

1 **AIR TOUR**  
2 **MANAGEMENT PLAN**  
3 **GREAT SMOKY MOUNTAINS NATIONAL PARK**

4 **SUMMARY**

5 This Air Tour Management Plan (ATMP) provides the terms and conditions for  
6 commercial air tours conducted over Great Smoky Mountains National Park (Park)  
7 pursuant to the National Parks Air Tour Management Act (Act) of 2000.

8 **1.0 INTRODUCTION**

9 The Act requires that commercial air tour operators conducting or intending to conduct  
10 commercial air tours over a unit of the National Park System apply to the Federal  
11 Aviation Administration (FAA) for authority before engaging in that activity. The Act  
12 further requires that the FAA in cooperation with the National Park Service (NPS)  
13 establish an ATMP for each National Park System unit for which one or more  
14 applications has been submitted, unless that unit is exempt from this requirement.<sup>1</sup>

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

18 **2.0 APPLICABILITY**

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

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

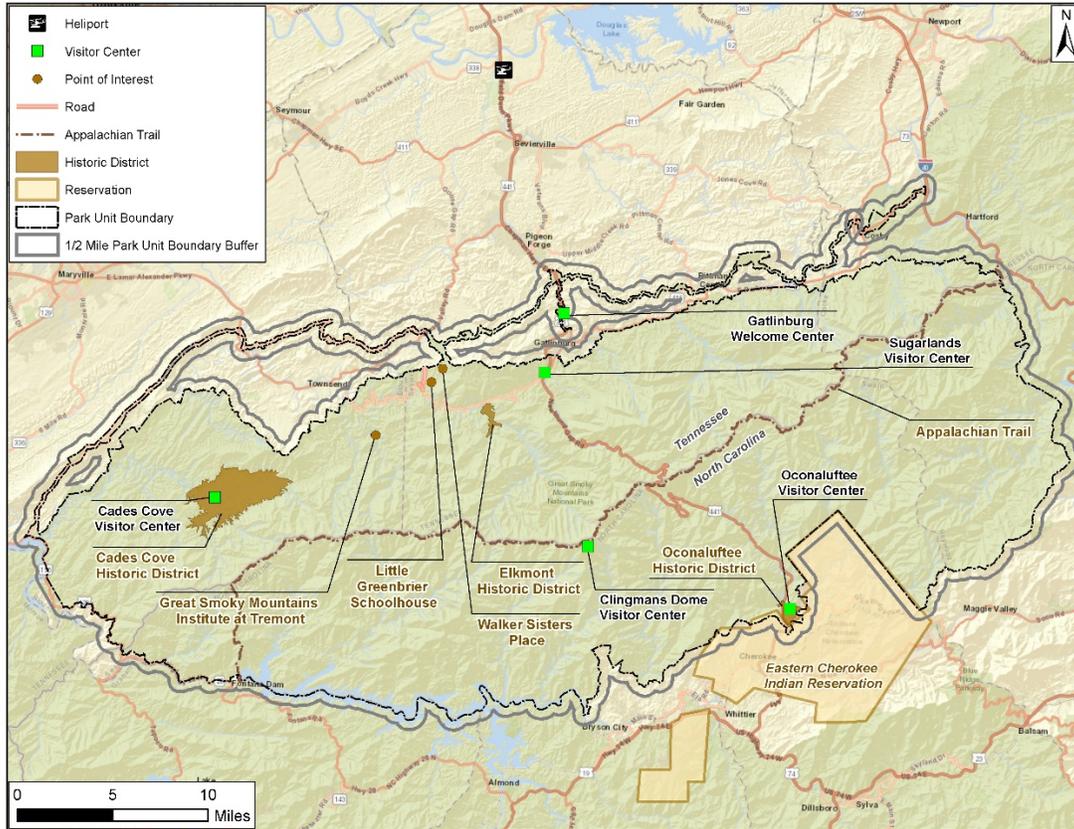
28 (2) Less than one mile laterally from any geographic feature within the Park  
29 (unless more than ½-mile outside the Park boundary).

30 *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 Great Smoky Mountains National Park

34 2.1 Park Overview

35 World renowned for its diversity of plant and animal life, the beauty of its ancient  
 36 mountains, and its remnants of Southern Appalachian mountain culture, the Park is  
 37 America's most visited national park with over 12 million visitors per year. The Park is  
 38 located in the Southern Appalachian Mountains and straddles the border between North  
 39 Carolina and Tennessee. The Park comprises a total of 522,000 acres, of which 464,544  
 40 acres are recommended and proposed wilderness, representing approximately 89% of the  
 41 Park. The Park provides habitat for numerous federally threatened and endangered  
 42 species, including the Carolina northern flying squirrel, gray bat, northern long-eared bat,  
 43 and Indiana bat, as well as sensitive species such as the bald eagle and peregrine falcon.

