

**FINAL 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.¹

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, including any tribal lands within that area, 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, or within ½ mile of the Park boundary, 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).

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to the ATMP requirement for parks with 50 or fewer commercial air tour operations each year unless the exemption is withdrawn by the Director of the NPS. *See* 49 U.S.C. § 40128(a)(5). As an alternative to an ATMP, the agencies also have the option to execute voluntary agreements with all operators operating at any of the parks.



Figure 1. Map of area subject to the 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 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, the North American wolverine (proposed for listing), as well as bighorn sheep, mountain goat, black bear, wolves, bald eagle, golden eagle, peregrine falcon, and loons. Core habitat for grizzly bears, as defined by the Interagency Grizzly Bear Committee,² 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.³

The Blackfoot 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.

In addition, 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)

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

³ 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

3.1 Commercial Air Tours Authorized

Under this ATMP, 144 commercial air tours are authorized per year until such tours are phased out through attrition or until 11:59 PM local time on December 31, 2029 when all operating authority for the Park will be terminated, whichever occurs first. 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 a single designated air tour route for both fixed-wing aircraft and helicopters as depicted in Figure 2 below.⁴ The route will be flown clockwise with operators adhering to the altitudes assigned at each point throughout the route. Operators should transition altitudes slowly between points to minimize noise and should not fly below the mean sea level (MSL) value of the lower of any two adjacent points. Altitude expressed in feet (ft.) above ground level (AGL) is a measurement of the distance between the ground surface and the aircraft, whereas altitude expressed in MSL refers to the altitude of an aircraft above sea level, regardless of the terrain below it. The altitudes in Figure 2 below are expressed in MSL. Fixed-wing aircraft will fly 500 ft. higher than helicopters. These MSL altitudes ensure commercial air tours conducted by helicopters will fly no lower than 2,600 ft.

⁴ Appendix B contains an enlarged Figure 2.

AGL and commercial air tours conducted by fixed-wing aircraft will not fly lower than 3,100 ft. AGL. Neither aircraft type will need to fly above 10,000 ft. MSL at any point along the authorized route. This route allows for variance of 0.5 miles on either side of the route. However, for safety reasons, inbound air tours to the Park should not cross over the Going-to-the-Sun Road until they reach The Loop. Additionally, once air tours are outbound from the Park, air tours should not cross over Going-to-the-Sun Road after the aircraft passes south of Mt. Cannon.

Except when necessary for takeoff or landing, or in an emergency or to avoid unsafe conditions, or unless otherwise authorized for a specified purpose such as the wildlife avoidance measures identified in Section 3.7D, operators may not deviate from the designated route and altitudes.

