

**AIR TOUR
MANAGEMENT PLAN
GOLDEN GATE NATIONAL RECREATION AREA
MUIR WOODS NATIONAL MONUMENT
SAN FRANCISCO MARITIME NATIONAL HISTORICAL PARK
POINT REYES NATIONAL SEASHORE**

SUMMARY

This Air Tour Management Plan (ATMP) provides the terms and conditions for commercial air tours conducted over Golden Gate National Recreation Area, Muir Woods National Monument, San Francisco Maritime National Historical Park, and Point Reyes National Seashore (Parks) pursuant to the National Parks Air Tour Management Act (Act) of 2000.

1.0 INTRODUCTION

The Act requires that commercial air tour operators conducting or intending to conduct commercial air tours over a unit of the National Park System apply to the Federal Aviation Administration (FAA) for authority before engaging in that activity. The Act further requires that the FAA in cooperation with the National Park Service (NPS) establish an ATMP for each National Park System unit for which one or more applications has been submitted, unless that unit is exempt from this requirement.¹ On March 4, 2021, NPS notified FAA that an air tour management plan was necessary to protect Muir Woods National Monument resources and values and withdrew the exemption for the Park.

The objective of this ATMP is to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tours on natural and cultural resources, visitor experiences and tribal lands.

2.0 APPLICABILITY

This ATMP applies to all commercial air tours over the Parks and commercial air tours within ½ mile outside the boundary of the Parks, as depicted in Figure 1 below. A commercial air tour subject to this ATMP is any flight, conducted for compensation or hire in a powered aircraft where a purpose of the flight is sightseeing over the Parks, during which the aircraft flies:

- (1) Below 5,000 feet above ground level (except solely for the purposes of takeoff or landing, or necessary for safe operation of an aircraft as determined under the

¹ The Act provides an exemption to the ATMP requirement for parks with 50 or fewer commercial air tour operations each year unless the exemption is withdrawn by the Director of NPS. *See* 49 U.S.C. § 40128(a)(5). As an alternative to an ATMP, the agencies also have the option to prepare a voluntary agreement for the Parks.

rules and regulations of the FAA requiring the pilot-in-command to take action to ensure the safe operation of the aircraft); or

(2) Less than one mile laterally from any geographic feature within the Parks (unless more than ½-mile outside the boundary of the Parks).

See 14 CFR § 136.33(d).

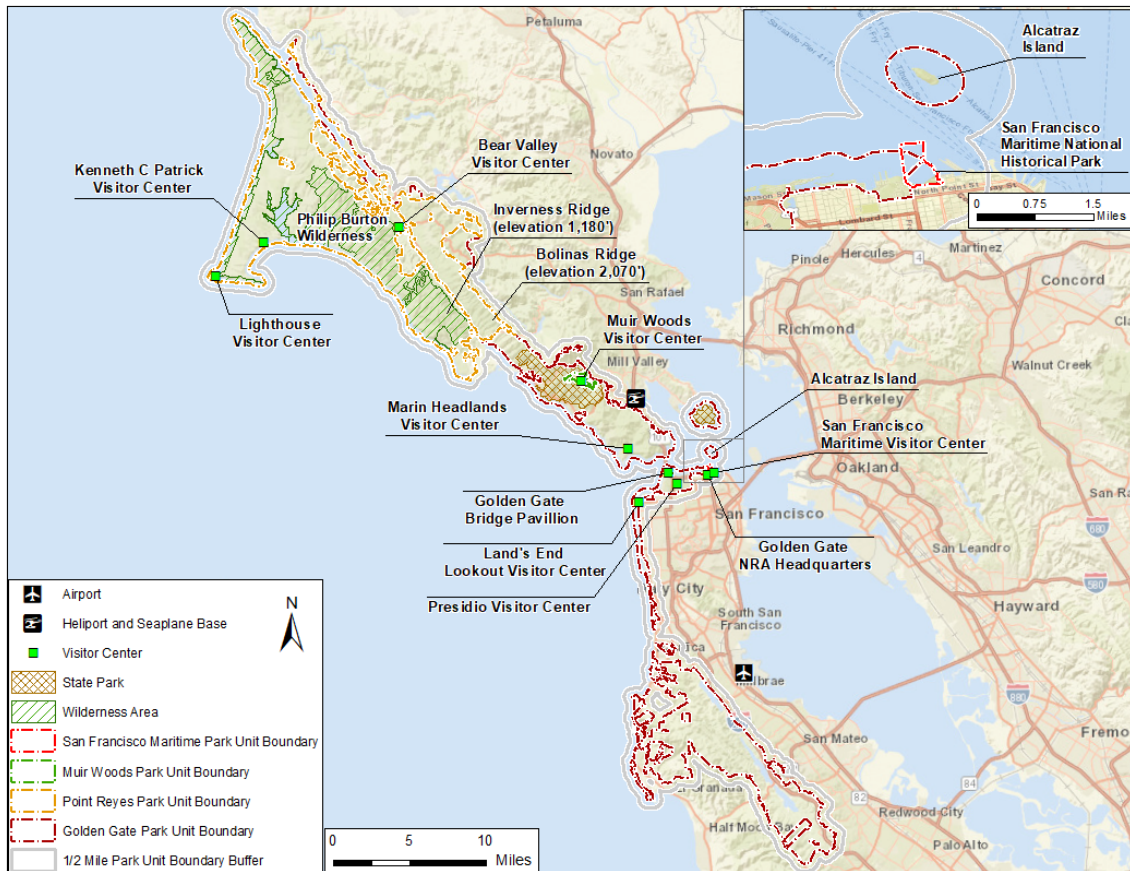


Figure 1. Map of area subject to this ATMP for Golden Gate National Recreation Area, Muir Woods National Monument, San Francisco Maritime National Historical Park, and Point Reyes National Seashore. An expanded view of the park area can be found in Appendix B.

2.1 Overview of the Parks

Golden Gate National Recreation Area is composed of more than 80,000 acres of land spread across numerous park sites, many of which are in urban San Francisco and includes tidal and submerged lands to 0.25 miles offshore in portions of Marin and San Francisco Counties. Marine boundaries are shared with the Greater Farallones National Marine Sanctuary. The Golden Gate Bridge, constructed in the 1930s, is the most recognizable landmark in the region. The recreation area contains a variety of cultural and natural features for visitors to enjoy, including Alcatraz Island and Crissy Field. The park's historic and cultural assets chronicle centuries of overlapping history, with themes such as California Indian culture, the frontier of the Spanish empire, the California Gold

Rush, the evolution of American coastal fortifications, World War II, Buffalo Soldiers, and the growth of modern-day San Francisco.

The park protects 19 separate ecosystems and numerous watersheds. It is also home to more than 1,250 plant and animal species, including 37 threatened and endangered species such as the threatened northern spotted owl (*Strix occidentalis caurina*). It provides sanctuary for nesting seabirds such as Brandt's cormorants (*Phalacrocorax penicillatus*) and common murrelets (*Uria aalge*), as well as peregrine falcons (*Falco peregrinus*) which are gradually recovering in the San Francisco Bay Area. It also provides protection for marine mammals protected under the Marine Mammal Protection Act.

The purpose of Golden Gate National Recreation Area is to offer national park experiences to a large and diverse urban population while preserving and interpreting the outstanding natural, historic, scenic, and recreational values of the park lands.

Muir Woods National Monument is in Marin County, California, just a few miles north of San Francisco. The 558-acre monument preserves one of the last remaining ancient redwood forests in the Bay Area. Some of the redwoods are nearly 1,000 years old and reach heights of more than 250 feet. Today, Muir Woods National Monument is home to more than 380 different plants and animals. Redwood Creek, the principal stream in the monument, runs clean and clear beneath the towering trees. Its waters are home to federally endangered coho salmon and threatened steelhead trout—keystone species in many Pacific ecosystems. More than 1 million visitors per year come to enjoy the monument and marvel at the redwood forest and its wildlife. Natural soundscape is a highly valued part of the visitor experience.

The purpose of Muir Woods National Monument is to preserve the primeval character and ecological integrity of the old-growth redwood forest for scientific values and inspiration.

San Francisco Maritime National Historical Park was established to preserve and interpret the history and achievements of seafaring Americans and the nation's maritime heritage, especially on the Pacific coast. The 50-acre park maintains the largest and most diverse collection of national historic landmark (NHL) ships in the United States, representing a pivotal period of maritime commerce on the West Coast as the industry shifted from sail to mechanical power. Through preservation and interpretation of historic ships, extensive museum collections, traditional maritime skills, and its San Francisco Bay setting, San Francisco Maritime National Historical Park promotes the understanding and enjoyment of the nation's West Coast maritime heritage. The park's ships and small craft provide visitors a rare opportunity to experience the sights, sounds, smells, and feel of the maritime environment, both at the pier and on the bay. People can hear the sounds of water, wildlife and maritime activities.