44 The Appalachian National Scenic Trail, a separate National Park System unit, runs  
 45 through the Park. The Appalachian National Scenic Trail is a cultural resource eligible  
 46 for inclusion on the National Register of Historic Places (National Register). The Park  
 47 contains numerous other National Register eligible or listed cultural resources, including  
 48 the following listed sites:

- 49 • Cades Cove Historic District (National Register Listed - 1977): The Cades Cove  
 50 Historic District protects and interprets European-American settlements that  
 51 occurred between 1818 and 1821. Native American presence in the area extends  
 52 back centuries. The Cades Cove Historic District offers the widest variety of

53 historic buildings of any area in the Park. It is also known for the large numbers  
54 of white-tailed deer frequently seen in the area, and sightings of black bear,  
55 coyote, groundhog, turkey, raccoon, and skunk, many of which were historically  
56 hunted by the Cherokee Indians. Approximately 2.1 million visitors spent time  
57 experiencing the Cades Cove Historic District in 2019.

- 58 • Elkmont Historic District (National Register Listed - 1994): The Elkmont Historic  
59 District protects and interprets eighteen of the cabins associated with the  
60 Appalachian Club. Nearly 90,000 registered visitors camped at Elkmont  
61 Campground in 2019.
- 62 • Walker Sisters Place (National Register Listed - 1976): This historic site protects  
63 and interprets a late 19th century homestead.
- 64 • Little Greenbrier Schoolhouse (National Register Listed - 1976): This historic site  
65 protects and interprets a late 19<sup>th</sup>/early 20<sup>th</sup> century mountain schoolhouse.  
66 Interpretive events are regularly scheduled throughout the year to allow visitors to  
67 participate with a former school teacher who provides lessons about life for the  
68 students and families that once lived in the area.

69 The Park also offers outdoor experiential education programs at the Great Smoky  
70 Mountains Institute at Tremont (Tremont).

71 Tribal reservation lands of the Eastern Band of the Cherokee Indian tribe are adjacent to  
72 the Park in North Carolina.

73 The purposes of the Park are to preserve a vast expanse of the southern Appalachian  
74 Mountains ecosystem including its scenic beauty, extraordinary diversity of natural  
75 resources, cultural resources, and rich human history, that together provide opportunities  
76 for the enjoyment and inspiration of present and future generations. The following Park  
77 management objectives related to ATMP development will ensure:

- 78 • Park acoustic resources (i.e. sounds within the Park) are in a natural condition and  
79 support an outstanding visitor experience and opportunities to hear and enjoy  
80 natural sounds.
- 81 • Acoustic resources of the Park are maintained such that wilderness character  
82 (solitude or primitive and unconfined recreation, including remoteness from sights  
83 and sounds; untrammeled or wildness; naturalness; undeveloped; other features or  
84 values) is preserved.
- 85 • Park staff can conduct, and visitors are able to experience, interpretive  
86 programming with minimal interference due to noise.
- 87 • Natural sounds are protected to conserve healthy and robust wildlife populations.  
88 Natural biological and ecological processes should dominate the sounds within  
89 the Park.
- 90 • Inappropriate or excessive types and levels of noise are prevented from  
91 unacceptably impacting the ability of the soundscape to transmit the cultural and  
92 historic resource sounds, as well as the visitor's experience of those resources.  
93

94 **3.0 CONDITIONS FOR THE MANAGEMENT OF COMMERCIAL AIR TOUR**  
95 **OPERATIONS AT THE PARK**

96 3.1 Annual Commercial Air Tours Authorized

97 Under this ATMP, 946 annual commercial air tours are authorized. Appendix A  
98 identifies the operators authorized to conduct commercial air tours and annual flight  
99 allocations.

