

**AIR TOUR  
MANAGEMENT PLAN  
GLACIER NATIONAL PARK**

**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:

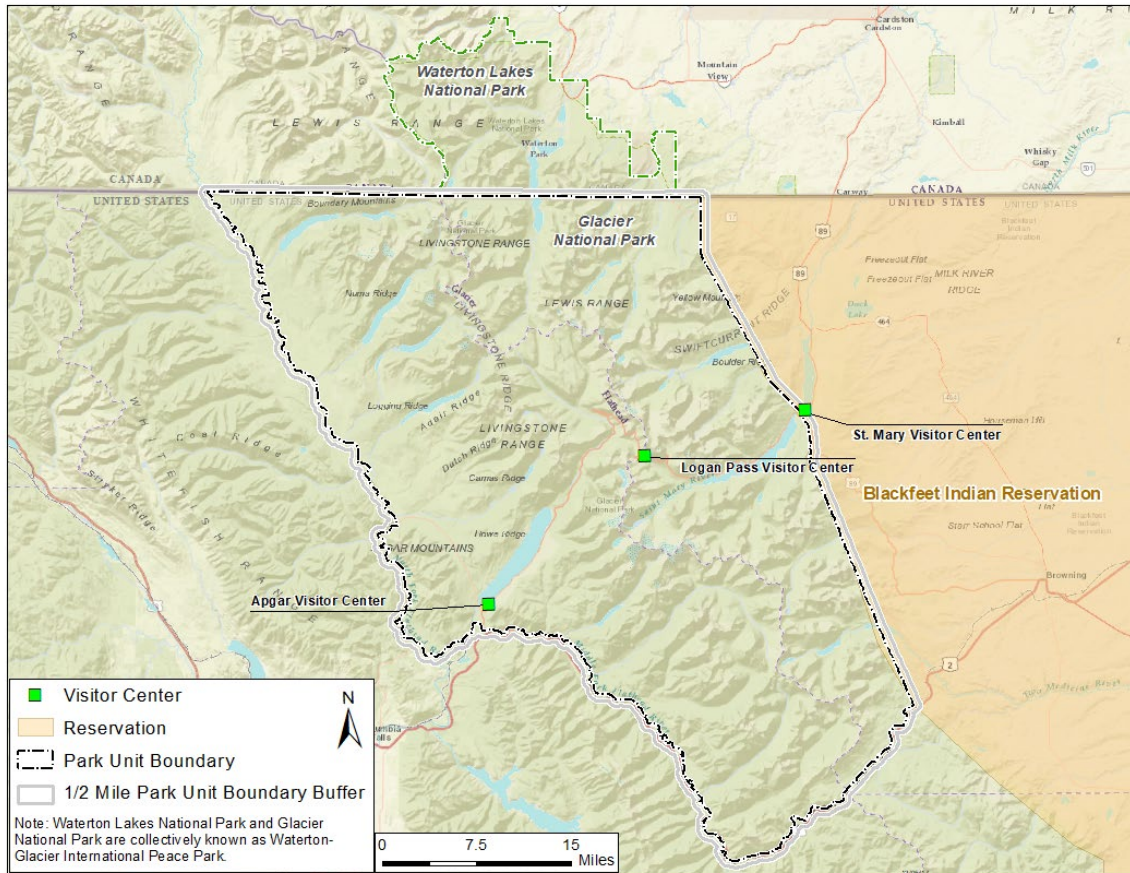
(1) Below 5,000 feet above ground level (except solely for the purposes of takeoff or landing, or necessary for safe operation of an aircraft as determined under the rules and regulations of the FAA requiring the pilot-in-command to take action to ensure the safe operation of the aircraft); or

(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to the ATMP requirement for parks with 50 or fewer commercial air tour operations each year unless the exemption is withdrawn by the Director of NPS.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.



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

## 2.1 Park Overview

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

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

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

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

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

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

- Lake McDonald Lodge (National Historic Landmark; National Register Listed - 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).