At Hyde Street Pier, which features a number of historic vessels, maritime structures, and exhibits, visitors can enjoy the NHL ships and watch maritime skills in action in the Shipwright and Boat Shops. The pathways of the Aquatic Park National Historic Landmark District lead to the Maritime Museum, a striking, Streamline Moderne

building and filled with 1930s Works Progress Administration artwork. Outside the bathhouse, the Aquatic Park cove and beach are protected by the curved Municipal Recreational Pier. The park's extensive collection of artifacts, books, oral histories, photographs, vessel plans, documents, and other archival materials are located at the Maritime Research Center.

Point Reyes National Seashore encompasses more than 71,000 acres of beaches, coastal cliffs and headlands, marine terraces, coastal uplands, and forests and includes all tide and submerged lands to 0.25 miles offshore. The park administers an additional 15,000 acres of the North District of Golden Gate National Recreation Area, including all NPS lands north of Bolinas-Fairfax Road, under a regional directive for management. Within the park boundary are two no-take state marine reserves, three special closure areas, and three state marine conservation areas. Marine boundaries are shared with the Greater Farallones National Marine Sanctuary, and Cordell Bank National Marine Sanctuary is situated further offshore.

Twenty-eight threatened and endangered species are present within the park's boundary, including the threatened northern spotted owl. The park provides sanctuary for marine mammals such as the harbor seal, supports more than 900 plant species, about 17% of the California flora, and more than 490 species of birds have been recorded in the park, representing 52% of the species of avian fauna of North America.

The human history of the Point Reyes peninsula extends to more than 5,000 years ago and includes the long history of the Coast Miwok people, a relationship which continues to this day. More than 120 archeological sites representing Coast Miwok history and culture have been identified within the park and have yielded some of the most significant information on California Indian history in the San Francisco Bay region. The park has about 400 historic structures including the historic Point Reyes Lighthouse built in 1870 and two national historic landmarks—the Point Reyes Lifeboat Station and the Drakes Bay Historic and Archaeological District.

Approximately 18,000 acres of Point Reyes National Seashore is currently under agricultural production within the pastoral zone. In the North District of Golden Gate National Recreation Area an additional 10,000 acres is currently used for grazing. The park also includes two ranching historic districts, listed in the National Register – the Olema Valley Dairy Ranches Historic District and the Point Reyes Peninsula Dairy Ranches Historic District.

The almost 33,000-acre Phillip Burton Wilderness offers an extraordinary opportunity for solitude and unconfined recreation in untrammelled terrestrial and marine environments and includes one of only two marine wilderness areas in the national park system.

Point Reyes National Seashore was established for public benefit and inspiration, and protects a rugged and wild coastal peninsula and surrounding waters, connecting native ecosystems, enduring human history and recreational, scientific, and educational opportunities.

Management objectives. The following management objectives for the Parks relate to the development of this ATMP:

- Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, and Muir Woods National Monument: Protect wildlife and wildlife habitat, including known nesting areas and marine mammal haul outs and protect soundscapes.
- Point Reyes National Seashore: Protect wilderness character; protect wildlife and wildlife habitat, including known nesting areas and marine mammal haul outs.

3.0 CONDITIONS FOR THE MANAGEMENT OF COMMERCIAL AIR TOUR OPERATIONS AT THE PARK

3.1 Annual Commercial Air Tours Authorized

Under this ATMP 2,548 commercial air tours per year are authorized. Of these, 143 commercial air tours may fly over Point Reyes National Seashore. No helicopter air tours are authorized over Point Reyes National Seashore. No commercial air tours are authorized over Muir Woods National Monument.

Appendix A identifies the operators authorized to conduct commercial air tours and annual flight allocations.

3.2 Commercial Air Tour Routes and Altitudes

Commercial air tours authorized under this ATMP shall be conducted on the routes and altitudes in Figures 2 through 5 below for each operator (Appendix B contains enlarged Figures 2 through 5). Altitude expressed in units above ground level (AGL) is a measurement of the distance between the ground surface and the aircraft. At the Parks, air tours conducted with fixed wing aircraft will fly no lower than 1,500 to 2,500 feet (ft) AGL, depending on location over the Parks, as depicted in Figures 2-5. Air tours conducted with helicopters will fly no lower than 1,000 to 1,500 ft AGL, depending on location over the Parks, as depicted in Figure 3. All commercial tours will fly no lower than 2,000 ft AGL over land-based wilderness and maintain at least 1,000 ft lateral avoidance of Alcatraz Island and 1,000 ft lateral avoidance of nesting shorebird colonies, peregrine falcon nests or marine mammal haul outs (current routes as depicted on Figure 2-5 achieve 1,000 ft lateral avoidance requirements). Except when necessary for takeoff or landing, or in an emergency or to avoid unsafe conditions, or unless otherwise authorized for a specified purpose, operators may not deviate from these routes and altitudes.

Due to the overlapping geographic locations of Golden Gate National Recreation Area and San Francisco Maritime National Historical Park all authorized air tour routes in this ATMP fly over both parks. The only authorized air tour route that flies over Point Reyes National Seashore also flies over Golden Gate National Recreation Area and San Francisco Maritime National Historical Park.

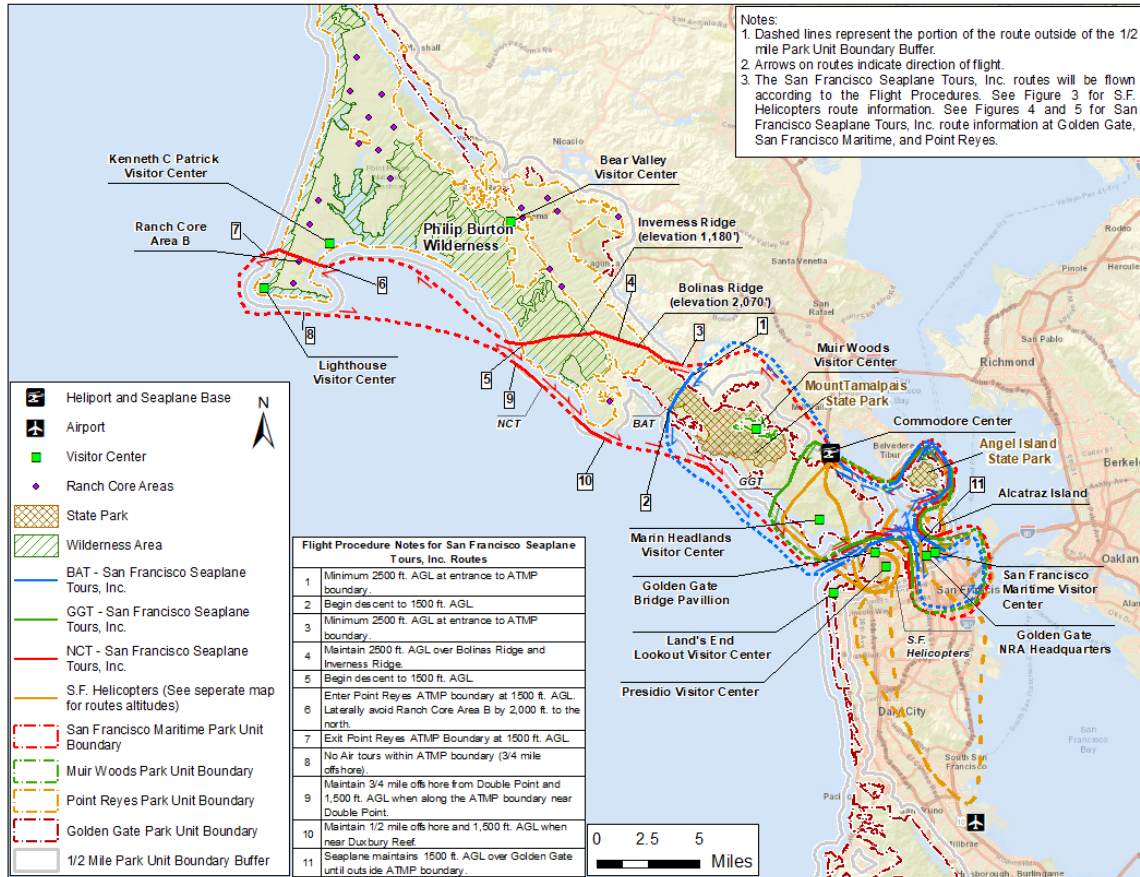


Figure 2. Commercial air tour routes at Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, and Point Reyes National Seashore

