number for caps.
	ii.	Evaluate all options from a safety standpoint and considering scaling back flights due to safety concerns.
	jj.	We need analysis of the economic impacts (such as extending flight time) as a function of movement distance from the park.
	kk.	The EIS should provide rigorous analysis of actions to reduce the noise impacts of commercial transport and general aviation high-flying aircraft in the Grand Canyon areas.

	ll.	The DEIS should evaluate the descent approach procedures to determine if high flyers can be at lower throttle settings while descending over the park.
	mm.	Evaluate cumulative effects to natural quiet, overall park values, and wilderness character of the park.
	nn.	The DEIS should analyze impacts and cumulative effects from all forms of aircraft. General aviation may not be a problem now, but future additional flights may eventually cause detrimental impacts.
	oo.	DIES should use the audible standard to be consistent with definition of substantial restoration. Half the park lacking natural quiet 25 percent of the day and the other half the park totally without natural quiet is not a substantial restoration.
	pp.	The EIS should provide a rigorous analysis of actions to reduce the noise impacts of commercial transport and general aviation high-flying aircraft in the Grand Canyon area. The FAA has not demonstrated that movement of highflying aircraft is not practical. The DEIS should protect "core" of park: Saddle Mountain to Havasu, including the Kanab Basin on the north side of the river.
	qq.	The DEIS should consider and evaluate commercial transport and general aviation aircraft separately.
	rr.	DIES should use the audible standard to be consistent with definition of substantial restoration. Half the park lacking natural quiet 25 percent of the day and the other half the park totally without natural quiet is not a substantial restoration.
	ss.	DEIS graphics should include a wider-scope illustration with regional or full National Airspace System (NAS) 'flight density' or 'flight tracks' maps.
	tt.	Site specific, acoustic data should be developed and displayed in a 'user-friendly' manner, on appropriate maps and tables. The GNCP map with 76 location points should be used with site-specific noise analysis.
	uu.	DEIS should have energy conservation considerations in analysis to compare vehicles in the Grand Canyon on a per capita basis for each of the following vehicles: Commercial Bus Tour, Private Auto, Helicopter Tour, Fixed-Wing Tour, Walk along rim with a 1-way shuttle for group of 4, and park shuttle bus.
	vv.	Any action that arbitrarily 'loosens' the definition of "substantial restoration of natural quiet' can be defined as an 'arbitrary and capricious' act.
	ww.	Quiet Canyon Coalition proposal needs to be modeled by INM 6.2 as soon as possible.
	xx.	Dual zone concept dividing acoustic zones in part does not correspond to the best available theory/practice and actual Park management zones.
	yy.	The L50 (nat) is not sufficient, (though clearly better than L50.) L50 (nat) ranges from 4 or 5 decibels too high.
	zz.	2002 Court decision has made high-level, en route aircraft impacts consideration necessary for the cumulative noise analysis. We need specific analysis of appropriate noise reduction or abatement from highflying aircraft for the DEIS.

	aaa.	May take future legislation to address the aviation noise from high or low aviation; the old measured noise levels (1987) are substantially less than current levels of noise from en route aircraft.
	bbb.	In scoping the EIS for GCNP Overflights, it is both unnecessary and ill advised to consider any alternative that will impact the National Air Space.
	ccc.	To put it simply, agencies should not consider any alternative that would impact overflights of GCNP other than low flying air tour operations. The rightfully reflects the intent of Congress.
	ddd.	In addition, we [BLM] request that the DEIS address the proposed new or expanded airports in the region (including St. George, Utah, Cedar City, Utah, Mesquite, Nevada. And Colorado City, AZ) and what flight uses or corridors may exist or become established that would occur both over or near GCNP, as well as those BLM administered areas described above.
	eee.	The DEIS should describe all measures to reduce pollution and protect resources.
	fff.	The DEIS should identify all measures to prevent or avoid, significant adverse impacts of actions related to proposed commercial air tour operations in the park. Mitigation measures identified to address unavoidable impacts should be clearly linked to the impacts they are proposed to mitigate. Where such mitigation measures will have a measurable impact reduction, the DEIS should quantify the environmental benefits.
	ggg.	Specifically, the DEIS should identify how methodologies and measures to minimize environmental impacts will be implemented to facilitate information sharing and minimization of environmental impacts.
	hhh.	The cumulative impact assessment completed for the DEIS should address air tour operations throughout the area surrounding GCNP and how the establishment of the Natural Quiet Plan will affect tribal resources and traditional cultural properties and experiences.
	iii.	"Percent of time audible" is not a meaningful statistic to visitors, whose experience relates to the number of noise intrusions (flights) and the length of quiet periods between them. A more useful statistic would be the average quiet interval between flights (zero, in the case of overlapping flights).
	jjj.	All air tour related flights (repositioning, training, "transportation" flights that look and sound like air tours, etc.) must be counted in the caps. If they are legitimately not air tours, then they should be routed around the SFRA.
		Length of Grand Canyon NEPA process
	a.	The process is taking too long and costing too much money.
	b.	Implementation of the Overflights Act has been stonewalled for many years by 're-studying' the issue while air tour operators have doubled and redoubled their use.

