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To: 9NPRM-CMTS@faa.gov , bill.marx@faa.gov
U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

U.S. DEPARTMENT OF TRANSPORTATION
DOCKET SECTION

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ORIGINAL

Subject: Docket No. FAA-99-5926 - 51
Docket No. FAA-99-5927 - 45
Proposed Commercial Routes for the GCNP SFAA
Draft Supplemental Environmental Assessment, June, 1999

I believe that SFAR 50-2 has already met the mandate of PL100-91, substantially restoring "natural quiet" to the region of the Grand Canyon, as evidenced by a reduction in complaints to a mere .0000085% of the over 5 million annual visitors. Prior to 1987, the entire Grand Canyon was a Free Flight Zone. The implementations of SFAR 50, 50-1, 50-2, have effectively made 87% of the Grand Canyon a "NO FLIGHT ZONE". Aviation safety has improved dramatically (there has not been a single aircraft accident in regulated airspace since the implementation of regulations on air tour corridors, altitude standards, and pilot training requirements).

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Lets not limit the air tours for numbers sake. Independent Studies have concluded the goal of "Natural Quiet in 50% of GCNP, 75-100% of the day", has been met or exceeded.

Substantial restoration of Natural Quiet has indeed occurred.

Signed _____

Jo'Kwin

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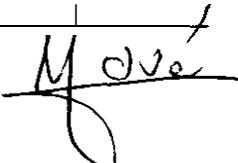
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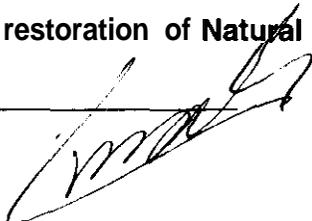
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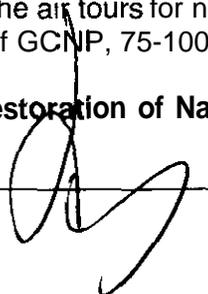
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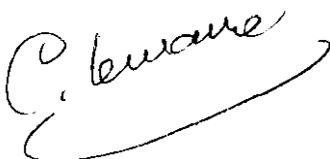
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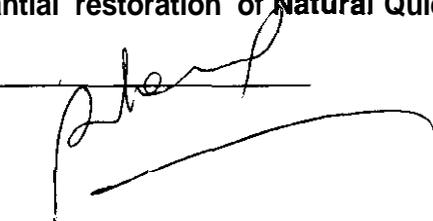
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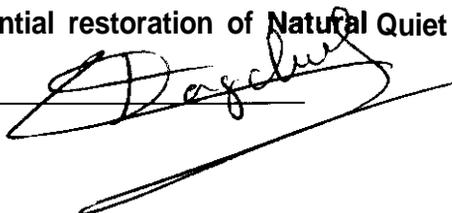
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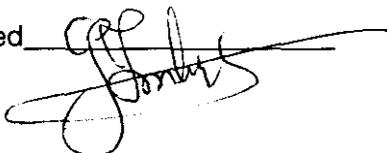
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U.S. Department of Transportation Dockets
400 Seventh St SW
Washington, DC, 20590

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Docket No. FAA-99-5927
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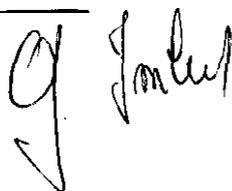
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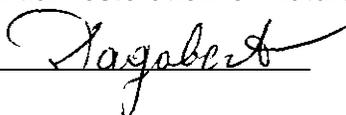
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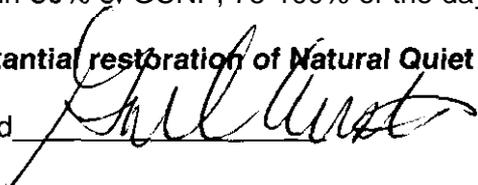
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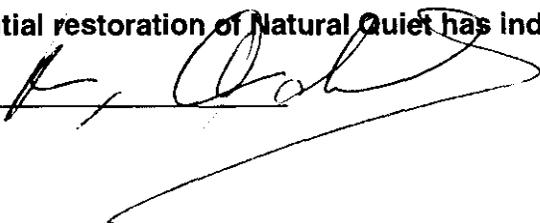
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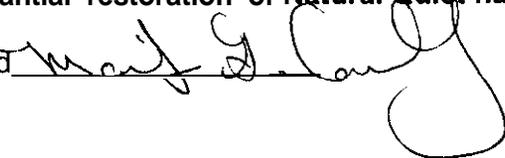
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