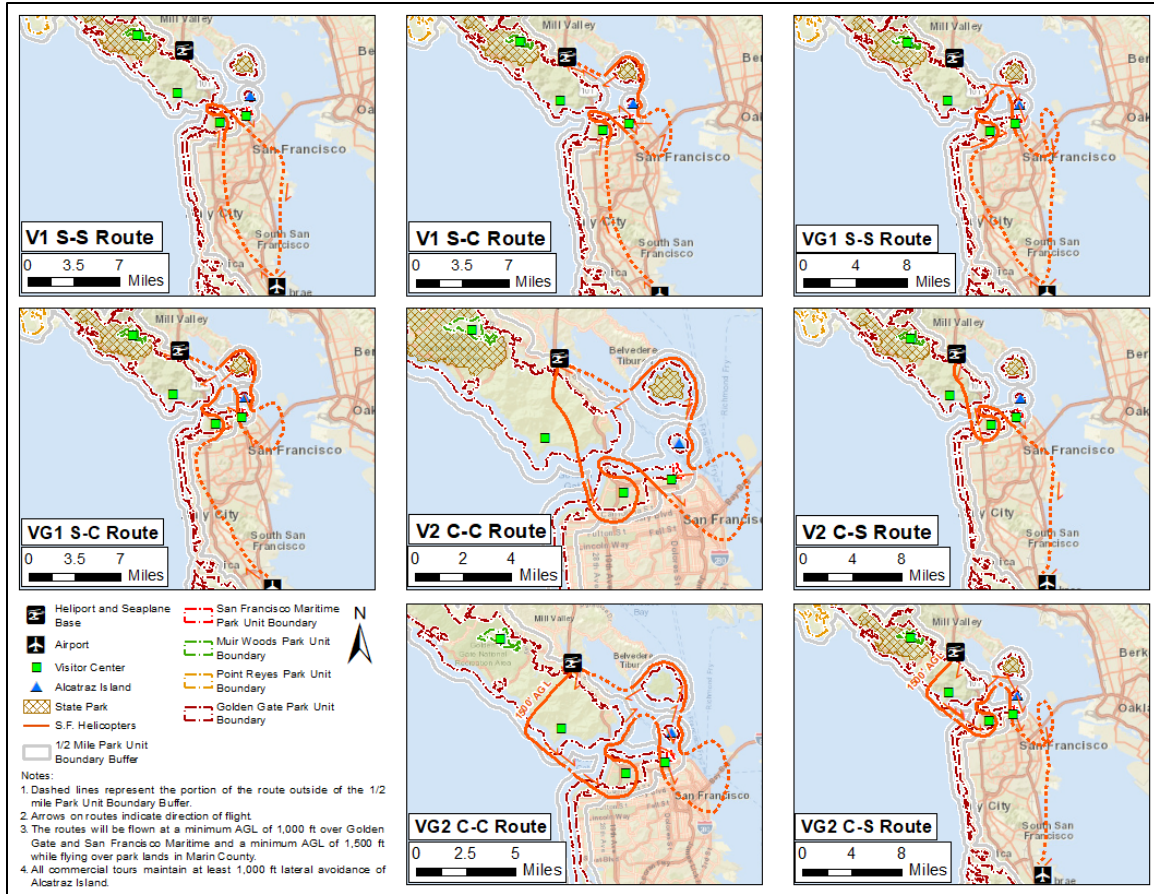


Figure 3. Commercial air tour routes for helicopters at Golden Gate National Recreation Area and San Francisco Maritime National Historical Park

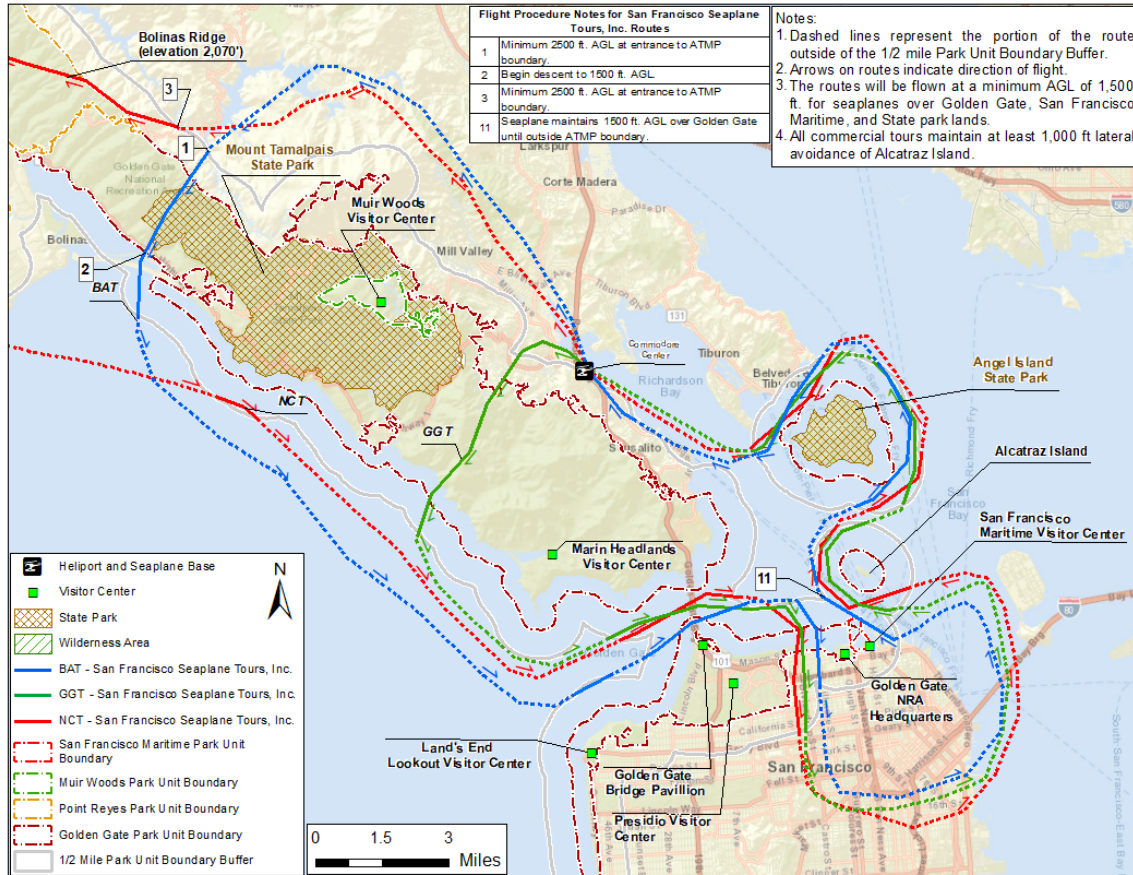


Figure 4. Commercial air tour routes for fixed wing aircraft at Golden Gate National Recreation Area and San Francisco Maritime National Historical Park