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

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

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

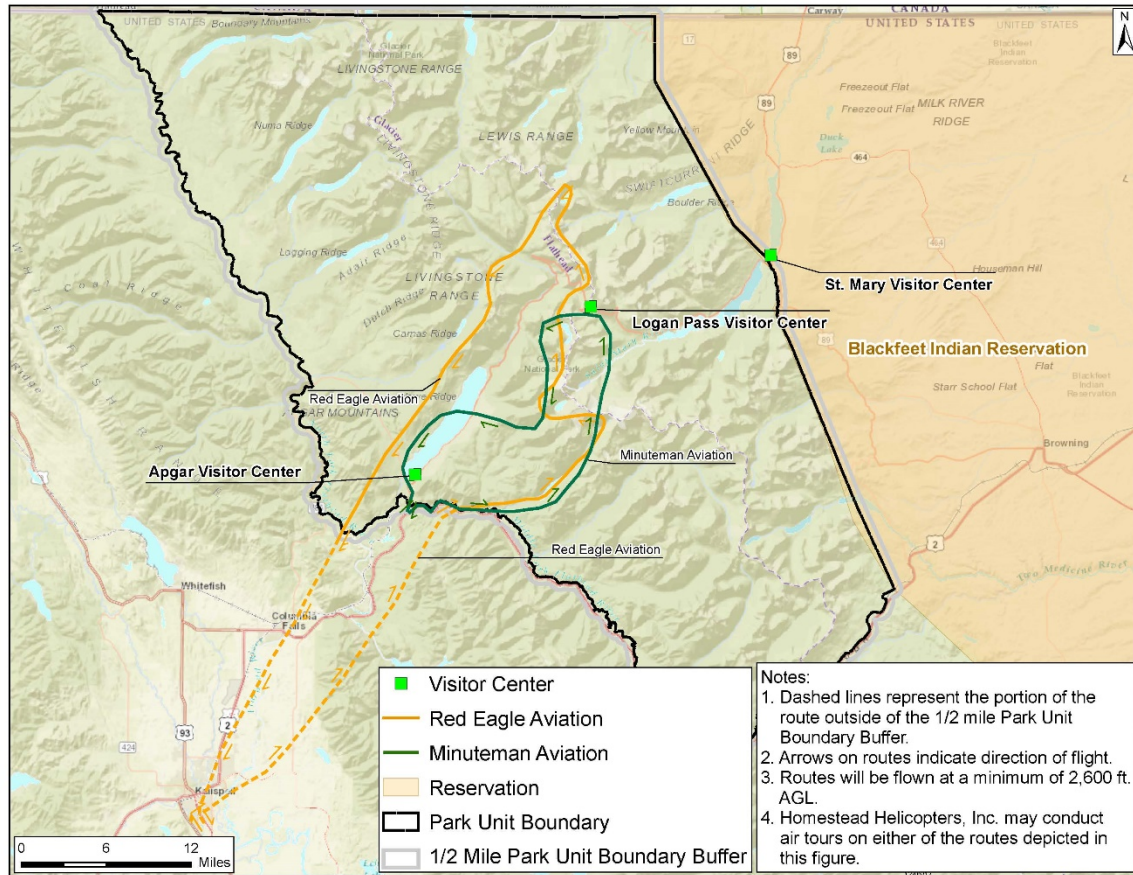
### **3.0 CONDITIONS FOR THE MANAGEMENT OF COMMERCIAL AIR TOUR OPERATIONS AT THE PARK**

#### **3.1 Annual Commercial Air Tours Authorized**

Under this ATMP, 144 annual commercial air tours are authorized. 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 Figure 2 below for each operator (Appendix B contains an enlarged Figure 2). Altitude expressed in units above ground level (AGL) is a measurement of the distance between the ground surface and the aircraft. At the Park, air tours will fly no lower than 2,600 feet (ft.) AGL. Except 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.



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

### 3.3 Aircraft Type

The aircraft types authorized to be used for commercial air tours are 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 one hour after sunrise until one hour before sunset, as defined by the National Oceanic and Atmospheric Administration (NOAA).<sup>4</sup> Air tours may operate any day of the year, except under circumstances provided in the following section entitled “Restrictions for Particular Events.”

<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

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

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

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

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

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

### 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 Park. Operators that have converted to quiet technology aircraft will be allowed to conduct tours beginning at sunrise or ending at sunset on all days that flights are authorized. 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 Park resources and visitor experience from the effects of commercial air tours, and support NPS management objectives for the Park.

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

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

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

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

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

The condition that commercial air tours may not hover in place or circle, and the conditions that require lateral or altitude adjustments as needed, are intended to prevent 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.



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

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 and foraging and predation for many other species. Wildlife viewing by park visitors is often conducted during this time of day as well. The day/time restrictions have been included in this ATMP to protect these Park resources and values.

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

## **5.0 COMPLIANCE**

On the effective date of this ATMP, all commercial air tours over the Park 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 Park. 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

- 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

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.

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

## **9.0 AMENDMENT**

This ATMP may be amended at any time: if the NPS, by notification to the FAA and the operators, determines that the ATMP is not adequately protecting Park resources and/or visitor enjoyment; if the FAA, by notification to the NPS and the operators, 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.

