

107TH CONGRESS
1ST SESSION

S. 1151

To amend the method for achieving quiet technology specified in the National Parks Air Tour Management Act of 2000.

IN THE SENATE OF THE UNITED STATES

JUNE 29, 2001

Mr. REID (for himself and Mr. ENSIGN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To amend the method for achieving quiet technology specified in the National Parks Air Tour Management Act of 2000.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be referred to as the “Grand Canyon
5 Quiet Technology Implementation Act”.

6 **SEC. 2. AMENDMENTS TO QUIET AIRCRAFT TECHNOLOGY.**

7 (a) IN GENERAL.—Section 804 of the National Parks
8 Air Tour Management Act of 2000 (49 U.S.C. 40128
9 note) is amended by adding at the end the following new
10 subsection:

1 “(f) ALTERNATIVE QUIET AIRCRAFT TECH-
2 NOLOGY.—

3 “(1) GENERAL RULE.—Notwithstanding any
4 other provision of law, an air tour operator based in
5 Clark County, Nevada or at the Grand Canyon Na-
6 tional Park Airport shall be treated as having met
7 the requirements for quiet aircraft technology that
8 apply with respect to commercial air tour operations
9 for tours described in subsection (b), if the air tour
10 operator has met the following requirements:

11 “(A) The aircraft used by the air tour op-
12 erator for such tours—

13 “(i) meet the requirements designated
14 under subsection (a); or

15 “(ii) if not previously powered by tur-
16 bine engines, have been modified to be
17 powered by turbine engines and, after the
18 conversion—

19 “(I) have a higher number of
20 propellers (in the case of fixed-wing
21 aircraft) or main rotor blades (in the
22 case of helicopters) than the aircraft
23 had before the conversion, thereby re-
24 sulting in a reduction in prop or blade

1 tip speeds and engine revolutions per
2 minute;

3 “(II) have current technology en-
4 gine exhaust mufflers;

5 “(III) in the case of helicopters,
6 have current technology quieter tail
7 rotors; or

8 “(IV) have any other modifica-
9 tions, approved by the Federal Avia-
10 tion Administration, that significantly
11 reduce the aircraft’s sound.

12 “(B) The air tour operator has replaced,
13 for use for the tours, smaller aircraft with larg-
14 er aircraft that have more seating capacity,
15 thereby reducing the number of flights needed
16 to transport the same number of passengers.

17 “(C) The air tour operator can safely dem-
18 onstrate, through flight testing administered by
19 the Federal Aviation Administration that ap-
20 plies a sound measurement methodology accept-
21 ed as standard, that the tour operator can fly
22 existing aircraft in a manner that achieves a
23 sound signature in the same noise range or hav-
24 ing the same or similar sound effect as the air-

1 craft that satisfy the requirements of subpara-
2 graph (A) or (B).

3 “(2) EXEMPTION FROM FLIGHT CAPS.—Any air
4 tour operator that meets the requirements described
5 in paragraph (1), shall be—

6 “(A) exempt from the operational flight al-
7 locations referred to in subsection (c) and from
8 flight curfews and any other requirement not
9 imposed solely for reasons of aviation safety;
10 and

11 “(B) granted air tour routes that are pre-
12 ferred for the quality of the scenic views for—

13 “(i) tours from Clark County, Nevada
14 to the Grand Canyon National Park Air-
15 port; and

16 “(ii) ‘local loop’ tours referred to in
17 subsection (b)(2).”.

18 (b) REINSTATEMENT OF CERTAIN AIR TOUR
19 ROUTES.—Any air tour route from Clark County, Nevada,
20 to the Grand Canyon National Park Airport, Tusayan, Ar-
21 izona, that was eliminated, or altered in any way, by regu-
22 lation or by action by the Federal Aviation Administra-
23 tion, on or after January 1, 2001, and before the date
24 of enactment of this Act shall be reinstated effective as
25 of such date of enactment and no further changes, modi-

1 fications, or elimination of any other air tour route flown
2 by an air tour company based in Clark County, Nevada
3 or at the Grand Canyon National Park Airport, Tusayan,
4 Arizona may be made after such date of enactment with-
5 out the approval of Congress.