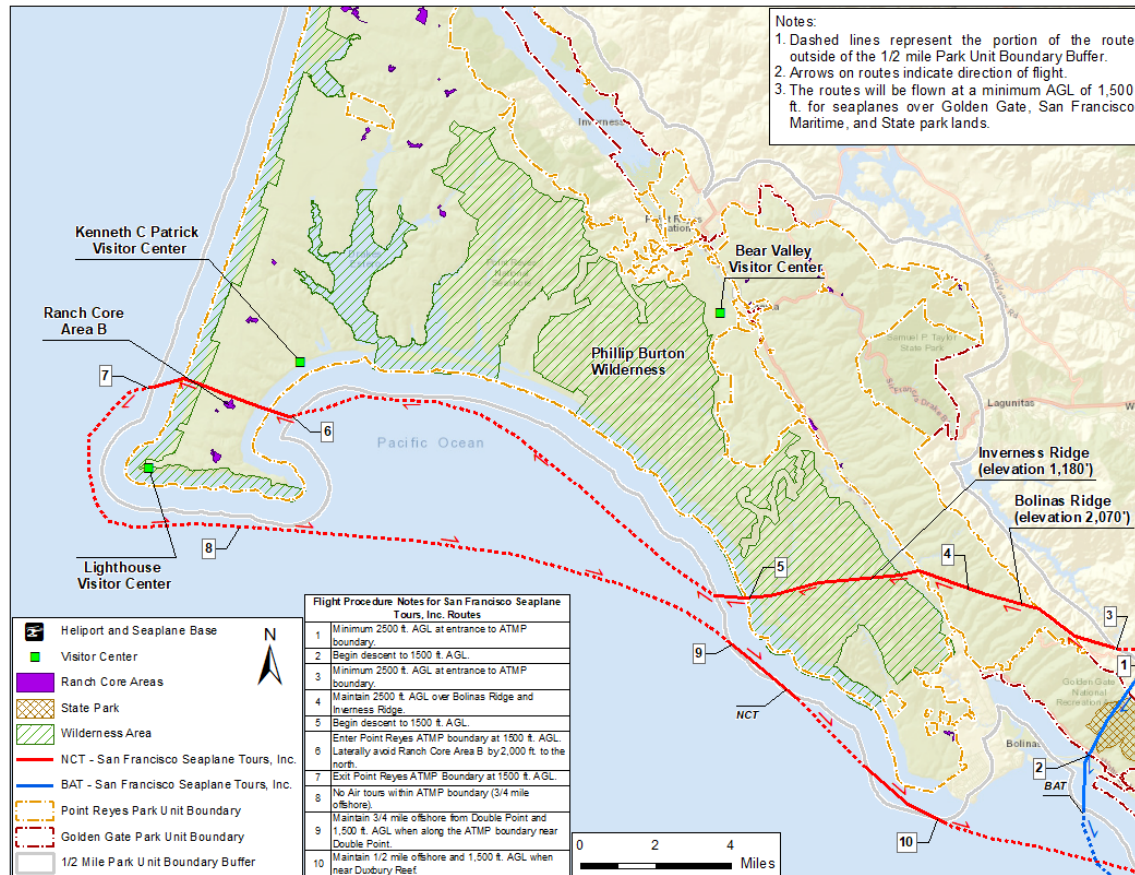


Figure 5. Commercial air tour routes at Point Reyes National Seashore

3.3 Aircraft Type

The aircraft type authorized to be used for commercial air tours is identified in Appendix A. Any new or replacement aircraft must not exceed the noise level produced by the aircraft being replaced. In addition to any other applicable notification requirements, operators will notify the FAA and the NPS in writing of any prospective new or replacement aircraft and obtain concurrence before initiating air tours with the new or replacement aircraft.

3.4 Day/Time

Except as provided in the section below entitled “Quiet Technology Incentives,” air tours may operate from 9:00 AM until 30 minutes after sunset, as defined by the National Oceanic and Atmospheric Administration (NOAA),² for tours of Golden Gate National Recreation Area and San Francisco Maritime National Historical Park, and from 12:00 PM to 5:00 PM for tours of Point Reyes National Seashore. Air tours may operate any

² Sunrise and sunset data are available from the NOAA Solar Calculator, <https://www.esrl.noaa.gov/gmd/grad/solcalc/>

day of the year, except under circumstances provided in the following section entitled “Restrictions for Particular Events.”

3.5 Restrictions for Particular Events

The NPS can establish temporary no-fly periods that apply to air tours for special events or planned park management. Absent exigent circumstances or emergency operations, the NPS will provide a minimum of 15 days written notice to the operator for any restrictions that temporarily restrict certain areas or certain times of day, or 60 days written notice to the operator for any full day restrictions. Events may include tribal ceremonies or other similar events.

3.6 Required Reporting

Operators will submit to the FAA and the NPS semi-annual reports regarding the number of commercial air tours over the Parks that are conducted by the operator. These reports will also include the flight monitoring data required under Section 5.1 of this ATMP and such other information as the FAA and the NPS may request. Reports are due to both the FAA and the NPS no later than 30 days after the close of each reporting period. Reporting periods are January 1 through June 30 and July 1 through December 31. Operators shall adhere to the requirements of any reporting template provided by the agencies.

3.7 Additional Requirements

3.7A Operator Training and Education: When made available by park staff, operators/pilots will take at least one training course per year conducted by NPS staff. The training will include park information that the operators can use to further their own understanding of park priorities and management objectives as well as enhance the interpretive narrative for air tour clients and increase understanding of parks by air tour clients. For example, trainings may include natural resources, cultural resources, or visitor use specific topics.

3.7B Annual Meeting: At the request of either of the agencies, the park staff, the local FAA Flight Standards District Office (FSDO), and the operators will meet once per year to discuss the implementation of this ATMP and any amendments or other changes to the ATMP. This annual meeting could be conducted in conjunction with any required annual training.

3.7C In-Flight Communication: For situational awareness when conducting tours of the Parks, the operators will utilize frequency 122.9 and report when they enter and depart a route. The pilots should identify their company, aircraft, and route to make any other aircraft in the vicinity aware of their position.

3.7D Daily Air Tour Allocations:

This ATMP includes restrictions on the number of air tours that the operators may conduct each day. These restrictions provide a maximum number of air tours that may be conducted on Standard Days but allow for a limited number of Flex Days

on which the maximum number of air tours allowed are slightly higher. The maximum number of air tours permitted on Standard Days and Flex Days, as well as the number of Flex Days, per operator are identified in Appendix A.

At Point Reyes National Seashore, San Francisco Seaplane Tours, Inc. may conduct one commercial air tour per day on Standard Days and two commercial air tours per day on Flex Days. Up to five Flex Days are permitted, not to exceed 143 tours per year.

3.8 Quiet Technology Incentives

This ATMP incentivizes the adoption of quiet technology aircraft by commercial air tour operators conducting commercial air tours over the Parks. Operators that have converted to quiet technology aircraft will be allowed to conduct tours beginning one hour after sunrise, as defined by NOAA, on all days that flights are authorized.³ If implementation of this incentive results in a change in existing conditions or a change in the effects of air tour noise on Park resources or visitor enjoyment, additional analysis may be required in order to ensure the continued effectiveness of the incentive.

4.0 JUSTIFICATION FOR MEASURES TAKEN

The provisions and conditions in this ATMP are designed to protect the Parks' resources and visitor experience from the effects of commercial air tours, and support NPS management objectives for the Parks.

Under the Act, the FAA granted Interim Operating Authority (IOA) for air tours over the Parks. IOA does not provide any operating conditions (e.g., routes, altitudes, time of day, etc.) for air tours other than an annual limit.

The total number of air tours authorized under this ATMP is consistent with the existing air tours reported over the Parks. It is based on the 3-year average of the total air tours reported in 2017, 2018 and 2019. The annual flight limits in this ATMP are intended to protect visitor experience, wildlife, and wilderness areas throughout the Parks by limiting the number of potential disturbances caused by commercial air tours. The ATMP does not authorize any air tours at Muir Woods National Monument which maintains the current level of air tour activity, zero tours per year, based on operator reporting, and preserves the natural soundscapes at Muir Woods.

The condition that commercial air tours fly at least 1,000 ft laterally from Alcatraz Island and 1,000 ft vertically and laterally of other areas within Golden Gate National Recreation Area and San Francisco Maritime National Historical Park is intended to protect nesting seabird colonies, peregrine falcon nests, or marine mammal haul outs. Brandt's cormorants (*Phalacrocorax penicillatus*) and common murrelets (*Uria lomvia*) are colonial nesting seabirds that are known to be sensitive to visual and noise disturbance and are protected under the Migratory Bird Treaty Act. Disturbance from overflights can

³ Sunrise data are available from the NOAA Solar Calculator, <https://www.esrl.noaa.gov/gmd/grad/solcalc/>

274 cause agitation or flushing, and even lead to nest failures. Studies of aircraft disturbance
275 to both Brandt's cormorants and common murres support a 1,000 ft AGL buffer to
276 prevent flushing, with greater distance to prevent all forms of disturbance.^{4,5,6}

277 In addition, harbor seals (*Phoca vitulina*) have a significant haul out and pupping area in
278 Bonita Cove, just adjacent to Point Bonita. Harbor seals are also sensitive to visual and
279 noise disturbance and are protected under the Marine Mammal Protection Act.
280 Disturbance at haul out sites causes seals to flush into the water, expending extra energy.
281 National Oceanic and Atmospheric Administration (NOAA) regulations for minimum
282 altitudes within the Greater Farallones National Marine Sanctuary assume that failure to
283 comply with these regulations disturbs marine mammals.⁷ The minimum altitudes
284 prescribed in this ATMP exceed the NOAA altitude requirements of 1,000 ft AGL or
285 above.

286 The condition that in certain locations the commercial air tours fly no lower than 1,500 ft
287 AGL over Golden Gate National Recreation Area and Point Reyes National Seashore is
288 consistent with avoidance recommendations for spotted owls. Noise from a fixed wing
289 aircraft at 1,500 ft AGL (DHC- 2 Beaver floatplane, 70 decibels (dB) L_{max}) is below the
290 sound-only injury threshold of 92 dB for spotted owls.⁸

291 Minimum altitudes at Point Reyes National Seashore are consistent with FAA Advisory
292 Circular 91-36D, Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas.
293 Additionally, these provisions for minimum altitudes will improve preservation of
294 wilderness character and visitor experiences on the ground by reducing the intensity of
295 air tour noise to visitors on the ground. The minimum altitudes in the specified locations
296 also exceed the aforementioned NOAA regulations for marine mammal haul outs.⁷

297 The vertical and lateral avoidance of the Core Ranch Area B and other Core Ranch Areas
298 at Point Reyes National Seashore are intended to limit sound impacts and minimize
299 disturbances to permitted dairy ranch operations and associated residential uses.