Category		Comment
Grand Canyon Overflights Stakeholder		**Stakeholder Perceptions of Agencies and Other Stakeholder Groups**
	a.	The Grand Canyon is owned by everyone. It should not be allowed to be restricted by any one group of people; many of the Uses of Grand Canyon can and should be compatible.
	b.	We need to be tolerant of how the actions of others impact our Grand Canyon experience and respectful of how our own actions may impact the experience of others.
	c.	I feel it is important to consider "visitor equity" between air tour visitors and ground visitors.
	d.	Overflights only serve to add more profit to a handful of airplane services while negatively impacting the over 4 million visitors to GCNP each year
	e.	I fear that air tour operators are confusing 'National Park' with 'Theme park' where people want machine thrills.
	f.	It is clear that FAA does not care to keep noise down.
	g.	FAA and those who profit from flying over in sightseeing are not even accurate in how many flights they report to fly.
	h.	Overflights are the only use in the Park that has not been limited; the continued growth in the number of tours has a detrimental effect on many people that choose to travel through the canyon.
	I.	You would think air tour pilots would be able to divert around campgrounds and show some consideration; sometimes I wonder if they are just trying to advertise their existence.
	j.	National Parks are sustained by tax dollars and are a publicly owned resource. This resource should not be damaged by a few businesses that line their pockets with profits from the exploitation of a public resource and degrade the quality of that resource.
	k.	The air tour industry has given enough. How about the environmental community giving a little. To date they have not given up anything;. Environmentalists should stop being negative.
	l.	Aircraft technology has done more to enhance "natural quiet" than all the efforts of the NPS and Sierra Club combined.
	m.	Commercial Airlines are the largest contributor of noise in the area, followed by the NPS helicopters.
	n.	It seems that aircraft are being singled out as the only source of ambient noise that would be different from natural quiet; what about the tour busses, Harley Davidson groups, and cars.
	o.	The tribal consultation process and the government-to-government consultation must be completed before any NPOAG or subordinate body makes recommendations that may be included in the final EIS.
	p.	We [Hualapai Tribe] feel that our comments should be placed along any commentary that the Federal Agencies might submit to the process.

	q.	The DEIS should analyze and consider ways of retiring allocations as means of restoring natural quiet.

AIR TOURS - The following public comments highlight support for air tours and the perceived benefits viewing the Grand Canyon via air tour

Category		Comment
Air Tours *		**Air Tour Support**
	a.	It would be a great loss to many visitors if this service had to stop.
	b.	I fully support Grand Canyon air tours.
	c.	Keep the flights, including helicopters, going over the Grand Canyon.
	d.	It would be a tragedy to lose flights to the Grand Canyon.
	e.	The Air Tour Industry plays an important role in helping visitors experience the Grand Canyon.
		Air Tours Have a Low Impact on the Environment
	a.	The air tour was the best way to see the canyon without harming the environment.
	b.	Flying over the canyon would have much less impact than hiking, rafting or mule trains.
	c.	Does not require any roads and does not cause erosion.
	d.	The Environmental Impact has been over exaggerated.
	e.	Flying over the Grand Canyon would not affect the wildlife below.
	f.	For the short time that a helicopter is over the park, little impact can be done to the area.
	g.	I challenge the idea that air tours have a low environmental impact; these visitors are bussed to the South rim to buy trinkets and bussed back to the airport and flown over the Canyon yet again. This means they have had a double or triple negative impact on the Grand Canyon when compared to ground visitors.
		Air Tours Reduce Other Pollutions (automobile traffic, garbage, foot traffic)
	a.	Restricting more flights will encourage more destructive ground traffic
	b.	Air tours create less traffic congestion and less erosion damage due to vehicles
	c.	Air tours are a relatively lower risk of environmental pollution compared to other means of viewing the Canyon.
	d.	Air tour travel saves pollution from more cars trying to see the canyon.
	e.	No trash is dropped on the grounds and it encourages more people who have difficulty walking to really see the canyon.
		There are More Problematic Uses of the Park than Air Tours
	a.	Air tour companies are flying with multiple passengers while visitors on the ground may only be 2 per vehicle.
	b.	Visitors in the air cannot pick up souvenirs, destroy trails, leave any trash or harass wildlife.
	c.	Air Visitors get to enjoy the Canyon but are less apt to go into the Canyon, thereby controlling safety and reducing trash.

	d.	Air tours do not interrupt the quiet any more (normally much less) than the busses and car traffic, people yelling at each other, etc.
	e.	Don't regulate the park for noise because of helicopters; regulate the cars, trucks, and buses for their noise and emissions.
	f.	Tour busses, Harley Davidson groups and cars with straight pipes have a higher noise impact on the Park than air tours.