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

## **10.0 CONFORMANCE OF OPERATIONS SPECIFICATIONS**

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

## **11.0 EFFECTIVE DATE**

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

## 1.0 COMMERCIAL AIR TOUR ALLOCATIONS

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

**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   |

## 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

| 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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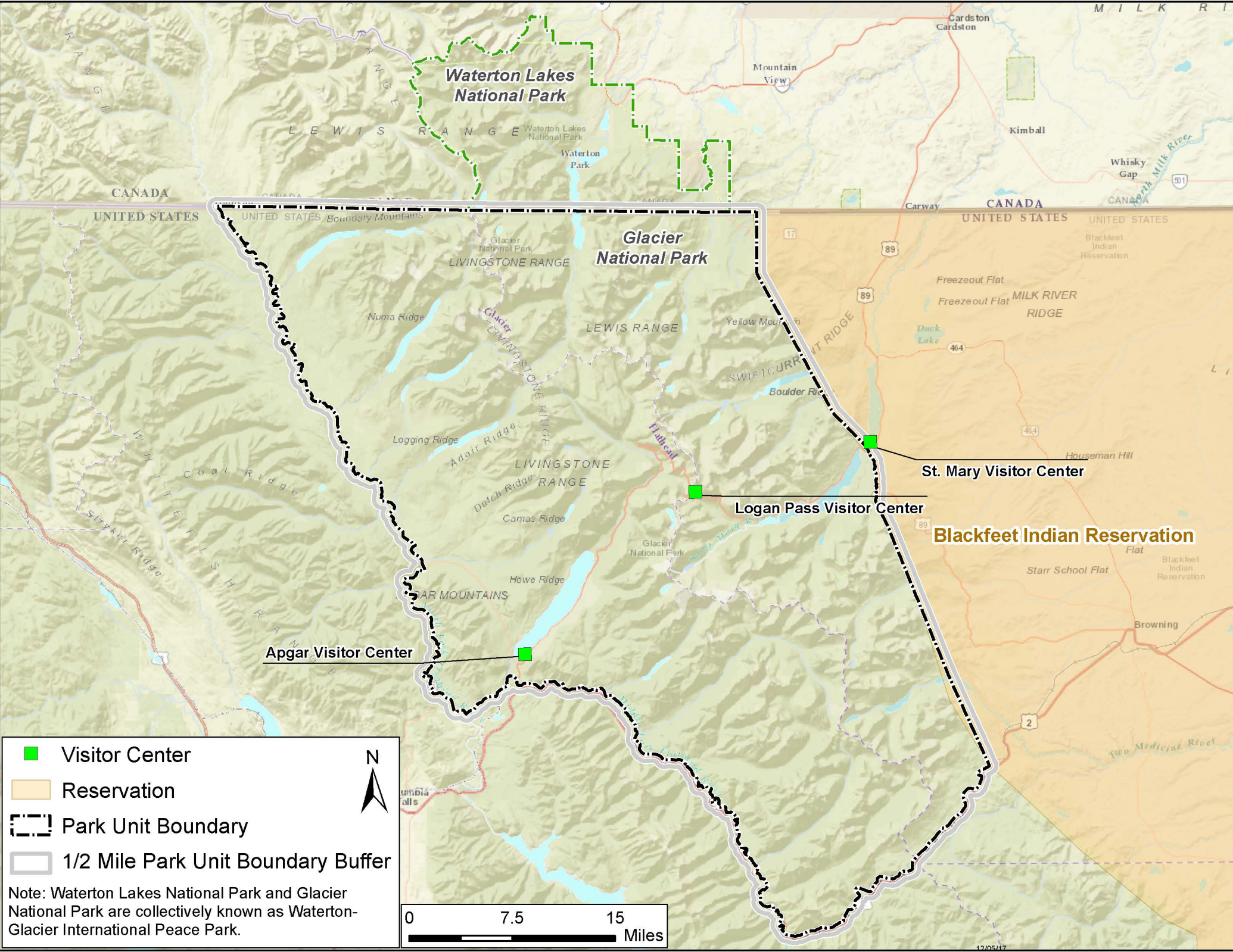
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## **APPENDIX B**

385    Enlarged Figure 1 and 2





Visitor Center

Reservation

Park Unit Boundary

1/2 Mile Park Unit Boundary Buffer

Note: Waterton Lakes National Park and Glacier National Park are collectively known as Waterton-Glacier International Peace Park.