⁴ Fuller, A. R., McChesney, G.J. & R.T. Golightly. 2007. Aircraft Disturbance to Common Murres (*Uria aalge*) at a Breeding Colony in Central California, USA. *Waterbirds*, 41(3):257-267.

⁵ Capitolo, P.J., McChesney, G.J., Carter, H.R., Parker, M.W., Eigner, L.E. & Golightly, R.T. 2014. Changes in breeding population sizes of Brandt's Cormorants *Phalacrocorax penicillatus* in the Gulf of the Farallones, California, 1979–2006. *Marine Ornithology* 42: 35–48.

⁶ Rojek, N.A., Parker, M.W., Carter, H.R. & McChesney, G.J. 2007. Aircraft and vessel disturbances to Common Murres *Uria aalge* at breeding colonies in central California, 1997–1999. *Marine Ornithology* 35: 67–75.

⁷ 15 CFR § 922.82(a)(11)

⁸ Estimating the Effects of Auditory and Visual Disturbance to Northern Spotted Owls and Marbled Murrelets in Northwestern California, Arcata Fish and Wildlife Office, Arcata, CA, July 26, 2006, and Revised Northern Spotted Owl and Marbled Murrelet Disturbance Disruption Tables, August 9, 2012.

Sunrise and sunset are important times of the day for wildlife and visitor use and experience. Biologically important behaviors for many species occur during this time, such as the dawn chorus for songbirds, foraging, and communication. Wildlife viewing is often conducted during this time of day as well. Day/time restrictions have been included in this ATMP to create quiet periods of the day during which noise from commercial air tours would not impede these critical wildlife behaviors. These restrictions also allow for opportunities for visitors to enjoy natural sounds and aligns with objectives for areas throughout the Parks that are managed as wilderness. Restrictions for particular events are intended to prevent noise interruptions of NPS events or tribal practices.

Operator training and education facilitates effective implementation of the ATMP by making sure that operators remain informed regarding the requirements of this ATMP including any adaptive management measures or amendments, advances operator understanding of NPS management objectives and priorities, including noise sensitive areas, and provides opportunities to enhance the interpretive narrative for air tour clients and increases understanding of parks by air tour clients. The annual meeting will be used to review and discuss implementation of this ATMP between park staff, local FAA FSDO, and all operators and will serve to ensure that air tour operators are aware of the terms and conditions of this ATMP and are made aware of new or reoccurring concerns regarding park resources.

5.0 COMPLIANCE

On the effective date of this ATMP, all commercial air tours over the Parks must comply with the terms of this ATMP in all respects, except that operators may continue to conduct the number of air tour operations authorized under IOA as reflected in their existing Operations Specifications (OpSpecs) until such OpSpecs are modified to require compliance with this ATMP. The NPS and the FAA are both responsible for the monitoring and oversight of the ATMP. If the NPS identifies instances of non-compliance, the NPS will report such findings to the FAA's FSDO having geographic oversight for the Parks. The FSDO will investigate all reports of noncompliance. The public may also report allegations of non-compliance with this ATMP to the FSDO which may result in an investigation by the FAA.

Investigative determination of non-compliance may result in partial or total loss of authorization to conduct commercial air tours authorized by this ATMP. Any violation of OpSpecs shall be treated in accordance with FAA Order 2150.3, *FAA Compliance and Enforcement Program*.

5.1 Aircraft Monitoring Technology

Operators are required to equip all aircraft used for air tours with flight monitoring technology, use flight monitoring technology during all air tours under this ATMP, and to report flight monitoring data as an attachment to the operator's semi-annual reports. The required flight monitoring data shall be provided in a file format approved by the agencies, such as a .csv or .xlsx format. Data must include the following information for each row of data (i.e., each ping):

- Unique flight identifier
- Latitude
- Longitude
- Geometric altitude
- Tail number
- Date
- Time stamp
- Operator and Doing Business As (DBA), if different
- Aircraft type
- Aircraft model

The ping rate should be set to a maximum of 15 seconds. Operators already using aircraft equipped with flight monitoring technology shall ensure it meets the performance standards listed above or acquire and install acceptable flight monitoring technology within 180 days of the effective date of this ATMP. For aircraft not already equipped with flight monitoring technology, within 180 days of the effective date of this ATMP, operators shall equip those aircraft with suitable flight monitoring technology.

6.0 NEW ENTRANTS

For the purposes of this ATMP, a “new entrant” is a commercial air tour operator that has not been granted any operations under this ATMP or that no longer holds operations under this ATMP at the time of the application. New entrants must apply for and be granted operating authority before conducting commercial air tours over the lands and waters covered by this ATMP.

The FAA and the NPS will publish additional information for interested parties about the form and required content of a new entrant application. The FAA and the NPS will jointly consider new entrant applications and determine whether to approve such applications. Review of applications submitted prior to the effective date of this ATMP will commence within six months of the effective date. Applications submitted after that time will be considered no less frequently than every three years from the effective date of this ATMP.

If any new entrant is granted operating authority under this ATMP, the FAA will issue OpSpecs (and, if necessary, will revise OpSpecs to operators whose allocation of operating authority change due to accommodation of a new entrant) within 90 days of the publication of an amended ATMP or of the effective date of ATMP changes implemented through the adaptive management process.

7.0 COMPETITIVE BIDDING

When appropriate, the FAA and the NPS will conduct a competitive bidding process pursuant to the criteria set forth in 49 U.S.C. § 40128(a)(2)(B) and other criteria developed by the agencies. Competitive bidding may also be appropriate to address: a new entrant application; a request by an existing operator for additional operating

authority; consideration by the agencies of park-specific resources, impacts, or safety concerns; or for other reasons.

The agencies will request information necessary for them to undertake the competitive bidding process from existing operators. Failure to provide such information in a timely manner may result in the disqualification of any such operator.

Competitive bidding may necessitate an amendment to this ATMP, additional environmental review, and/or the issuance of new or revised OpSpecs. If updated OpSpecs are required, they will be issued within 90 days of the effective date of this ATMP.

8.0 ADAPTIVE MANAGEMENT

Adaptive management allows for minor modifications to this ATMP without a formal ATMP amendment if the impacts of such changes are within the impacts already analyzed by the agencies under the National Environmental Policy Act, the National Historic Preservation Act, and the Endangered Species Act. Adjustments to the number of commercial air tours allocated to individual operators as a result of the competitive bidding process and minor changes to routes, altitudes, or other operating parameters are examples of adaptive management measures that may not require a formal ATMP Amendment. Such modifications may be made if: 1) the NPS determines that they are necessary to avoid adverse impacts to park resources, values, or visitor experiences; 2) the FAA determines the need for such changes due to safety concerns; or 3) the agencies determine that appropriate, minor changes to this ATMP are necessary to address new information or changed circumstances.

9.0 AMENDMENT

This ATMP may be amended at any time: if the NPS, by notification to the FAA, determines that the ATMP is not adequately protecting park resources and/or visitor enjoyment; if the FAA, by notification to the NPS and the operator, determines that the ATMP is adversely affecting aviation safety and/or the national aviation system; or, if the agencies determine that appropriate changes to this ATMP are necessary to address new information or changed circumstances that cannot be addressed through adaptive management.

The FAA and the NPS will jointly consider requests to amend this ATMP from interested parties. Requests must be made in writing and submitted to both the FAA and the NPS. Requests must also include justification that includes information regarding how the requested amendment: is consistent with the objectives of this ATMP with respect to protecting park resources, tribal lands, or visitor use and enjoyment; and would not adversely affect aviation safety or the national aviation system. The FAA will publish additional information for interested parties about the form and manner for submitting a request.

419 Increases to the total number of annual air tours authorized under this ATMP resulting
420 from accommodation of a new entrant application or a request by an existing operator
421 will require an amendment to this ATMP.

422 Notice of all Amendments to this ATMP will be published in the Federal Register for
423 notice and comment.

424 **10.0 CONFORMANCE OF OPERATIONS SPECIFICATIONS**

425 New OpSpecs that incorporate the operating parameters set forth in this ATMP will be
426 issued within 90 days of the effective date of this ATMP.

