

**AIR TOUR  
MANAGEMENT PLAN  
GLACIER NATIONAL PARK**

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**SUMMARY**

This Air Tour Management Plan (ATMP) provides the terms and conditions for commercial air tours conducted over Glacier National Park (Park) 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.<sup>1</sup>

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**

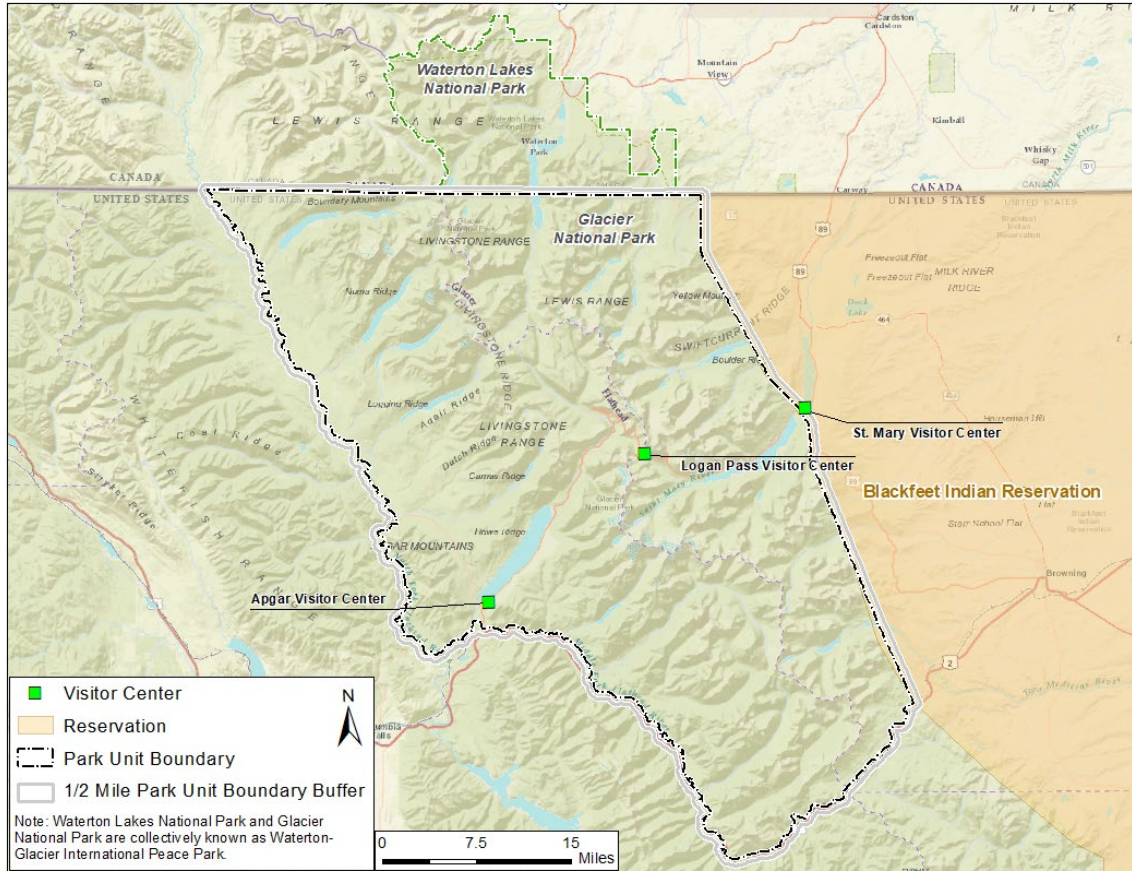
This ATMP applies to all commercial air tours over the Park and commercial air tours within ½ mile outside the boundary of the Park, as depicted in Figure 1 below. A commercial air tour subject to this ATMP is any flight, conducted for compensation or hire in a powered aircraft where a purpose of the flight is sightseeing over the Park, 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 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 Park (unless more than ½-mile outside the Park boundary).

*See* 14 CFR § 136.33(d).