100 3.2 Commercial Air Tour Routes and Altitudes

101 Commercial air tours authorized under this ATMP shall be conducted on designated air  
102 tour routes specific to each operator (Figure 2; Appendix B contains an enlarged Figure  
103 2) and as described below:

104 Whirl'd Helicopters, Inc.:

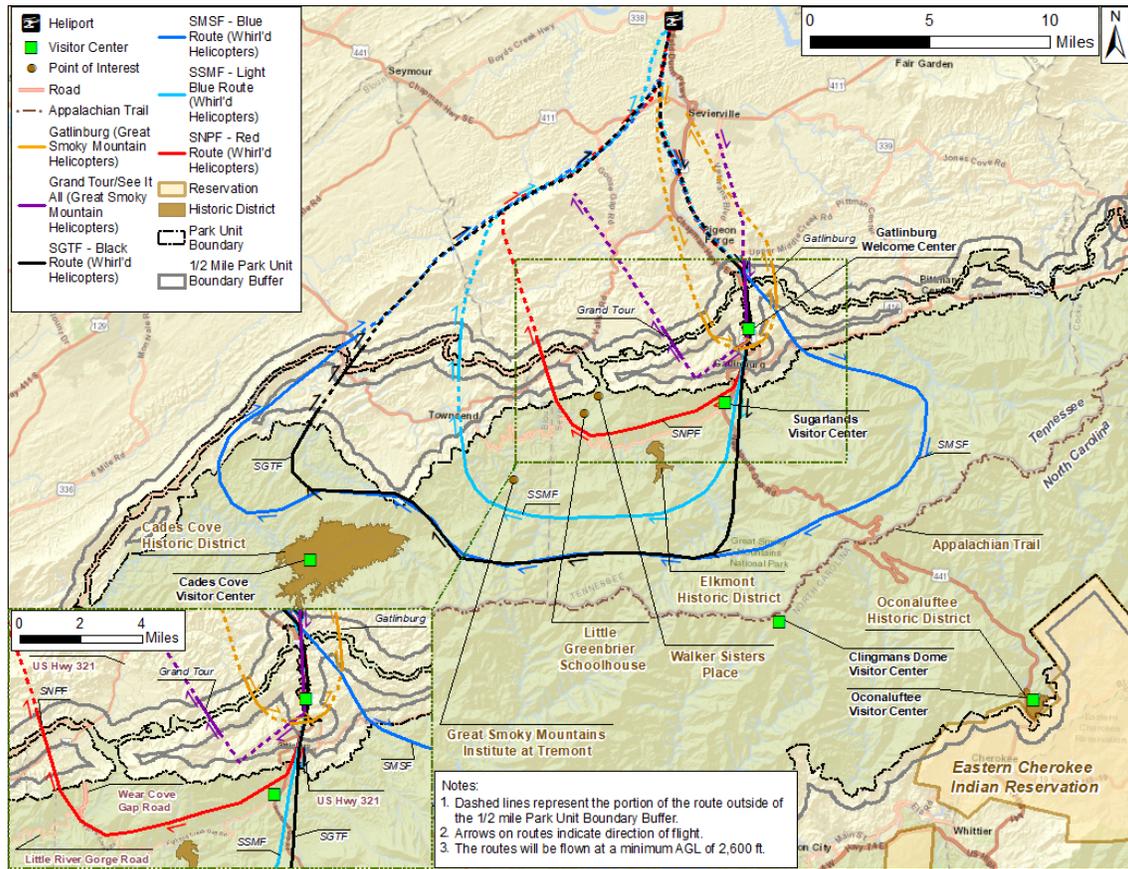
- 105 • Red Route (SNPF): Air tours along the Red Route (SNPF) will follow the road  
106 corridors of Highway 321, Highway 441, Little River Road, and Wear Cove Gap  
107 Road. As this route turns north to exit the Park, the route will fly west of Wear  
108 Cove Gap Road.
- 109 • Light Blue Route (SSMF): Air tours along the Light Blue Route (SSMF) will  
110 enter the Park following along the road corridors of Highway 321 and Highway  
111 441. Air tours on the Light Blue Route (SSMF) will stay at least one-mile south  
112 of the Elkmont Historic District and Tremont.
- 113 • Black Route (SGTF): Air tours along the Black Route (SGTF) will enter the Park  
114 following along the road corridors of Highway 321 and Highway 441. Air tours  
115 will stay at least one-half mile north of the Appalachian National Scenic Trail and  
116 one mile north of Cades Cove Historic District.
- 117 • Blue Route (SMSF): Air tours along the Blue Route (SMSF) will stay at least  
118 one-half mile north of the Appalachian National Scenic Trail and one mile north  
119 of Cades Cove Historic District.