427 **11.0 EFFECTIVE DATE**

428 This ATMP is effective [date].

429

<INSERT name>, Superintendent
Golden Gate National Recreation
Area and Muir Woods National
Monument
National Park Service

<INSERT name>, <INSERT title>
<INSERT name of FAA office>
Federal Aviation Administration

<INSERT name>, Superintendent
San Francisco Maritime National
Historical Park
National Park Service

<INSERT name>, Superintendent
Point Reyes National Seashore
National Park Service

<INSERT name>, Regional
Director
Unified Interior Region 10:
California-Great Basin
National Park Service

<INSERT name>, Associate
Director
Natural Resource Stewardship and
Science Directorate
National Park Service

APPENDIX A

1.0 COMMERCIAL AIR TOUR ALLOCATIONS

Table 1 provides allocations of the annual operations along with authorized aircraft type by operator.

Table 1. Air Tour Operations and Aircraft Type by Operator

Air Tour Operator	Annual Operations	Daily Operations	Aircraft Type
San Francisco Helicopters, LLC	For routes that go through Golden Gate National Recreation Area and San Francisco Maritime National Historical Park: 1,280	No set limit	BHT-407-407, BHT-427-427
San Francisco Seaplane Tours, Inc.	For routes that go through Golden Gate National Recreation Area and San Francisco Maritime National Historical Park: 1,125 For routes that go through Golden Gate National Recreation Area, San Francisco Maritime National Historical Park, and Point Reyes National Seashore: 143	Golden Gate National Recreation Area and San Francisco Maritime National Historical Park: No set limit Point Reyes National Seashore: 1 tour per day up to 143 days per year, or 1 tour per day with up to 5 flex days that allow 2 tours per day not to exceed 143 tours per year.	DHC-2-MKI

2.0 DAY/TIME RESTRICTIONS

Table 2 lists the time-of-day and day-of-week operating parameters.

Table 2. Air Tour Time-of-Day and Day-of-Week Restrictions by Operator – GOGA/SAFR

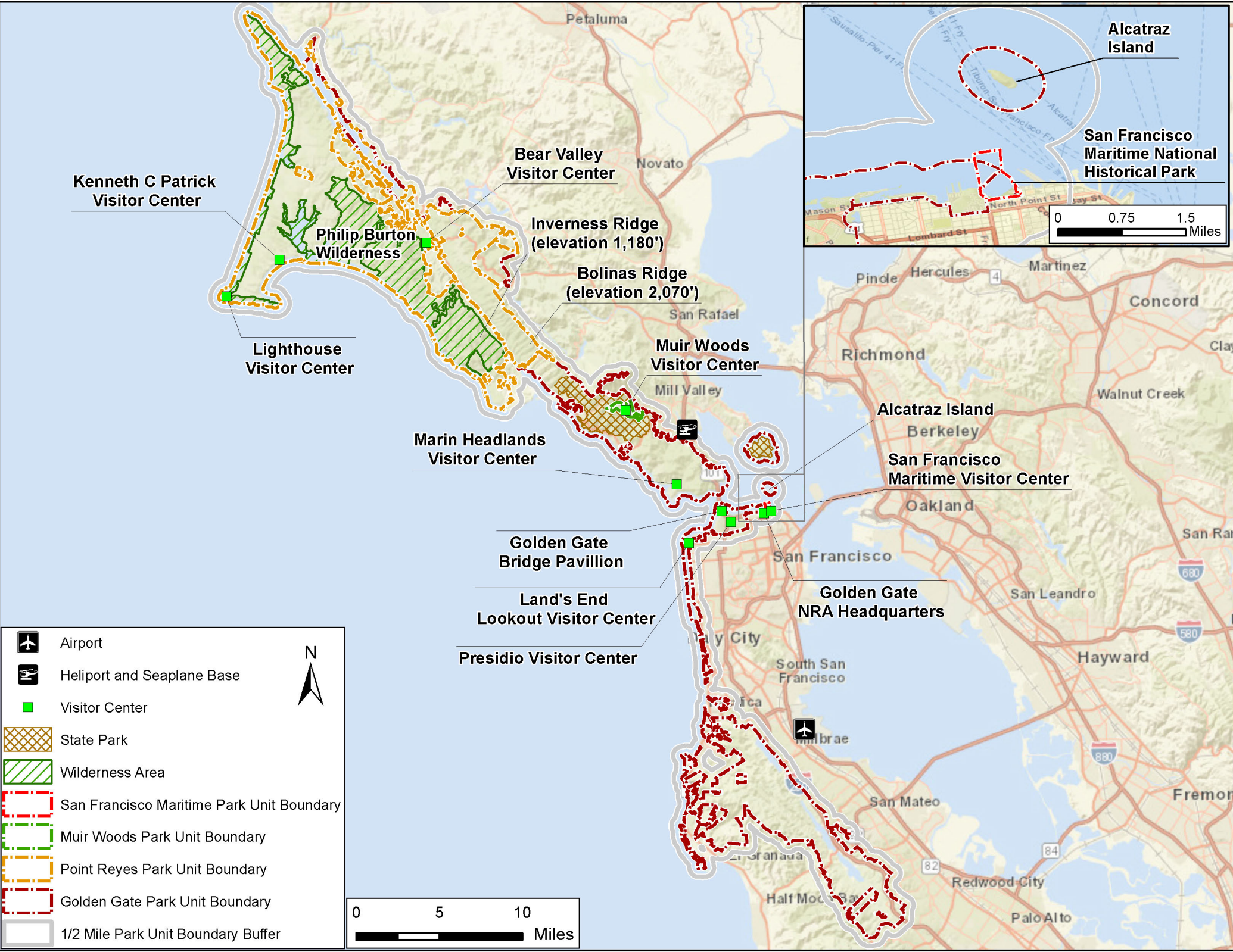
Air Tour Operator	Time-of-Day	Day-of-Week
San Francisco Helicopters, LLC	Golden Gate National Recreation Area and San Francisco Maritime National Historical Park: Tours may operate from 9:00 AM until 30 minutes after sunset.	The NPS can establish temporary no-fly periods that applies to air tours for special events or planned park management.
San Francisco Seaplane Tours, Inc.	Golden Gate National Recreation Area and San Francisco Maritime National Historical Park: Tours may operate from 9:00 AM until 30 minutes after sunset. Point Reyes National Seashore: 12:00 PM to 5:00 PM	The NPS can establish temporary no-fly periods that applies to air tours for special events or planned park management.