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<sup>1</sup> 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to the ATMP requirement for parks with 50 or fewer commercial air tour operations each year unless the exemption is withdrawn by the Director of NPS.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 Park.



32  
33 **Figure 1.** Map of area subject to this ATMP for Glacier National Park

34 2.1 Park Overview

35 The Park preserves the scenic glacially carved landscape, wildlife, natural processes, and  
 36 cultural heritage at the heart of the Crown of the Continent for the benefit, enjoyment,  
 37 and understanding of the public. The Park consists of 1,013,839 acres in northern  
 38 Montana and is bordered to the north by Waterton Lakes National Park in Canada.  
 39 Together both parks were legislated as the world’s first International Peace Park in 1932  
 40 and are named Waterton-Glacier International Peace Park. The parks are designated  
 41 together as a World Heritage Site and the world’s first Transboundary International Dark  
 42 Sky Park. They are designated separately as International Biosphere Reserves. The Park  
 43 lies on the North American Continental Divide, and represents one of the largest, most  
 44 intact ecosystems in North America. It lies at the center of the Crown of the Continent  
 45 Ecosystem, almost 18 million acres. The vast majority of the Park (927,550 acres  
 46 representing 91% of the Park) is recommended wilderness and, pursuant to the 2006 NPS  
 47 Management Policies, is managed in accordance with the Wilderness Act.

48 The Park attracts more than three million annual visitors from all over the world. Most  
 49 visitation occurs during the summer. Notable visitor attractions include driving the  
 50 Going-to-the-Sun Road, visiting the three valleys with glacial lakes, as well as  
 51 experiencing the Park’s approximately 735 miles of trails that penetrate the backcountry  
 52 and interweave and connect all sections of the Park.

53 The Park protects important habitat for numerous sensitive and/or endangered species  
54 including the Federally-listed grizzly bear and Canada lynx, as well as bighorn sheep,  
55 mountain goat, wolverine, black bear, wolves, bald eagle, golden eagle, peregrine falcon,  
56 and loons. Core habitat for grizzly bears, as defined by the Interagency Grizzly Bear  
57 Committee,<sup>2</sup> is present in all of the Park's backcountry areas. Grizzly bear habitat  
58 throughout the Park includes denning sites and food congregation sites, including sites  
59 that do not provide cover (e.g., high elevation moth foraging sites). The Park is one of  
60 the few places in the contiguous 48 states that continues to support natural populations of  
61 all indigenous carnivores and most of their prey species.

62 The headwaters of major river systems are found within the Park, including rivers that  
63 flow to the Pacific Ocean, Gulf of Mexico, and Hudson Bay. Within the Park, the North  
64 Fork and Middle Fork of the Flathead River have received Wild and Scenic River  
65 designation. Specifically, the portion of the Middle Fork that runs along the southwest  
66 boundary of the Park along U.S. Highway 2 is designated as Recreational, while the  
67 North Fork that is the western boundary is designated as Scenic and Recreational.  
68 Management direction for the North Fork and Middle Fork of the Wild and Scenic  
69 Flathead River is to maintain their classification, protect and enhance the Outstandingly  
70 Remarkable Values (ORVs), and preserve the free-flowing conditions and water quality.<sup>3</sup>

71 The Blackfeet Indian Reservation of Montana is adjacent to the Park's eastern boundary,  
72 the Helena Lewis and Clark National Forest to the southeast, and the Flathead National  
73 Forest to the south and west. To the north, the park is bordered by Akamina-Kishinena  
74 Provincial Park to the northwest in British Columbia and Waterton Lakes National Park  
75 in Alberta directly north. Tribes attach religious or cultural significance to areas within  
76 and adjacent to the Park.