120 Great Smoky Mountain Helicopter Inc.:

- 121 • Orange Route (Gatlinburg): Air tours along the Orange Route (Gatlinburg) will  
122 cross over the Foothills Parkway west of Gatlinburg, head east over the Hwy 321  
123 spur of the Foothills Parkway, and then exit back over the Foothills Parkway east  
124 of Gatlinburg. This route will only overfly the Foothills Parkway and will stay at  
125 least ½ mile outside of the remainder of the Park.
- 126 • Purple Route (Grand Tour/See It All): Air tours along the Purple Route (Grand  
127 Tour/See It All) will fly over the Foothills Parkways along the Hwy 321 spur  
128 heading south. The tour routes will then head west and exit the Park west of  
129 Gatlinburg. This route will only overfly the Foothills Parkway and will stay at  
130 least ½ mile outside of the remainder of the Park.

131 Altitude expressed in units above ground level (AGL) is a measurement of the distance  
132 between the ground surface and the aircraft. At the Park, air tours will fly no lower than  
133 2,600 feet (ft.) AGL. Except in an emergency or to avoid unsafe conditions, or unless

134 otherwise authorized for a specified purpose, operators may not deviate from these routes  
135 and altitudes.



136

137 **Figure 2.** Commercial air tour routes at Great Smoky Mountains National Park

138 3.3 Aircraft Type

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

145 3.4 Day/Time

146 Except as provided in the section below entitled “Quiet Technology Incentives,” air tours  
147 may operate two hours after sunrise until two hours before sunset, as defined by the  
148 National Oceanic and Atmospheric Administration (NOAA).<sup>2</sup> Air tours may operate any

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

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

151 3.5 Restrictions for Particular Events

152 The NPS can establish temporary no-fly periods that apply to air tours for special events  
153 or planned Park management. Absent exigent circumstances or emergency operations,  
154 the NPS will provide a minimum of one month notice to the operators in writing in  
155 advance of the no-fly period. Events may include tribal ceremonies or other similar  
156 events.

157 3.6 Required Reporting

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

166 3.7 Additional Requirements

167 3.7A Operator Training and Education: When made available by Park staff,  
168 operators/pilots will take at least one training course per year conducted by NPS  
169 staff. The training will include the Park information that operators can use to  
170 further their own understanding of Park priorities and management objectives as  
171 well as enhance the interpretive narrative for air tour clients and increase  
172 understanding of parks by air tour clients.

173 3.7B Annual Meeting: At the request of either of the agencies, the Park staff, the  
174 local FAA Flight Standards District Office (FSDO), and all operators will meet  
175 once per year to discuss the implementation of this ATMP and any amendments  
176 or other changes to the ATMP. This annual meeting could be conducted in  
177 conjunction with any required annual training.

178 3.7C In-Flight Communication: For situational awareness when conducting tours  
179 of the Park, the operators will utilize frequency 122.9 and report when they enter  
180 and depart a route. The pilot should identify their company, aircraft, and route to  
181 make any other aircraft in the vicinity aware of their position.

182 3.7D Route Allocations: Under this ATMP, up to 26 flights on the Black Route  
183 (SGTF) and up to 17 flights on the Blue Route (SMSF) are authorized per year.

184 3.7E Daily Air Tour Allocations: This ATMP includes restrictions on the number  
185 of air tours that the operators may conduct each day. These restrictions provide a  
186 maximum number of air tours that may be conducted on Standard Days, but allow

187 for a limited number of Flex Days on which the maximum number of air tours  
188 allowed are slightly higher.

189 Whirl'd Helicopters, Inc. may conduct up to 4 commercial air tours per day, and  
190 Great Smoky Mountain Helicopter Inc. may conduct up to 1 commercial air tour  
191 per day on Standard Days. The operators are each authorized up to forty days per  
192 year (Flex Days) during which Whirl'd Helicopters, Inc. may conduct up to 5  
193 commercial air tours per day, and Great Smoky Mountain Helicopter Inc. may  
194 conduct up to 2 commercial air tours per day.

195 3.7F Hovering: Aircraft will not hover or loop while conducting air tours over the  
196 park.

197 3.8 Quiet Technology Incentives

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

205 **4.0 JUSTIFICATION FOR MEASURES TAKEN**

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

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

212 The total number of air tours authorized under this ATMP is consistent with the existing  
213 air tours reported over the Park. The annual flight limits in this ATMP are intended to  
214 protect visitor experience including NPS interpretive programs, backcountry experience,  
215 and cultural resources throughout the Park, as well as Park wildlife by limiting the  
216 number of potential disturbances caused by commercial air tours. Annual flight limits on  
217 the Black Route (SGTF) and Blue Route (SMSF) are further intended to protect the  
218 acoustic environment and backcountry experience of visitors in the Park. These routes  
219 fly much further into the Park which can create noise in otherwise quiet and noise  
220 sensitive areas, including the backcountry of the Park. Further, these longer routes also  
221 have much larger noise footprints and produce much longer durations of noise than other  
222 routes.