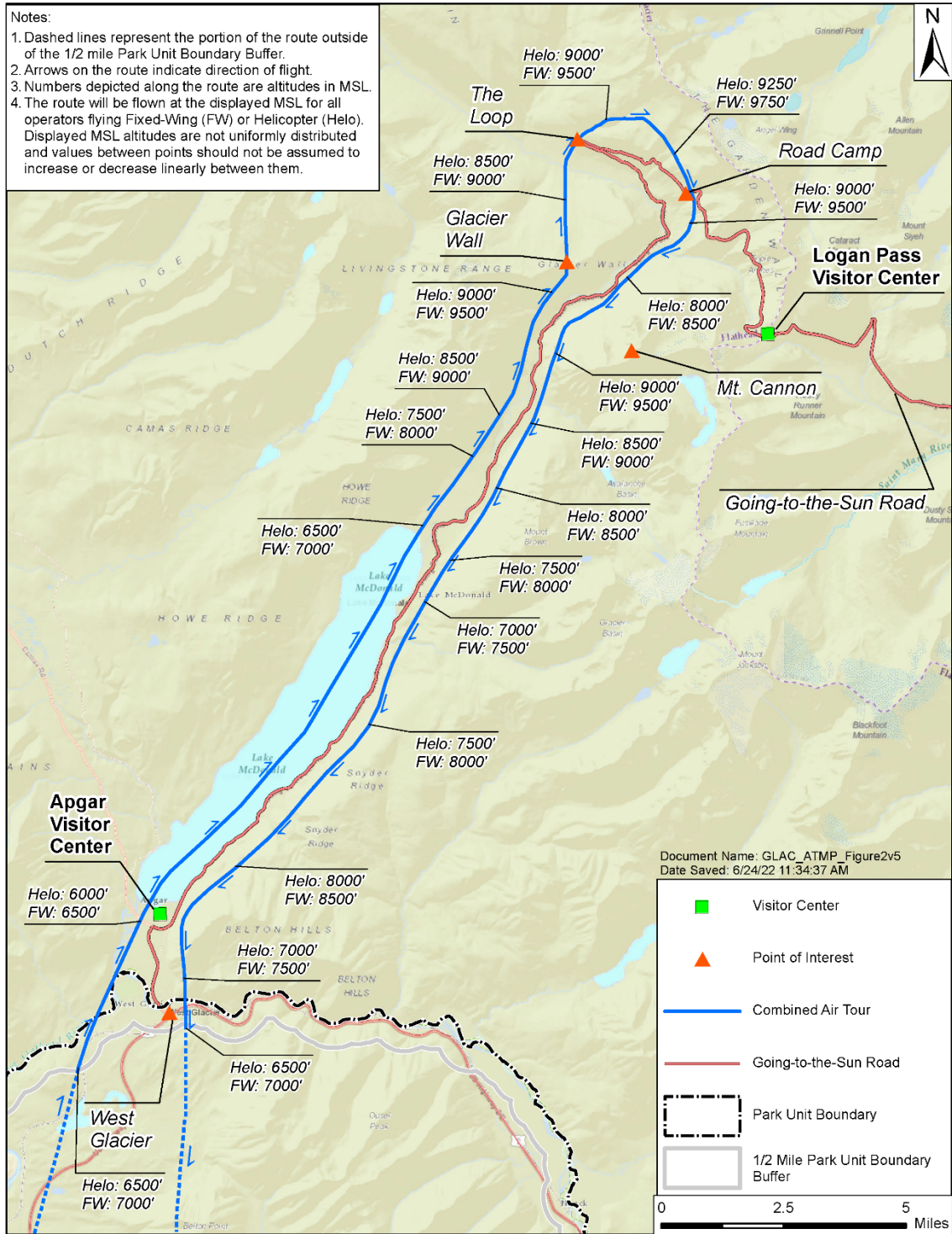


Figure 2. Commercial air tour route over Glacier National Park

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 Section 3.8 “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).⁵ Air tours may operate any day of the year, except under circumstances provided in Section 3.5 “Restrictions for Particular Events.”

3.5 Restrictions for Particular Events

The NPS can establish temporary no-fly periods that apply to commercial air tours for special events or planned Park management. Absent exigent circumstances or emergency operations, the NPS will provide a minimum of two weeks’ notice to the operators in writing in advance of the no-fly period. Events may include, but are not limited to, tribal traditional activities 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 Park or within ½ mile of its boundary that are conducted by the operators. These reports will also include the flight monitoring data required under Section 4.1 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. The reporting requirement for each operator identified in Appendix A, Table 1, will end when that operator’s allocations are phased out through attrition or on December 31, 2029, when all operating authority under this ATMP terminates if they are still operating at that time.

3.7 Additional Requirements

3.7A Operator Training and Education: When made available by Park staff, operators/pilots will be invited to attend an annual springtime interpretive training and education event the Park hosts for concessionaires. The training will include the Park information that 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.

3.7B Annual Meeting: At the request of either of the agencies, the Park staff, the local FAA Flight Standards District Office (FSDO), and all operators will meet

⁵ Sunrise and sunset data are available from the NOAA Solar Calculator, <https://www.esrl.noaa.gov/gmd/grad/solcalc/>

once per year to discuss the implementation of this ATMP and any amendments or other changes to the ATMP.

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

3.7D Wildlife Avoidance: Once operators become aware (through visual identification, communication from the NPS or other federal agencies, state or tribal agencies, or through other means) of the presence of wolverines, Canada lynx, or grizzly bears along the flight route, operators are required to avoid these areas by lateral movements away from the Going-to-Sun-Road and are required to inform the NPS and FSDO with geographic oversight of the Park of this information. Once the NPS and FSDO are made aware of these locations, the agencies will advise the operator(s) as to the lateral or altitude adjustments required and inform the operator(s) on the 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.