77 Additionally, the Park is a landscape filled with various types of cultural resources such  
78 as archaeological sites, historic buildings, and Native American sensitive sites.  
79 Numerous historic districts, National Historic Landmarks and National Register listed  
80 and eligible cultural resources have been identified throughout the park. Cultural  
81 landscape inventories have been completed for Going-to-the-Sun Road Historic District,  
82 Lake McDonald Lodge Historic District, Many Glacier Hotel Area, and Glacier National  
83 Park Headquarters Historic District. The periods of historic significance for each of these  
84 landscapes extends into the mid-twentieth century. Each landscape includes buildings  
85 and infrastructure to support Park management and visitation including accommodations  
86 for vehicle traffic. Specific sites within these landscapes that are considered nationally  
87 significant include, but are not limited to the following:

- 88 • Lake McDonald Lodge (National Historic Landmark; National Register Listed -  
89 1987)

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<sup>2</sup> IGBC Taskforce Report (1998): Grizzly bear/motorized access management.

<sup>3</sup> Flathead Wild and Scenic River Management Plan. August (1980); Flathead Wild and Scenic River Management Direction, amendment to Flathead National Forest Management Plan (1987); Outstandingly Remarkable Values Assessment of the Flathead River System (2013).

- 90 • Going-to-the-Sun Road (National Historic Landmark; National Register Listed -  
91 1997)
- 92 • Great Northern Railway Buildings (National Historic Landmark; National  
93 Register Listed - 1987)

94 The following Park management objectives relate to the development of this ATMP:

- 95 • Areas of the Park managed as wilderness allow visitors to have the opportunity  
96 for solitude and to experience natural sounds with few intrusions of non-natural  
97 sounds. Acoustic conditions should also allow wildlife to perceive natural sounds  
98 and not interfere with critical ecological processes.
- 99 • The classification of the Scenic segment of the Wild and Scenic North Fork of the  
100 Flathead River, the Recreational segment of the Wild and Scenic North Fork of  
101 the Flathead River, and the Recreational segment of the Wild and Scenic Middle  
102 Fork of the Flathead River is maintained and ORVs are protected and enhanced.
- 103 • As stated in the Park’s General Management Plan and subsequent planning  
104 efforts, natural sounds and visitor enjoyment are preserved by addressing noise  
105 issues, including working with FAA to phase out commercial air tours through  
106 attrition, which has been and remains a priority management objective for the  
107 Park.

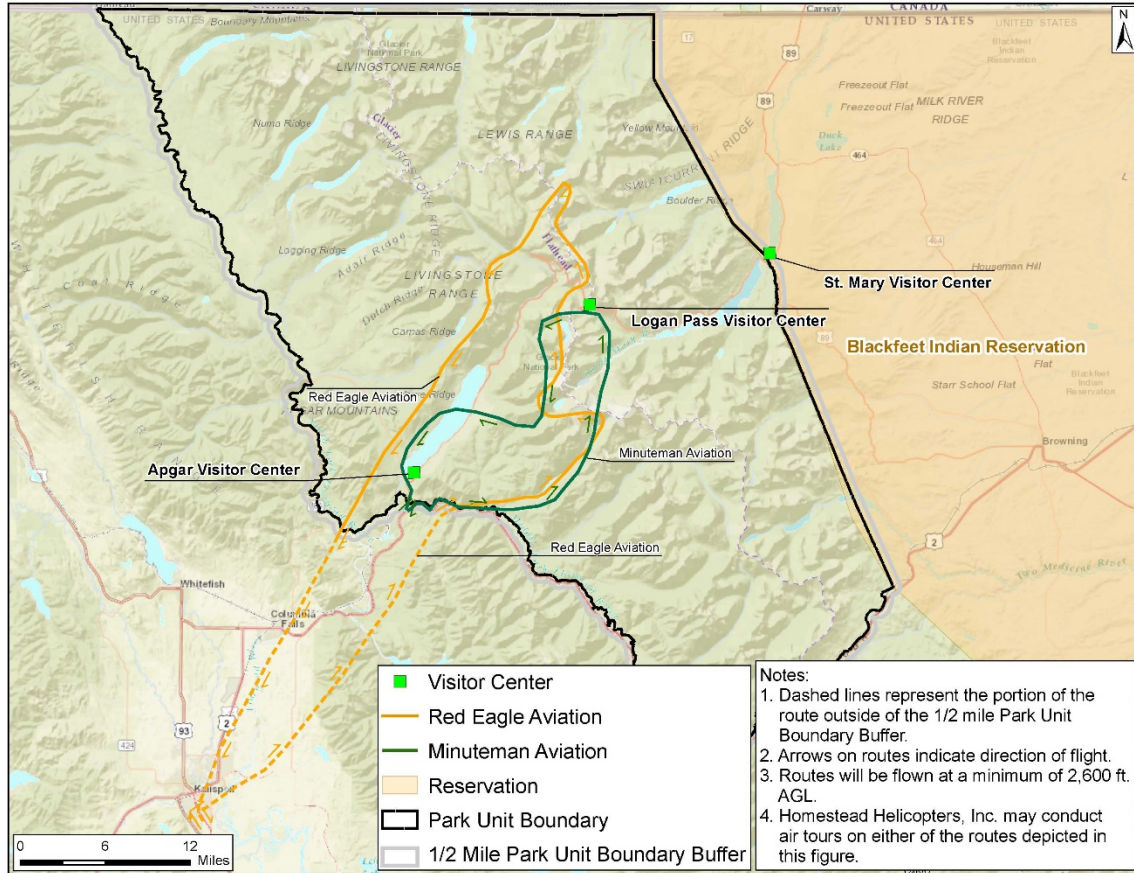
108 **3.0 CONDITIONS FOR THE MANAGEMENT OF COMMERCIAL AIR TOUR**  
109 **OPERATIONS AT THE PARK**