223 The daily operation limits included in this ATMP in the form of Standard Days and Flex  
224 Days are intended to reduce the number of intrusions of non-natural sounds across the  
225 Park and to protect backcountry character, visitors' ability to hear natural sounds,

226 interpretive programs and visitor experience, and cultural sites. These limits are  
227 consistent with existing daily air tour operations reported over the Park.

228 Routes assigned as part of this ATMP are intended to protect visitor experience and  
229 acoustic resources of the Park by aligning flight routes with existing transportation  
230 corridors, avoiding noise-sensitive wildlife habitat, and avoiding cultural resources.  
231 Aligning routes with transportation corridors including Highway 321, Highway 441,  
232 Little River Road, and Wear Cove Gap Road helps mask noise created by air tours.  
233 Other specific resource protection measures associated with each route include the  
234 following:

- 235 • Red Route (SNPF): The placement of the Red Route (SNPF) avoids Elkmont  
236 Historic District, Walker Sisters Place, and Little Greenbrier School, which are  
237 noise-sensitive cultural resources of the Park.
- 238 • Light Blue Route (SSMF): The placement of the Light Blue Route (SSMF) avoids  
239 Elkmont Historic District and Great Smoky Mountains Institute at Tremont and is  
240 intended to protect noise-sensitive cultural resources and education/interpretive  
241 programming at the Park.
- 242 • Black Route (SGTF): The placement of the Black Route (SGTF) avoids the  
243 Appalachian National Scenic Trail and Cades Cove Historic District, which are  
244 noise-sensitive cultural resources of the Park.
- 245 • Blue Route (SMSF): The placement of the Blue Route (SMSF) avoids the  
246 Appalachian National Scenic Trail and Cades Cove Historic District, which are  
247 noise-sensitive cultural resources of the Park.

248  
249 The altitude restrictions in this ATMP are consistent with the National Bald Eagle  
250 Management Guidelines (2007),<sup>3</sup> raptor protection guidelines,<sup>4</sup> and other general  
251 concerns about wildlife, specifically avian species and migratory avian species.<sup>5</sup> Nesting  
252 eagle and raptor habitat exist across the Park, and nest locations may change over time.  
253 Therefore, the minimum altitude extends across the entire Park.

254 Sunrise and sunset are important times of the day for wildlife and visitor use and  
255 experience. Biologically important behaviors for many species occur during this time,  
256 such as the dawn chorus for songbirds. Wildlife viewing is often conducted during this  
257 time of day as well. Day/time restrictions have been included in this ATMP to protect  
258 these Park resources. Restrictions for particular events are intended to prevent noise  
259 interruptions of Park events or tribal practices.

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<sup>3</sup> National Bald Eagle Management Guidelines (2007), U.S. Fish and Wildlife Service; The Bald and Golden Eagle Protection Act, 16 U.S.C. § 668 et seq.

<sup>4</sup> Richardson, C. & Miller C., Recommendations for protecting raptors from human disturbance: A review. *Wildlife Society Bulletin*, 25(3), 634-638 (1997).; See also Recommended Buffer Zones and Seasonal Restrictions for Colorado Raptors, Colorado Division of Wildlife (2008). The peregrine falcon is protected under the Migratory Bird Treaty Act. The peregrine falcon is a state-listed species in both North Carolina and Tennessee and as an endangered species in Tennessee.

<sup>5</sup> The Migratory Bird Treaty Act, 16. U.S.C. § 703 et seq.

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

## 270 **5.0 COMPLIANCE**

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

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

### 285 5.1 Aircraft Monitoring Technology

286 Operators are required to equip all aircraft used for air tours with flight monitoring  
287 technology and to report flight monitoring data as part of their semi-annual reports.  
288 Required flight monitoring data shall include the following:

- 289 • Latitude, longitude, and geometric altitude
- 290 • Tail number
- 291 • Date and time stamps for each ping
- 292 • Operator and Doing Business As (DBA), if different
- 293 • Aircraft type
- 294 • Pings set to a maximum of 15 seconds
- 295 • Certificate number

296 Operators already using aircraft equipped with flight monitoring technology shall ensure  
297 it meets the performance standards listed above or acquire and install acceptable flight  
298 monitoring technology within 180 days of the effective date of this ATMP. For aircraft  
299 not already equipped with flight monitoring technology, within 180 days of the effective  
300 date of this ATMP, operators shall equip those aircraft with suitable flight monitoring

301 technology. Operators shall use flight monitoring technology during all air tours under  
302 this ATMP.