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

3.7F Non-transferability of Allocations: Annual operations under this ATMP are non-transferable. An allocation of annual operations may be assumed by a successor purchaser that acquires an entity holding allocations under this ATMP in its entirety. In such case, the prospective purchaser shall notify the FAA and NPS of its intention to purchase the operator at the earliest possible opportunity to avoid any potential interruption in the authority to conduct commercial air tours under this ATMP. This notification must include a certification that the prospective purchaser has read and will comply with the terms and conditions in the ATMP. The FAA will consult with the NPS before issuing new or modified operations specifications (OpSpecs) or taking other formal steps to memorialize the change in ownership.

3.7G Annual Allocation Adjustment: If an existing operator closes its business or otherwise ceases operations, the total number of commercial air tours authorized under this ATMP per year will be reduced automatically by the number of allocations held by that operator, and reference to the operator will be removed from Table 1 and Table 2 in Appendix A. Consistent with the NPS's 1999 General Management Plan for the Park, any remaining operating authority for the Park under this ATMP will terminate at 11:59 PM local time on December 31, 2029, and no commercial air tours will be permitted over the Park or within ½ mile of its boundary thereafter.

3.7H Hovering: Aircraft hovering in place or circling is prohibited.

3.7I Limit on Concurrent Operations: Only one commercial air tour at a time is permitted over the Park or outside the Park but within ½ mile of its boundary. Operators shall communicate using the frequency and procedures in Section 3.7C “In-Flight Communication” to monitor the status of commercial air tours and to prevent more than one commercial air tour occurring at a time.

3.8 Quiet Technology Incentives

This ATMP incentivizes the use of quiet technology aircraft by commercial air tour operators conducting commercial air tours over the Park. Operators that have converted to quiet technology aircraft, or are considering converting to quiet technology aircraft, may request to be allowed to conduct air tours beginning at sunrise or ending at sunset on all days that flights are authorized. Because aviation technology continues to evolve and advance and the FAA updates its noise certification standards periodically, the aircraft eligible for this incentive will be analyzed on a case-by-case basis at the time of the operator’s request to be considered for this incentive. The NPS will periodically monitor Park conditions and coordinate with the FAA to assess the effectiveness of this incentive. If implementation of this incentive results in unanticipated effects on Park resources or visitor experience, further agency action may be required to ensure the protection of Park resources and visitor experience.

4.0 COMPLIANCE

On the effective date of this ATMP, all commercial air tours over the Park or within ½ mile of the Park boundary must comply with the terms of this ATMP in all respects, except as provided in Section 4.1 below. 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 with geographic oversight of the Park. The public may also report allegations of non-compliance with this ATMP to the FSDO. The FSDO will investigate and respond to all written reports consistent with applicable FAA guidance.

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*.

4.1 Aircraft Monitoring Technology

Operators are required to equip all aircraft used for air tours with flight monitoring technology, to 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.

5.0 JUSTIFICATION FOR MEASURES TAKEN

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

Under the Act, the FAA was required to grant Interim Operating Authority (IOA) for commercial air tours over the Park or within ½ mile of the Park’s boundary. 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. The Park’s General Management Plan sets management direction to address commercial air tours by working with the FAA to phase out these tours. The ATMP accomplishes this goal first through attrition but, because corporations may exist indefinitely, sets December 31, 2029, thirty years after the Park’s General Management Plan was established, as a sunset date after which time no commercial air tours would be authorized over the Park or within ½ mile of its boundary.

The NPS management objectives for the Park 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 achieving the Park management objective of phasing out commercial air tours. 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 route authorized under this ATMP, and the conditions that require lateral adjustments as needed, once operators become aware of denning sites, feeding areas, or other known areas of congregation for Canada lynx, wolverines and grizzly bears, is intended to protect portions of the Park that are important habitat for all of the Park's wildlife and considered core habitat for the Federally-listed grizzly bear, as determined by the Interagency Grizzly Bear Committee Task Force Report.⁶ Aircraft-specific guidance from U.S. Forest Service and U.S. Fish and Wildlife Service in Montana⁷ 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, the commercial air tour route included in this ATMP has 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 route 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 ATMP does not authorize any air tour routes over the Blackfoot Indian Reservation.