110 3.1 Annual Commercial Air Tours Authorized

111 Under this ATMP, 144 annual commercial air tours are authorized. Appendix A  
112 identifies the operators authorized to conduct commercial air tours and annual flight  
113 allocations.

114 3.2 Commercial Air Tour Routes and Altitudes

115 Commercial air tours authorized under this ATMP shall be conducted on the routes and  
116 altitudes in Figure 2 below for each operator (Appendix B contains an enlarged Figure 2).  
117 Altitude expressed in units above ground level (AGL) is a measurement of the distance  
118 between the ground surface and the aircraft. At the Park, air tours will fly no lower than  
119 2,600 feet (ft.) AGL. Except in an emergency or to avoid unsafe conditions, or unless  
120 otherwise authorized for a specified purpose, operators may not deviate from these routes  
121 and altitudes.



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**Figure 2.** Commercial air tour routes at Glacier National Park

124 3.3 Aircraft Type

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

131 3.4 Day/Time

132 Except as provided in the section below entitled “Quiet Technology Incentives,” air tours  
 133 may operate one hour after sunrise until one hour before sunset, as defined by the  
 134 National Oceanic and Atmospheric Administration (NOAA).<sup>4</sup> Air tours may operate any  
 135 day of the year, except under circumstances provided in the following section entitled  
 136 “Restrictions for Particular Events.”

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<sup>4</sup> Sunrise and sunset data are available from the NOAA Solar Calculator, <https://www.esrl.noaa.gov/gmd/grad/solcalc/>

137 3.5 Restrictions for Particular Events

138 The NPS can establish temporary no-fly periods that apply to air tours for special events  
139 or planned Park management. Absent exigent circumstances or emergency operations,  
140 the NPS will provide a minimum of two weeks' notice to the operators in writing in  
141 advance of the no-fly period. Events may include, but are not limited to, tribal traditional  
142 activities or other similar events.

143 3.6 Required Reporting

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

152 3.7 Additional Requirements

153 3.7A Operator Training and Education: When made available by Park staff,  
154 operators/pilots will be invited to attend an annual springtime interpretive training  
155 and education event the Park hosts for concessionaires. The training will include  
156 the Park information that operators can use to further their own understanding of  
157 Park priorities and management objectives as well as enhance the interpretive  
158 narrative for air tour clients and increase understanding of parks by air tour  
159 clients.

160 3.7B Annual Meeting: At the request of either of the agencies, the Park staff, the  
161 local FAA Flight Standards District Office (FSDO), and all operators will meet  
162 once per year to discuss the implementation of this ATMP and any amendments  
163 or other changes to the ATMP.

164 3.7C In-Flight Communication: For situational awareness when conducting  
165 commercial air tours of the Park, the operators will utilize frequency 122.9 and  
166 report when they enter and depart a route. The pilots will identify their company,  
167 aircraft, and route to make any other aircraft in the vicinity aware of their  
168 position.