OTHER THAN AIR TOURS - These comments were not specifically regarding air tours, but are related because the issues commented on effect the Grand Canyon Overflights Plan and the associated legislation

Category		Comment
Other than Air Tours		**Intent of Policy**
	a.	The legislation that is at the center of this issue is discriminatory in the sense that the legislation only provides for the assessment of noise associated with air tour aircraft and not other general aviation and commercial aircraft that fly at higher altitudes.
	b.	NPS lacks authority pursuant to the Overflights Act to implement such an alternative such a restriction is within the exclusive jurisdiction and discretion of the FAA; and examination of any such restriction would have to be the subject of a separate airspace study and EIS.
	c.	No restrictions on commercial overflights should be included as part of the Proposed Action.
	d.	The definition of "natural quiet" used in the NPS sponsored study shows that the high-altitude aircraft noise violates the definition the NPS established for "natural quiet". As a result, high-altitude overflights would be banned. Therefore, such a definition is arbitrary, overly restrictive, exceeds the statutory mandate, and essentially ensures the banning of high-altitude aircraft overflights.
	e.	It was never the intent of Congress for NPS or the FAA to consider regulation aircraft, including general aviation, flying at or near cruising altitudes over any of our national parks.
		Route Consideration
	a.	Because of the proximity of Special Use Airspace (SUA), reserved exclusively for the activities of the U.S. military, and the confluence of high altitude transcontinental routes in this section of the country, the amount of available airspace is actually quite constrained by safety considerations.
	b.	Do not take away any more routes from general aviation.
	c.	Close low general aviation corridors through the eastern Flight Free Zones.
	d.	Consider Alternatives that will minimize the impact of the noise from jet traffic and general aviation.
	e.	To prevent aircraft from evading the purpose of the Flight Free Zones, raise the ceiling of the eastern FFZ's to the SFRA ceiling of 18,000 feet MSL. The Sanup FFS would remain as is (minimum altitude 8000 feet MSL, or about 1500 feet AGL above the rims.

	f.	For general aviation, adjust the boundaries of the Bright Angel and Desert View FFZ's slightly, to match the modified Dragon and Zuni tour routes. Close the Fossil Canyon GA Corridor but retain the Tuckup GA corridor.
	g.	For general aviation, retain 4 NM wide GA corridor in the east end, open seasonally, directly over the corresponding seasonal tour route (Dragon and Zuni).
	h.	Move jet routes away from the Heart of the Park: about 5 NM outside the Canyon rim or park boundary.
	I.	General aviation should not be prohibited from flying over the Grand Canyon area.
	j.	In any study of commercial overflight restrictions, at least the following impacts would have to be considered: (i) the myriad impacts at individual airports associated with restricting air routes; (ii) the off-setting environmental impacts, including increased fuel burn and air pollutant emissions and increased noise exposure outside of the Park; and (iii) the impact of connected actions and the cumulative impact of a restriction.
	k.	High altitude overflights of the Grand Canyon as it relates to traffic at McCarren International Airport and a proposed new international airport in the Invanpah Valley.
	l.	If aircraft tracking the VORTAC station and air traffic going to the Las Vegas and Las Angeles airports (which go over the canyon), are exempted from the burden of noise reduction faced by the Hualapai Tribe and other air tour operators, it is not assessment of the problem.
	m.	In considering LAS and PHX airports, modifications to the routes used to feed their traffic to and from the high altitude regime to the terminal area not only could affect the airports' approach and departure surfaces and routes but also raise the potential for causing separate environmental impacts on populations in the vicinity of those airports at altitudes below 3000 feet.
	n.	Any adjustment to the commercial routes at GCNP would have a detrimental effect on the entire national air transportation system.
	o.	The creation of "no-fly zones" above portions of the Grand Canyon would negatively affect international air services operated by U.S. and foreign carriers that overfly the park, e.g., between Mexico and points in the western United States.
	p.	DEIS should evaluate and consider closing several of the general aviation routes.
	q.	To attempt to modify high altitude routes in order to remedy a problem caused by low altitude aircraft would clearly disregard Congressional intent.
		Evaluation Tool / Model
	a.	While current modeling incorporates all general aviation, military, commercial and air tour operations that are part of the ETMS data, it does not incorporate the general aviation overflights operating under visual flight rules (VFR). It has been impossible to model VFR operations due to lack of radar coverage.
	b.	As such, we [BLM] were concerned that the maps and graphics displayed at the Henderson, Nevada scoping open house for this DEIS did not address these proposed new or expanded airports and how their use may contribute to such shifts in commercial air tour uses and corridors.
	c.	The Time Audible threshold is much too stringent and deviates from the initial intent of the mandate which was to limit air tour type operations over the national park.

		Military Flights
	a.	The DEIS should evaluate and consider methods to eliminate military joy riding and other unnecessary military flights over and near the sensitive Grand Canyon National Park.

* These comment categories were largely supported by international tourists who took an air tour while visiting Grand Canyon National Park

The 'Comment Count' indicates the number of comments received regarding that issue or process; comments that contained more than one suggestion/concern were counted in each category to which they pertained.