The MSL altitudes which ensure commercial air tours conducted on helicopters will fly no lower than 2,600 ft. AGL and commercial air tours conducted on fixed-wing aircraft will not fly lower than 3,100 ft. AGL are 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)⁸ and applicable raptor protection guidelines.^{9,10} Nesting bald and golden eagle habitat exists throughout the Park, and nests may change locations over time. Therefore, the minimum altitude restrictions in Figure 2 apply to the entirety of the route over the Park or within ½ mile of the Park's boundary. Additionally, the minimum altitudes and route designated by the ATMP 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) and traditional use by reducing the intensity of air tour noise to people and wildlife.

The restrictions on concurrent operations and required vertical separation for helicopter and fixed-wing aircraft are safety measures necessary to de-conflict the airspace within the scope of this ATMP. Further, the required altitudes along the designated route do not require operators to fly above 10,000 ft MSL.

⁶ IGBC Taskforce Report (1998): Grizzly bear/motorized access management.

⁷ 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.

⁸ National Bald Eagle Management Guidelines (2007). U.S. Fish and Wildlife Service.

⁹ 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.

¹⁰ 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.

The condition that commercial air tours may not hover in place or circle, and the conditions that require lateral adjustments as needed, are intended to prevent disturbances to noise sensitive wildlife including ungulates, avian species, the Federally-listed Canada lynx and grizzly bear, as well as wolverine (proposed for listing as threatened). Further, the prohibition of hovering in place or circling is also intended to minimize disturbance to visitor experience and 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.

Operator training and education will provide opportunities to enhance the interpretive narrative for air tour clients and increase understanding of parks by air tour companies and their clients.

The annual meeting will facilitate effective implementation of the ATMP because it will be used to review and discuss implementation of this ATMP between Park staff, local FAA FSDO, and all operators, while operations are occurring. It will thus serve to ensure that air tour operators remain informed regarding the terms and conditions of this ATMP, including any adaptive management measures or amendments, and are made aware of new or reoccurring concerns regarding Park resources.

The requirements to equip aircraft 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 are necessary to enable the agencies to appropriately monitor operations and ensure compliance with this ATMP.

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. The management objectives of the Park include preservation of wilderness character and values, natural soundscapes, wildlife and visitor experience which supports phasing out commercial air tours through attrition, and therefore, the agencies will not consider applications from new entrant operators.

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 be appropriate to address: a request

by an existing operator for reallocation of operating authority or 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 operators. Operators who do not provide information in a timely manner may be disqualified from further consideration in the competitive bidding process.

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.

The competitive bidding process will not be implemented in any way that would conflict with the Park management objective of phasing out commercial air tours.

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 the route, 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 (including information received through tribal input and/or consultation) 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. Amendments will be consistent with the Park's management

objective of phasing out commercial air tours through attrition and will not be used to increase the number of air tours.

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 and the NPS 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 date of signature on this ATMP.

11.0 EFFECTIVE DATE

This ATMP is effective on the date new OpSpecs incorporating its operating parameters are issued.

David M. Roemer Superintendent Glacier National Park National Park Service	Date	Grady Stone Regional Administrator Northwest Mountain Region Federal Aviation Administration	Date
Kate Hammond Acting Regional Director Interior Regions 6, 7, & 8 National Park Service	Date	Kevin Welsh Executive Director Office of Environment & Energy Federal Aviation Administration	Date
Raymond M. Sauvajot Associate Director Natural Resource Stewardship and Science Directorate National Park Service	Date		

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. IOA previously issued for the Park and Blackfoot tribal lands terminates on the effective date of this ATMP. No operations will be authorized after 11:59 PM local time on December 31, 2029.