169 3.7D Wildlife Avoidance: Once operators become aware (through visual  
170 identification, communication from the NPS or other federal agencies, state or  
171 tribal agencies, or through other means) of Canada lynx or grizzly bear, operators  
172 are required to avoid these areas by lateral movements or altitude increases and  
173 are required to inform the NPS and FSDO of this information. Once the NPS and  
174 FSDO are made aware of these locations, the agencies will advise the operator(s)  
175 as to the lateral or altitude adjustments required and inform the operator(s) on the  
176 length of time (e.g., seasonal or other time-bound basis) these adjustments are

177 required to continue. The areas to be avoided could include open alpine meadows  
178 and talus slopes where animals will not have access to cover.

179 From January 15 to May 1, in order to prevent stress to wintering ungulates,  
180 aircraft will avoid flying low directly over ungulate herds by moving laterally ¼  
181 mile or increasing altitude 1,000 ft. above the minimum altitude identified in  
182 Section 3.2.

183 3.7E Daily Air Tour Limitation: No operator may conduct more than 3  
184 commercial air tours per day.

185 3.7F Annual Allocation Adjustment: The annual number of commercial air tours  
186 authorized under this ATMP will be automatically adjusted if an operator closes  
187 its business, sells its business, or otherwise ceases operations by reducing the total  
188 number of authorized air tours by the number of air tours allocated to the operator  
189 that is no longer operating. Operating authority or allocations under this ATMP  
190 may not be assumed by a successor purchaser of an air tour operator's business or  
191 transferred under any other circumstances.

192 3.7G Hovering: Hovering aircraft in place or circling aircraft is prohibited.

### 193 3.8 Quiet Technology Incentives

194 This ATMP incentivizes the adoption of quiet technology aircraft by commercial air tour  
195 operators conducting commercial air tours over the Park. Operators that have converted  
196 to quiet technology aircraft will be allowed to conduct tours beginning at sunrise or  
197 ending at sunset on all days that flights are authorized. If implementation of this  
198 incentive results in a change in existing conditions or a change in the effects of air tour  
199 noise on Park resources or visitor enjoyment, additional analysis may be required in order  
200 to ensure the continued effectiveness of the incentive.

## 201 **4.0 JUSTIFICATION FOR MEASURES TAKEN**

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

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

208 The preservation of natural sounds, protection of natural and cultural resources,  
209 wilderness character, and preserving visitor experience by addressing noise issues are  
210 priority NPS management objectives for the Park. They include working with FAA to  
211 phase out commercial air tours through attrition. Several measures are taken in this  
212 ATMP to protect noise sensitive resources and the visitor experience at the park as an  
213 interim step towards this Park management objective. A major complaint that the NPS  
214 receives from visitors at the Park is the intrusion that overflights have on opportunities  
215 for solitude, hearing natural sounds, and views without aircraft within the Park. Over the

216 years, the NPS has received in excess of 1,000 visitor complaints related to these  
217 concerns from visitors at the Park. The daily operation limits included in this ATMP are  
218 intended to reduce the number of intrusions of non-natural sounds across the Park to  
219 protect visitor experience.

220 The commercial air tour routes authorized under this ATMP, and the conditions that  
221 require lateral or altitude adjustments as needed, once operators become aware of  
222 denning sites, feeding areas, or other known areas of congregation for ungulates, Canada  
223 lynx, and grizzly bear, are intended to protect portions of the Park that are considered  
224 core habitat for the Federally-listed grizzly bear, as determined by the Interagency  
225 Grizzly Bear Committee Task Force Report.<sup>5</sup> Aircraft-specific guidance from U.S.  
226 Forest Service and U.S. Fish and Wildlife Service in Montana<sup>6</sup> suggests that “helicopter  
227 use in core habitat likely results in more pronounced disturbance reaction” for grizzly  
228 bears. This guidance also notes that recurrent helicopter use could result in reduction in  
229 or loss of core habitat, and that if repeated, low-altitude flights continue into multiple  
230 seasons, the effects upon grizzly bear behavior (i.e., avoidance beyond temporary  
231 displacement) may become more long-lasting. Further, this guidance suggests focusing  
232 lower-level aircraft traffic over roads to avoid core habitat. Therefore, commercial air  
233 tour routes included in this ATMP have been concentrated over or near road corridors  
234 (e.g., Going-To-the-Sun-Road corridor) when possible to avoid impacts to core habitat  
235 for the grizzly bear. The commercial air tour routes included in this ATMP will further  
236 avoid and protect areas of the Park that are managed as primitive areas, as well as  
237 bighorn sheep and mountain goat range.