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APPENDIX B

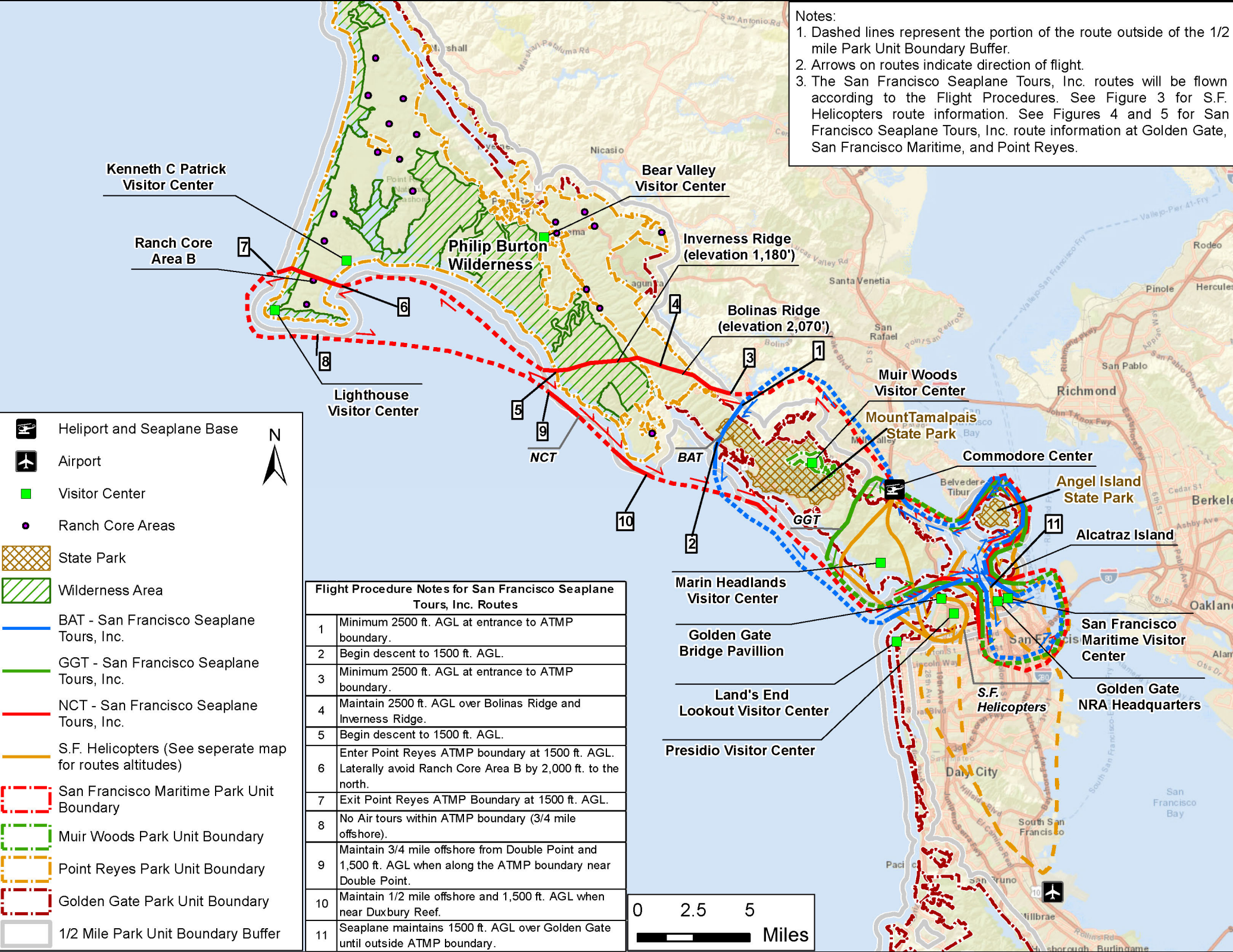
441

442 Enlarged Figures 1-5



Notes:

1. Dashed lines represent the portion of the route outside of the 1/2 mile Park Unit Boundary Buffer.
2. Arrows on routes indicate direction of flight.
3. The San Francisco Seaplane Tours, Inc. routes will be flown according to the Flight Procedures. See Figure 3 for S.F. Helicopters route information. See Figures 4 and 5 for San Francisco Seaplane Tours, Inc. route information at Golden Gate, San Francisco Maritime, and Point Reyes.

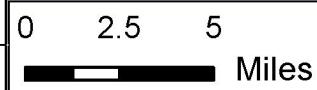


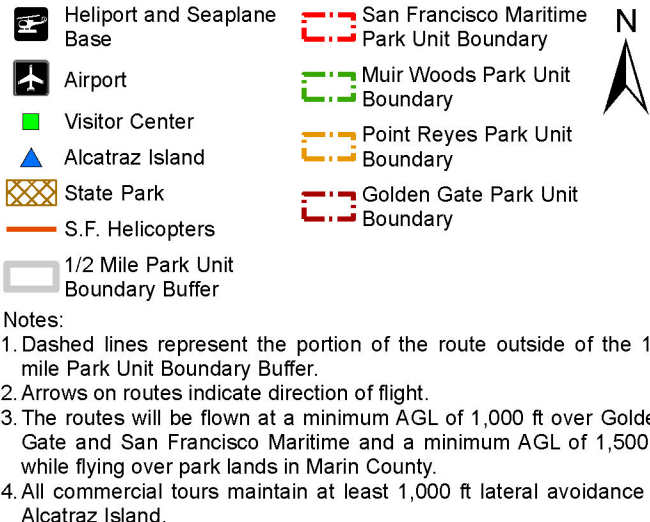
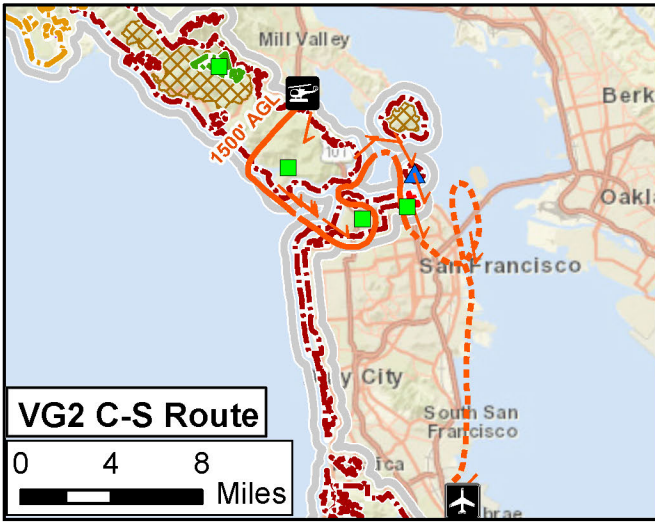
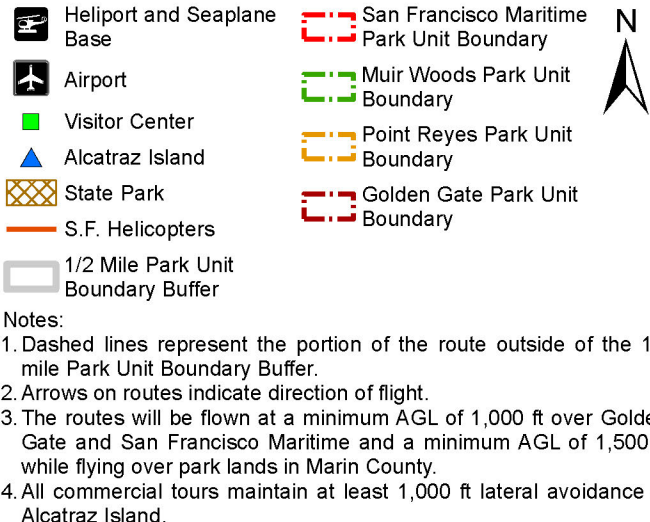
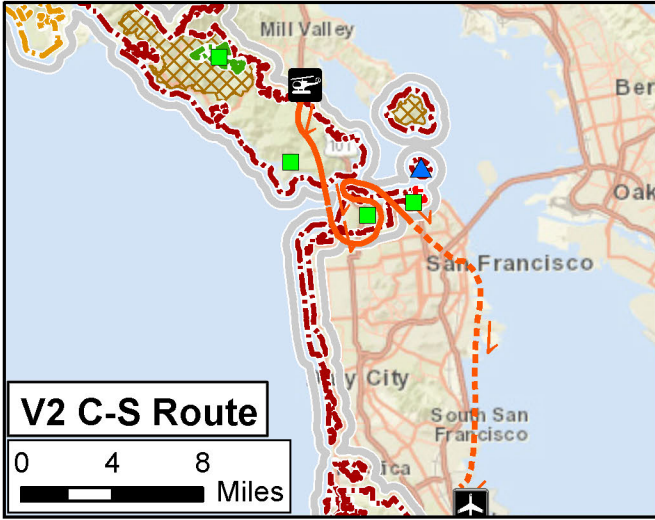
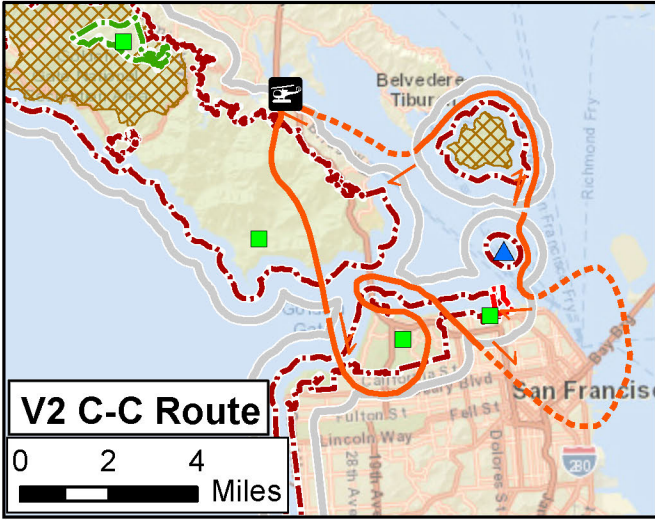
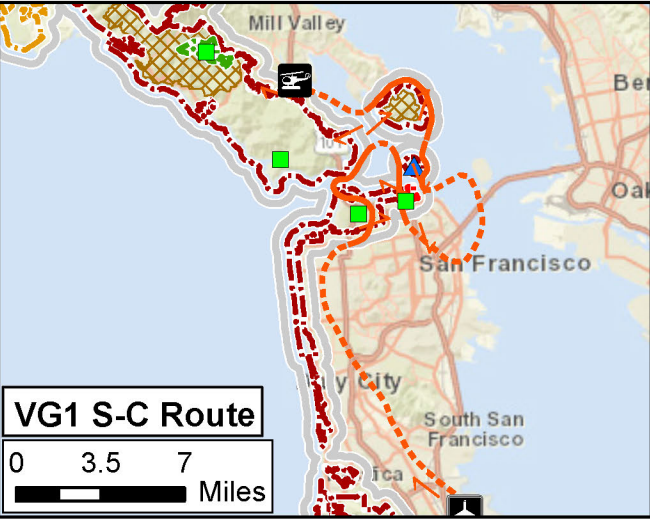
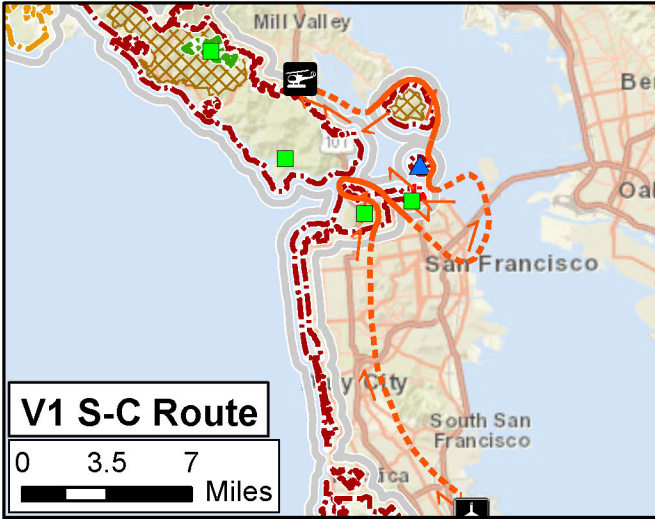
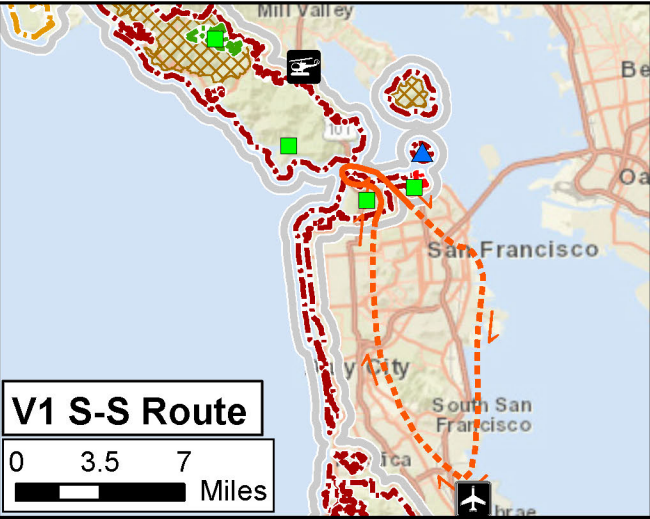
Heliport and Seaplane Base
 Airport
 Visitor Center
 Ranch Core Areas
 State Park
 Wilderness Area