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 or that no longer holds operations  
306 under this ATMP at the time of the application. New entrants must apply for and be  
307 granted operating authority before conducting commercial air tours over the lands and  
308 waters covered by this ATMP.

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

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

321 **7.0 COMPETITIVE BIDDING**

322 When appropriate, the FAA and the NPS will conduct a competitive  
323 bidding process pursuant to the criteria set forth in 49 U.S.C. § 40128(a)(2)(B) and other  
324 criteria developed by the agencies. Competitive bidding may also be appropriate  
325 to address: a new entrant application; a request by an existing operator for  
326 additional operating authority; consideration by the agencies of Park-specific resources,  
327 impacts, or safety concerns; or for other reasons.

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

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

335 **8.0 ADAPTIVE MANAGEMENT**

336 Adaptive management allows for minor modifications to this ATMP without a formal  
337 ATMP amendment if the impacts of such changes are within the impacts already

338 analyzed by the agencies under the National Environmental Policy Act, the National  
339 Historic Preservation Act, and the Endangered Species Act. Adjustments to the number  
340 of commercial air tours allocated to individual operators as a result of the competitive  
341 bidding process and minor changes to routes, altitudes, or other operating parameters are  
342 examples of adaptive management measures that may not require a formal ATMP  
343 Amendment. Such modifications may be made if: 1) the NPS determines that they are  
344 necessary to avoid adverse impacts to Park resources, values, or visitor experiences;  
345 2) the FAA determines the need for such changes due to safety concerns; or 3) the  
346 agencies determine that appropriate, minor changes to this ATMP are necessary to  
347 address new information or changed circumstances.

348 **9.0 AMENDMENT**

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

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

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

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

369 **10.0 CONFORMANCE OF OPERATIONS SPECIFICATIONS**

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

372 **11.0 EFFECTIVE DATE**

373 This ATMP is effective [date].

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<INSERT name>, Superintendent  
Great Smoky Mountains 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  
Unified Interior Region 2: South  
Atlantic-Gulf  
National Park Service

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

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378

**APPENDIX A**

379

**1.0 COMMERCIAL AIR TOUR ALLOCATIONS**

380

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

382

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

Air Tour Operator	Annual Operations	Daily Operations	Aircraft Type
Whirl'd Helicopters, Inc.	864 tours  Annual limit of 26 flights on the Black Route (SGTF) and 17 flights on the Blue Route (SMSF)	4 tours on Standard Days, with 40 Flex Days per year days on which up to 5 tours is allowed	BHT-206-B, BHT-206-L1, BHT-206-L3, R-44-44, R-44-II, R-44-RavenII
Great Smoky Mountain Helicopter Inc. (Smoky Mountain Helicopters, M Helicopters of TN, Delta Helicopters, Cherokee Helicopters)	82 tours	1 tour on Standard Days, with 40 Flex Days per year on which up to 2 tours is allowed	BHT-206-B

383

384

**2.0 DAY/TIME RESTRICTIONS**

385

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

386

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

Air Tour Operator	Time-of-Day	Day-of-Week
Whirl'd Helicopters, Inc.	Two hours after sunrise until two hours before sunset	The NPS can establish temporary no-fly periods that apply to air tours for special events or planned Park management.
Great Smoky Mountain Helicopter Inc. (Smoky Mountain Helicopters, M Helicopters of TN, Delta Helicopters, Cherokee Helicopters)	Two hours after sunrise until two hours before sunset	The NPS can establish temporary no-fly periods that apply to air tours for special events or planned Park management.

387

388

389 Table 3 lists the standard day and flex day restrictions by operator.

390 **Table 3.** Air Tour Standard Day and Flex Day Restrictions by Operator

<b>Air Tour Operator</b>	<b>Standard Day Flight Limit</b>	<b>Number of Standard Days</b>	<b>Flex Day Limit</b>	<b>Number of Flex Days</b>
Whirl'd Helicopters, Inc.	4	Unrestricted	5	40
Great Smoky Mountain Helicopter Inc. (Smoky Mountain Helicopters, M Helicopters of TN, Delta Helicopters, Cherokee Helicopters)	1	Unrestricted	2	40