238 The condition that commercial air tours may fly no lower than 2,600 ft. AGL under this  
239 ATMP is intended to protect bald eagles and other raptors from the impacts of  
240 commercial air tours, and is consistent with the National Bald Eagle Management  
241 Guidelines (2007)<sup>7</sup> and raptor protection guidelines.<sup>8,9</sup> Nesting bald and golden eagle  
242 habitat exists throughout the Park, and nests may change locations over time. Therefore,  
243 the minimum altitude restriction extends uniformly to all routes over the Park.  
244 Additionally, this provision will improve habitat protection for other wildlife species  
245 (including bears and ungulates), preservation of wilderness character, and visitor  
246 experiences on the ground (including interpretive programming) by reducing the intensity  
247 of air tour noise to visitors and wildlife on the ground.

248 The condition that commercial air tours may not hover in place or circle, and the  
249 conditions that require lateral or altitude adjustments as needed, are intended to prevent  
250 disturbances to noise sensitive wildlife including ungulates, avian species, and the

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<sup>5</sup> IGBC Taskforce Report (1998): Grizzly bear/motorized access management.

<sup>6</sup> Guide to effects analysis of helicopter use in grizzly bear habitat (2009). Montana/Northern Idaho Level I Terrestrial Biologist Team – Forest Service and U.S. Fish and Wildlife.

<sup>7</sup> National Bald Eagle Management Guidelines (2007). U.S. Fish and Wildlife Service.

<sup>8</sup> Richardson, C. & Miller C. (1997). Recommendations for protecting raptors from human disturbance: A review. *Wildlife Society Bulletin*, 25(3), 634-638; Also see Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors (2008). Colorado Division of Wildlife.

<sup>9</sup> The peregrine falcon is protected under the Migratory Bird Treaty Act. The peregrine falcon is a state-listed Species of Concern in the State of Montana.



251 Federally-listed Canada lynx and grizzly bear. Wildlife avoidance measures are intended  
252 to minimize impacts to Canada lynx and grizzly bear, as well as prevent stress to  
253 wintering ungulates at times when these animals are already compromised due to a  
254 substantial loss in the percentage of overall body mass. Further, the prohibition of  
255 hovering in place or circling is also intended to minimize the disturbance to the visitor  
256 experience or traditional activities.

257 Sunrise and sunset are important times of the day for wildlife and visitor use and  
258 experience. Biologically important behaviors for many species occur during this time,  
259 such as the dawn chorus for songbirds and foraging and predation for many other species.  
260 Wildlife viewing by park visitors is often conducted during this time of day as well. The  
261 day/time restrictions have been included in this ATMP to protect these Park resources  
262 and values.

263 Restrictions for particular events are intended to prevent noise interruptions of Park  
264 events or tribal practices.

## 265 **5.0 COMPLIANCE**

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

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

### 280 5.1 Aircraft Monitoring Technology

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

- 287 • Unique flight identifier
- 288 • Latitude
- 289 • Longitude
- 290 • Geometric altitude

- 291 • Tail number
- 292 • Date
- 293 • Time stamp
- 294 • Operator and Doing Business As (DBA), if different
- 295 • Aircraft type
- 296 • Aircraft model

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

### 303 **6.0 NEW ENTRANTS**

304 For the purposes of this ATMP, a “new entrant” is a commercial air tour operator that has  
305 not been granted any operations under this ATMP. The management objectives of the  
306 Park include preservation of wilderness character and values, natural soundscapes,  
307 wildlife and visitor experience which supports phasing out commercial air tours through  
308 attrition, and therefore, the agencies will not consider applications from new entrant  
309 operators and will not authorize commercial air tours by a successor in interest to any of  
310 the operators identified in Table 1, by purchase, merger, or otherwise.