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

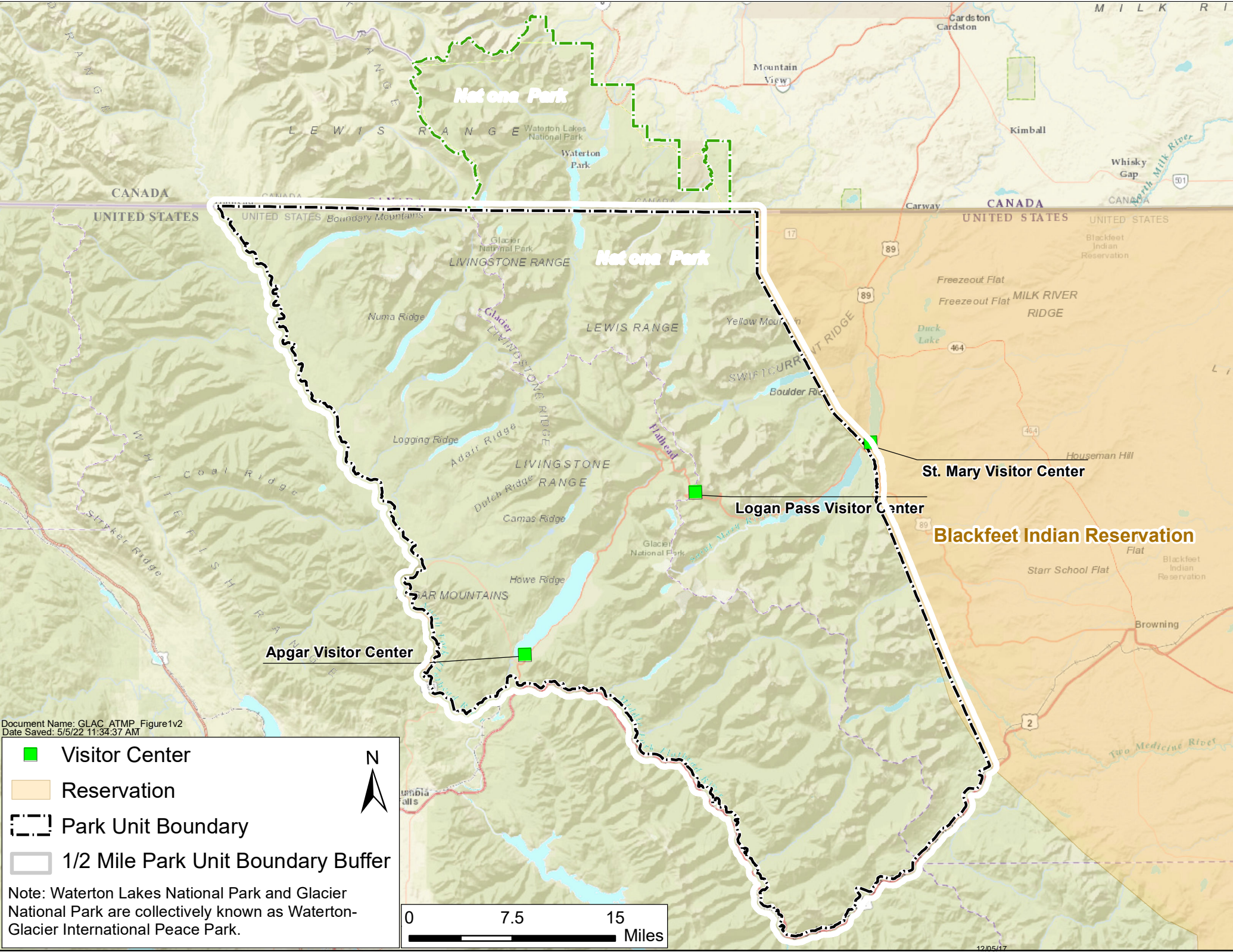
Table 2 lists the time-of-day and day-of-week operating parameters.

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.

