

address increasing air traffic over GCNP. On March 26, 1987, the FAA issued Special Federal Aviation Regulation (SFAR) No. 50 (subsequently amended on June 15, 1987; 52 FR 22734) establishing flight regulations in the vicinity of the GCNP. The purpose of the SFAR was to reduce the risk of midair collisions, reduce the risk of terrain contact accidents below the rim level, and reduce the impact of aircraft noise on the park environment.

TABLE 1.—TIMELINE OF EVENTS RELATED TO THE DESIGNATION OF QUIET TECHNOLOGY FOR AIR TOUR OPERATIONS IN GCNP

Year	Month	Event
1987	March/June	The FAA publishes SFAR No. 50 to establish special flight regulations in vicinity of GCNP (52 FR 22734).
	August	Congress enacts National Parks Overflights Act (Pub. L. 100–91).
	December	The DOI transmits “Grand Canyon Aircraft Management Recommendation” to the FAA.
1988	May/June	The FAA publishes SFAR No. 50–2 to revise flight procedures in GCNP airspace (53 FR 20264).
1994	March	The FAA and NPS issue ANPRM seeking public comment on quiet technology and incentives (59 FR 12740).
	September	The DOI submits to Congress “Report on Effects of Aircraft Overflights on the National Park Systems”.
1995	June	The FAA extends SFAR No. 50–2 until June 15, 1997 (60 FR 31608).
	July	The DOI report to Congress is published.
1996	April	The President publishes a memorandum directing the substantial restoration of natural quiet in GCNP.
	July	The FAA publishes NPRM (Notice 96–11) to amend 14 CFR part 93 to codify SFAR No. 50–2 (61 FR 40120).
	December	The FAA publishes final rule to codify SFAR No. 50–2 into a new subpart U of 14 CFR part 93 (61 FR 69302).
	December	The FAA publishes NPRM (Notice 96–15) on noise limitations for air tour operations in GCNP (61 FR 69334).
	December	The FAA publishes notice of availability of proposed commercial air tour routes (61 FR 69356).
1997	February	The FAA delays the effective date of 14 CFR sections 93.301, 93.305, and 93.307 and reinstates portions of SFAR No. 50–2 (62 FR 8862).
	May	The FAA publishes NPRM (Notice 97–6) to establish Bright Angel incentive corridor and the National Canyon corridor for air tour routes (62 FR 26902).
	October	The FAA publishes clarification of its reevaluation of the economic and environmental impacts of the final rule published on 12/31/96 (62 FR 58898).
	December	The FAA further delays the effective date of 14 CFR sections 93.301, 93.305, and 93.307 and reinstates portions of SFAR No. 50–2 (62 FR 66248).
1998	July	The FAA withdraws the National Canyon corridor proposal (63 FR 38232).
	July	The FAA also withdraws Notice 97–6, which proposed two quiet technology incentive corridors (63 FR 38233).
	December	The FAA delays the effective date of 14 CFR sections 93.301, 93.305, and 93.307 and reinstates portions of SFAR No. 50–2 (63 FR 67544).
1999	January	The NPS publishes a notice of agency policy, “Evaluation Methodology for Air Tour Operations Over Grand Canyon National Park” (64 FR 3969).
	February	The FAA delays the effective date of 14 CFR sections 93.301, 93.305, and 93.307 and reinstates portions of SFAR No. 50–2 (64 FR 5152).
	July	The FAA published an NPRM (Notice 99–11) to modify the dimensions of the GCNP SFRA (64 FR 37296).
	July	The FAA also published NPRM (Notice 99–12) to limit the number of commercial air tours conducted in GCNP (64 FR 37304).
	July	The NPS evaluation methodology becomes effective (64 FR 38006).
2000	February	The FAA delays the effective date of 14 CFR sections 93.301, 93.305, and 93.307 and reinstates portions of SFAR No. 50–2 (65 FR 5395).
	April	The FAA publishes the commercial air tour limitations final rule (65 FR 17708).
	April	The FAA publishes the airspace modification final rule (65 FR 17736).
	April	Congress enacts the National Parks Air Tour Management Act of 2000 (Pub. L. 106–181, Title VIII).
	May	The commercial air tour limitations final rule becomes effective (14 CFR 93.315, 317, 319, 321, 323, and 325).
	November	The FAA delays the effective date of the airspace modification final rule (65 FR 69846).
2001	January	The FAA delays the effective date of the airspace modification final rule and reinstates portions of SFAR No. 50–2 (66 FR 1002).
	March	The FAA and the NPS jointly issue a notice establishing the NPOAG (66 FR 14429).
	March	The FAA delays the effective date of the airspace modification final rule (66 FR 16582).
	April	The airspace modifications final rule becomes effective (14 CFR 93.301, 93.305, 93.307, and 93.309).
	June	The FAA and the NPS announce the National Parks Overflights Advisory Group membership (66 FR 32974).
	December	The FAA delays the effective date of the airspace modification final rule (66 FR 63294).