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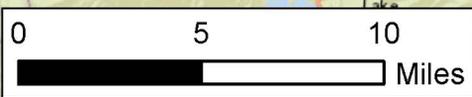
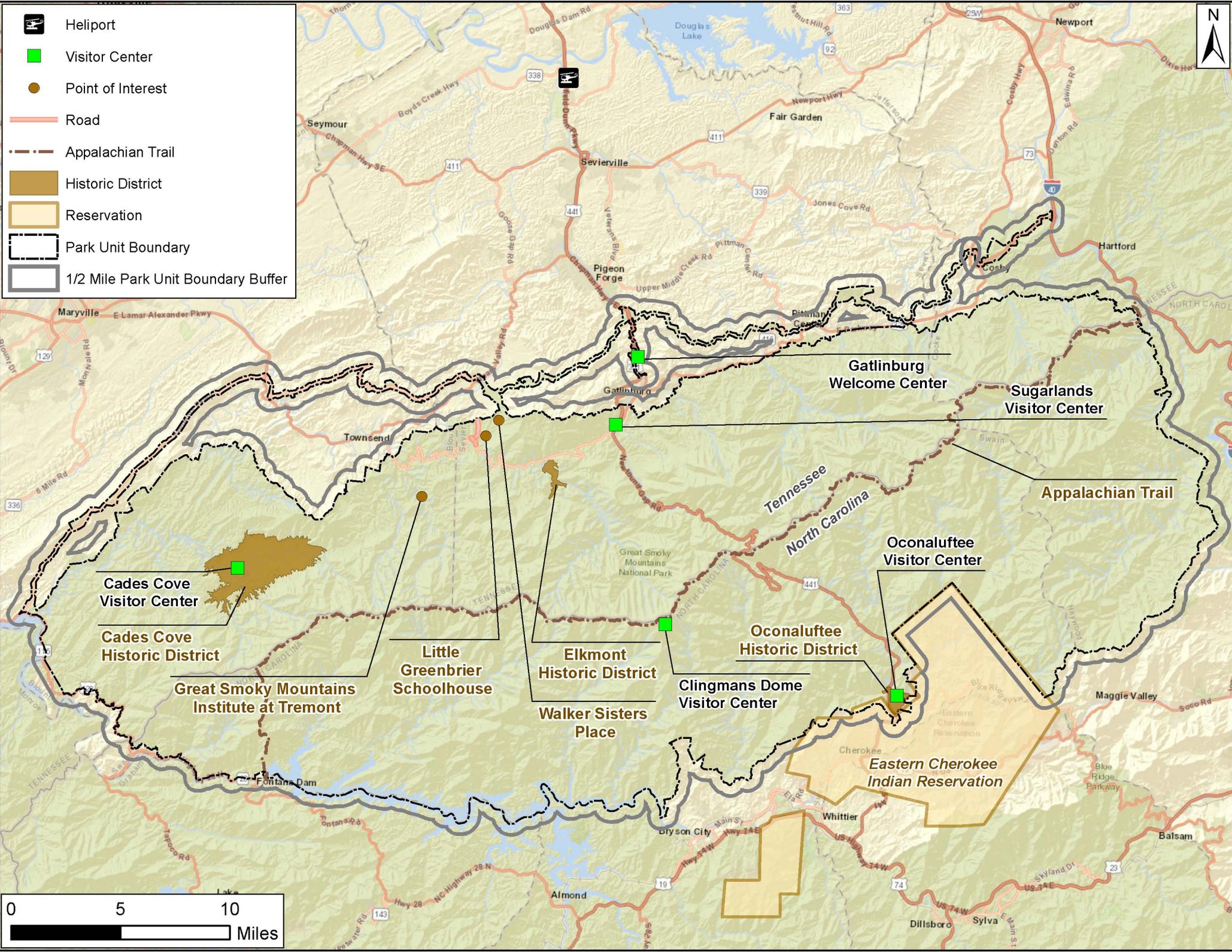
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394