APPENDIX B

Enlarged Figures 1 and 2

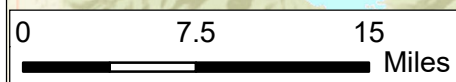


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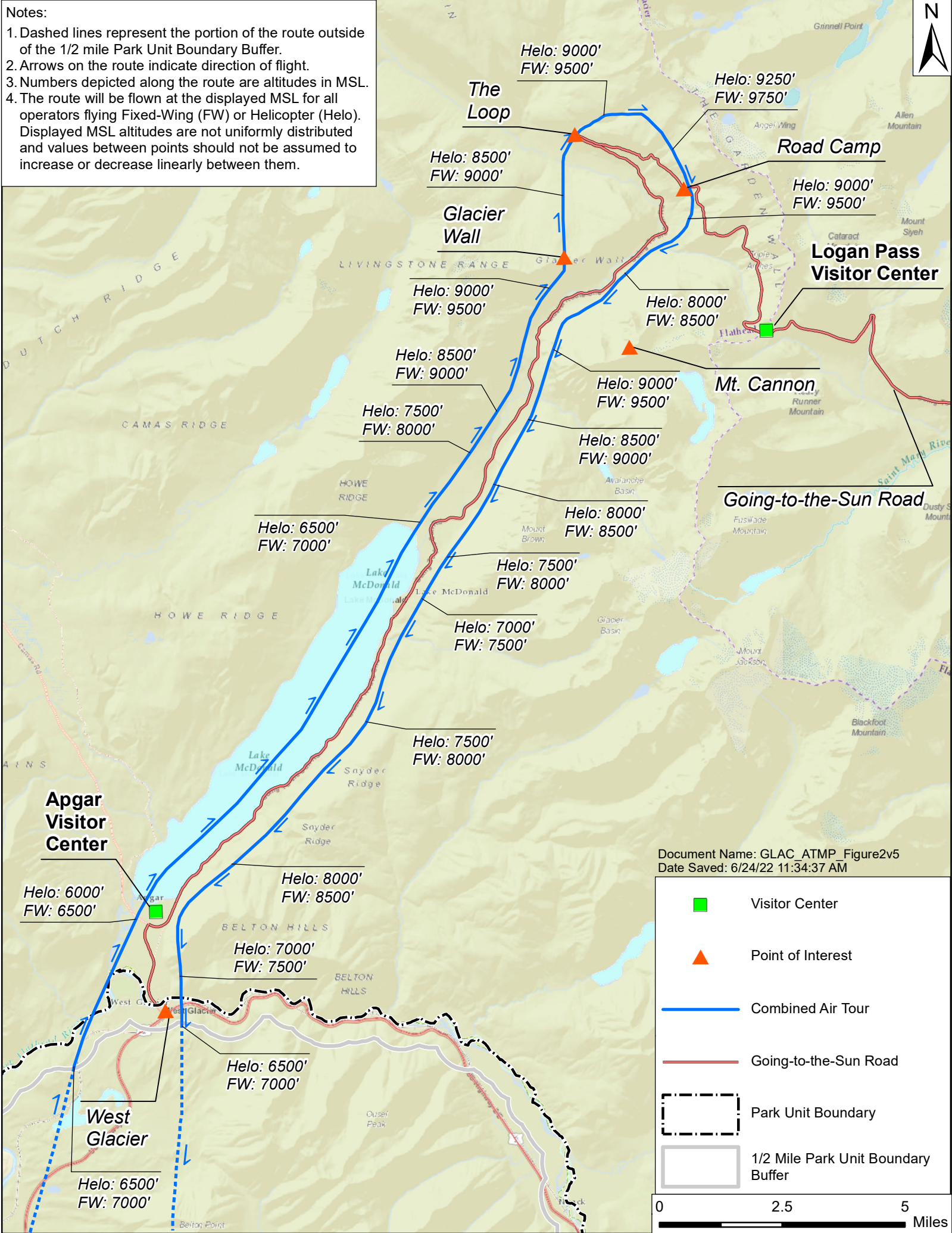
- Visitor Center
- Reservation
- Park Unit Boundary
- 1/2 Mile Park Unit Boundary Buffer



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



- Notes:
1. Dashed lines represent the portion of the route outside of the 1/2 mile Park Unit Boundary Buffer.
 2. Arrows on the route indicate direction of flight.
 3. Numbers depicted along the route are altitudes in MSL.
 4. The route will be flown at the displayed MSL for all operators flying Fixed-Wing (FW) or Helicopter (Helo).
- Displayed MSL altitudes are not uniformly distributed and values between points should not be assumed to increase or decrease linearly between them.



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	Visitor Center
	Point of Interest
	Combined Air Tour
	Going-to-the-Sun Road
	Park Unit Boundary
	1/2 Mile Park Unit Boundary Buffer

0 2.5 5 Miles