



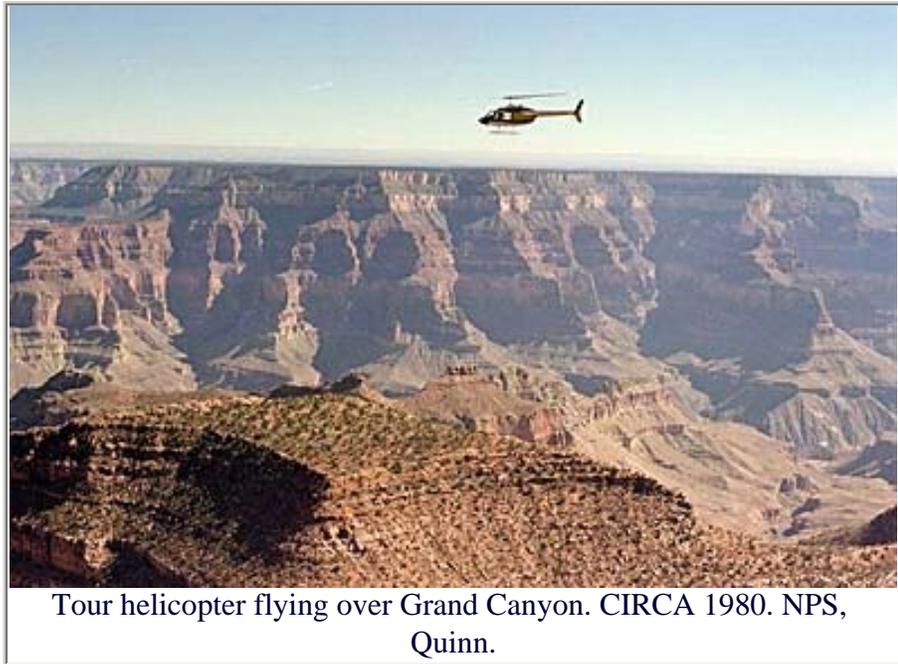
Aircraft Overflights Quarterly Focus - Fall 2003

Aircraft on Tribal Lands Adjacent to Grand Canyon National Park

Public Law 100-91, or the National Park Overflights Act of 1987, required the Secretary of the Interior (Secretary), acting through the Director of the National Park Service (NPS), and the Department of Transportation (DOT), acting through the Administrator of the Federal Aviation Administration (FAA), to conduct a study of aircraft flying over units of the National Park System. The study was to identify the proper minimum altitude when flying over units of the National Park system; identify any problems associated with overflight by aircraft; and provide information regarding the types of overflights which may be impacting on park unit resources.

The study shall look at impacts caused by sightseeing aircraft, military aircraft, commercial aviation, general aviation, and other forms of

aircraft which affect park system units and portions thereof. The study should identify which park units are affected and in which the most serious adverse impacts from aircraft overflights exist.



Tour helicopter flying over Grand Canyon. CIRCA 1980. NPS, Quinn.

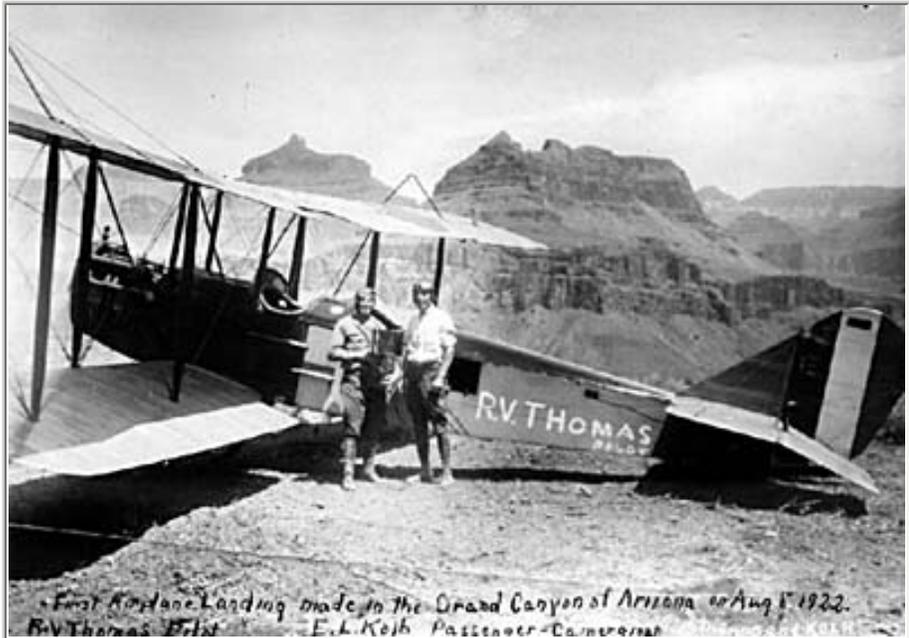
Grand Canyon National Park was not one of the original "research units" to be considered under Section (§) 1(c) and § 2 of the Act. However, under § 3 of the Act, Congress stated that "Noise associated with aircraft overflights at the Grand Canyon NP is causing significant adverse effect on the natural quiet and experience of the park & "

Later in § 3, "...the NPS was to submit recommendations to the FAA 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 the adverse effects associated with aircraft overflight."

In this same section, flights below the rim were prohibited and "flight free zones" were to be established. These "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."

This is how the use of aircraft on Tribal Lands was established and why the tribes along the edge of the Colorado River and adjacent to Grand Canyon National Park are able to utilize aircraft in their administrative functions today.

Next time we will discuss where the flight allocations for the tribes originated and where these flights are authorized to operate.



*First Airplane Landing made in the Grand Canyon of Arizona on Aug 8 1922.
RV Thomas Pilot E. L. Kolb Passenger-Cameraman*

The RV Thomas Airplane, first to land inside the canyon on Plateau
Pt. GRCA 13650. 08 Aug 1922. Kolb Bros.