### 311 **7.0 COMPETITIVE BIDDING**

312 When appropriate, the FAA and the NPS will conduct a competitive  
313 bidding process pursuant to the criteria set forth in 49 U.S.C. § 40128(a)(2)(B) and other  
314 criteria developed by the agencies. Competitive bidding may also be appropriate to  
315 address: a request by an existing operator for reallocation of operating authority or  
316 consideration by the agencies of Park-specific resources, impacts, or safety concerns; or  
317 for other reasons.

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

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

### 325 **8.0 ADAPTIVE MANAGEMENT**

326 Adaptive management allows for minor modifications to this ATMP without a formal  
327 ATMP amendment if the impacts of such changes are within the impacts already  
328 analyzed by the agencies under the National Environmental Policy Act, the National

329 Historic Preservation Act, and the Endangered Species Act. Adjustments to the number  
330 of commercial air tours allocated to individual operators as a result of the competitive  
331 bidding process and minor changes to routes, altitudes, or other operating parameters are  
332 examples of adaptive management measures that may not require a formal ATMP  
333 Amendment. Such modifications may be made if: 1) the NPS determines that they are  
334 necessary to avoid adverse impacts to Park resources, values, or visitor experiences; 2)  
335 the FAA determines the need for such changes due to safety concerns; or 3) the agencies  
336 determine that appropriate, minor changes to this ATMP are necessary to address new  
337 information or changed circumstances.

338 In the event that any operator ceases operations at the Park for any reason or transfers its  
339 interest in the business entity identified in Table 1 to any other entity or individual,  
340 reference to such operator will automatically be removed from this ATMP, and the total  
341 number of annual commercial air tours authorized by this ATMP will be reduced by the  
342 number of allocations held by such operator.

### 343 **9.0 AMENDMENT**

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

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

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

### 361 **10.0 CONFORMANCE OF OPERATIONS SPECIFICATIONS**

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

### 364 **11.0 EFFECTIVE DATE**

365 This ATMP is effective [date].

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<INSERT name>, Superintendent  
Glacier National Park  
National Park Service

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

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<INSERT name>, Regional Director  
Interior Region 6, 7, 8  
National Park Service

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

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**APPENDIX A**

371 **1.0 COMMERCIAL AIR TOUR ALLOCATIONS**

372 Table 1 provides allocations of the annual operations along with authorized aircraft type  
 373 by operator. Requests for additional allocations by an existing operator that would result  
 374 in an overall increase of annual commercial air tours at the Park will not be considered.

375 **Table 1.** Air Tour Operations and Aircraft Type by Operator

Air Tour Operator	Annual Operations	Daily Operations	Aircraft Type
Homestead Helicopters, Inc.	3	Up to three flights per day	BHT-407-407
Minuteman Aviation, Inc.	5	Up to three flights per day	BHT-206-B, BHT-206-B3, BHT-206-L3, BHT-206-L4, BHT-210-210, BHT-407-407, CE-182-P
Red Eagle Aviation, Inc.	136	Up to three flights per day	BELL-206-L3, CE-206-U206E, CE-206-U206G

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377 **2.0 DAY/TIME RESTRICTIONS**

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

379 **Table 2.** Air Tour Time-of-Day and Day-of-Week Restrictions by Operator

Air Tour Operator	Time-of-Day	Day-of-Week
Homestead Helicopters, Inc.	One hour after sunrise until one hour before sunset	The NPS can establish temporary no-fly periods that applies to air tours for special events or planned Park management.
Minuteman Aviation, Inc.	One hour after sunrise until one hour before sunset	The NPS can establish temporary no-fly periods that applies to air tours for special events or planned Park management.
Red Eagle Aviation, Inc.	One hour after sunrise until one hour before sunset	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**

385 Enlarged Figure 1 and 2