BAT - San Francisco Seaplane Tours, Inc.
 GGT - San Francisco Seaplane Tours, Inc.
 NCT - San Francisco Seaplane Tours, Inc.
 S.F. Helicopters (See separte map for routes altitudes)

San Francisco Maritime Park Unit Boundary
 Muir Woods Park Unit Boundary
 Point Reyes Park Unit Boundary
 Golden Gate Park Unit Boundary
 1/2 Mile Park Unit Boundary Buffer

Flight Procedure Notes for San Francisco Seaplane Tours, Inc. Routes	
1	Minimum 2500 ft. AGL at entrance to ATMP boundary.
2	Begin descent to 1500 ft. AGL.
3	Minimum 2500 ft. AGL at entrance to ATMP boundary.
4	Maintain 2500 ft. AGL over Bolinas Ridge and Inverness Ridge.
5	Begin descent to 1500 ft. AGL.
6	Enter Point Reyes ATMP boundary at 1500 ft. AGL. Laterally avoid Ranch Core Area B by 2,000 ft. to the north.
7	Exit Point Reyes ATMP Boundary at 1500 ft. AGL.
8	No Air tours within ATMP boundary (3/4 mile offshore).
9	Maintain 3/4 mile offshore from Double Point and 1,500 ft. AGL when along the ATMP boundary near Double Point.
10	Maintain 1/2 mile offshore and 1,500 ft. AGL when near Duxbury Reef.
11	Seaplane maintains 1500 ft. AGL over Golden Gate until outside ATMP boundary.

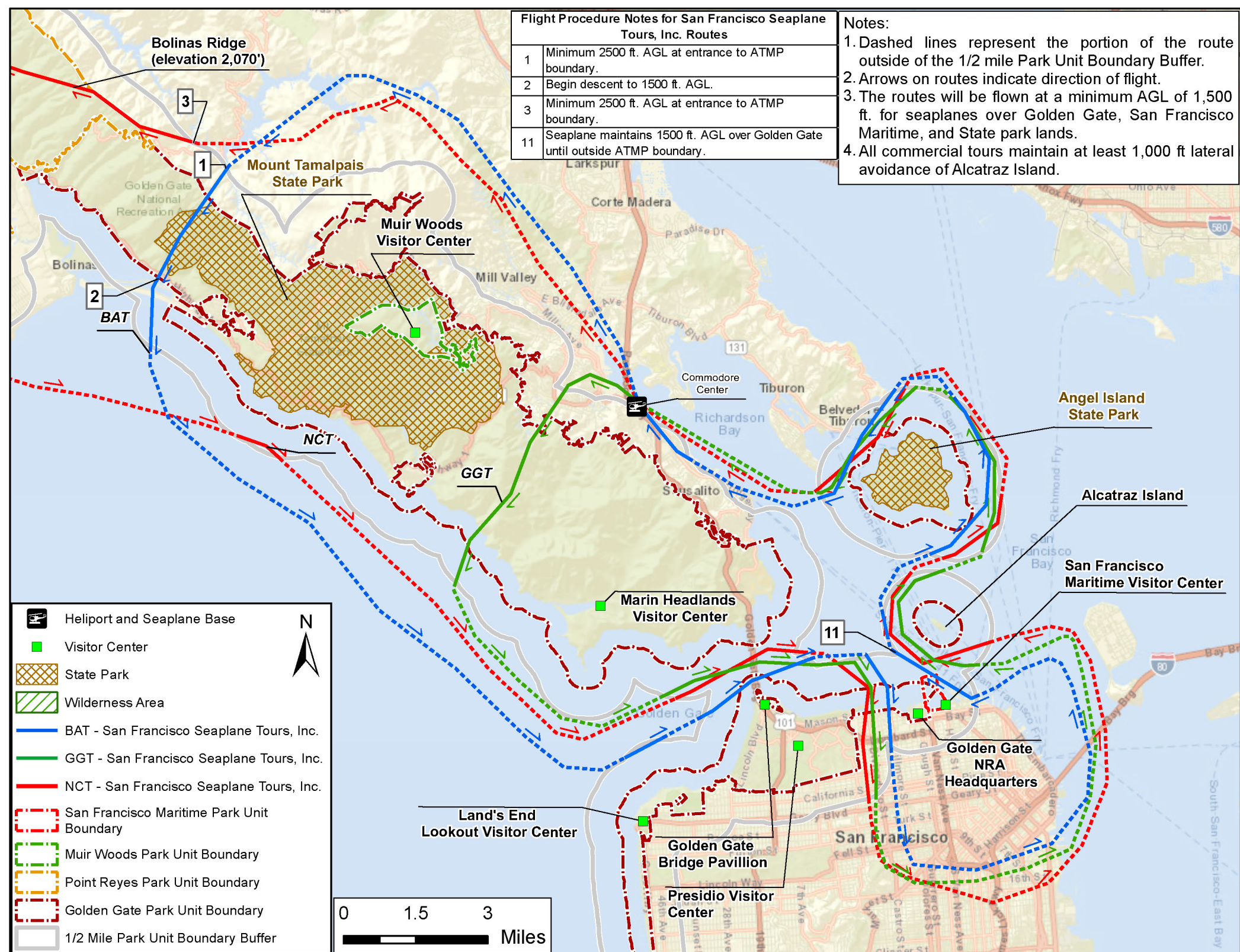




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Notes:

1. Dashed lines represent the portion of the route outside of the 1/2 mile Park Unit Boundary Buffer.
2. Arrows on routes indicate direction of flight.
3. The routes will be flown at a minimum AGL of 1,500 ft. for seaplanes over Golden Gate, San Francisco Maritime, and State park lands.
4. All commercial tours maintain at least 1,000 ft lateral avoidance of Alcatraz Island.



Notes:

1. Dashed lines represent the portion of the route outside of the 1/2 mile Park Unit Boundary Buffer.
2. Arrows on routes indicate direction of flight.
3. The routes will be flown at a minimum AGL of 1,500 ft. for seaplanes over Golden Gate, San Francisco Maritime, and State park lands.