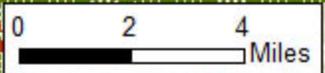
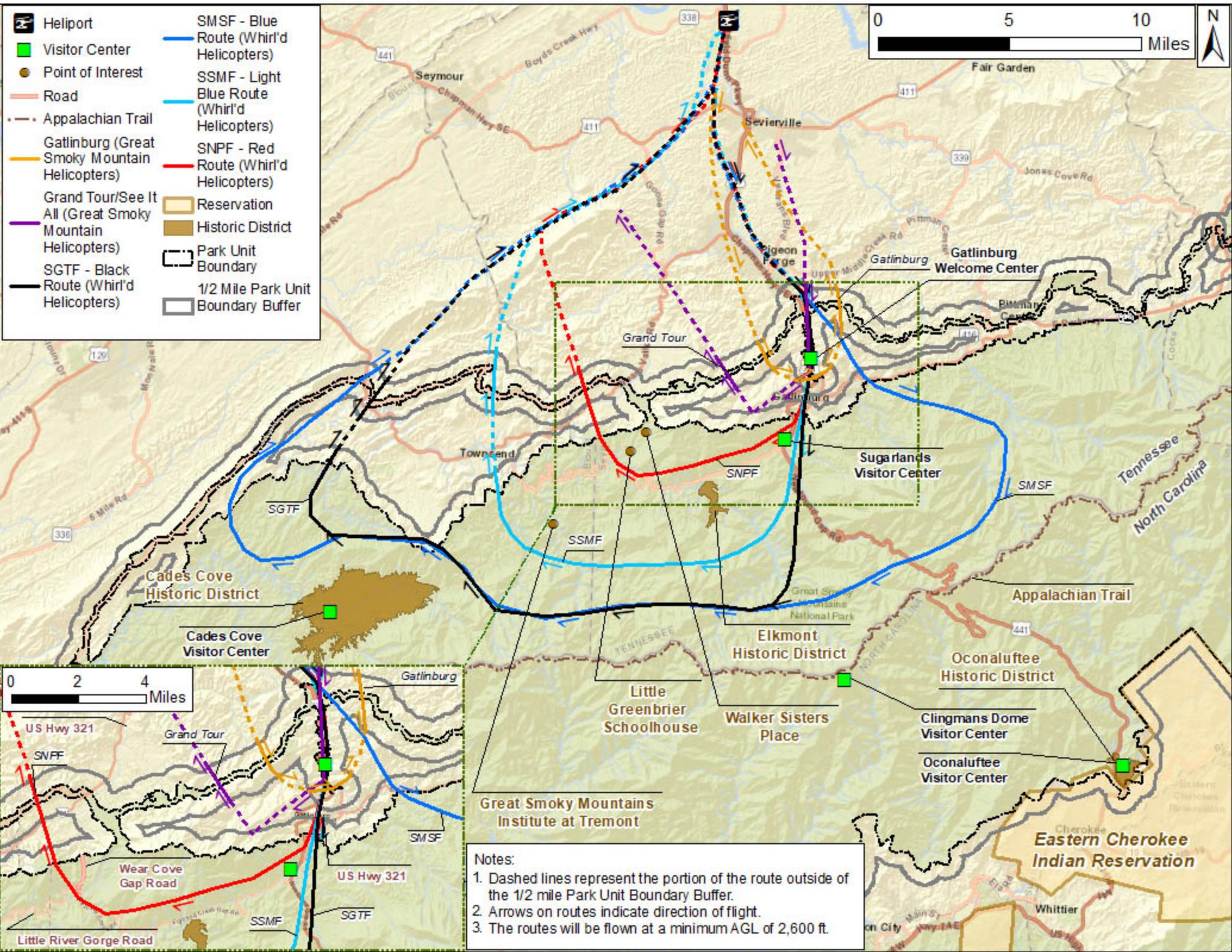
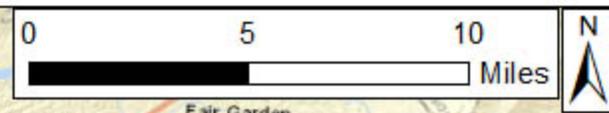
**APPENDIX B**

395 Enlarged Figure 1 and 2

-  Heliport
-  Visitor Center
-  Point of Interest
-  Road
-  Appalachian Trail
-  Historic District
-  Reservation
-  Park Unit Boundary
-  1/2 Mile Park Unit Boundary Buffer



	Heliport	SMSF - Blue	Route (Whirl'd Helicopters)
	Visitor Center	SSMF - Light Blue	Route (Whirl'd Helicopters)
	Point of Interest	SNPF - Red	Route (Whirl'd Helicopters)
	Road		
	Appalachian Trail		
	Gatlinburg (Great Smoky Mountain Helicopters)		
	Grand Tour/See It All (Great Smoky Mountain Helicopters)		
	SGTF - Black		
	Route (Whirl'd Helicopters)		
	Reservation		
	Historic District		
	Park Unit Boundary		
	1/2 Mile Park Unit Boundary Buffer		



**Great Smoky Mountains Institute at Tremont**

**Notes:**

1. Dashed lines represent the portion of the route outside of the 1/2 mile Park Unit Boundary Buffer.
2. Arrows on routes indicate direction of flight.
3. The routes will be flown at a minimum AGL of 2,600 ft.