

**George R. Campbell**  
**P.O. Box 458**  
**Haines AK 99827**  
[outback@alaska.net](mailto:outback@alaska.net)      **(907) 767-5589**

May 28, 2013

TO: Haines Borough Manager  
RE: Heli-Ski Map Change

Dear Mr. Manager,

Many industry conflicts concern operations near boundary lines. The heli-ski boundary lines presently selected and printed for public and industry operations are confusing and do not follow topography, making it difficult to identify exact parameters of the skiable area.

GPS is a credible and reliable method to determine a receiver location, however, for practical purposes determining the location of arbitrary meandering boundary lines drawn on a map is not so useful. The State of Alaska has used specific geographic landmarks to identify game management units to remove that confusion; our borough should do the same.

Boundary lines should follow drainages. Ridgelines used for the top of the mountain, rivers and glaciers in the valley. Operators can therefore choose safe areas to land and ski, without the pressure of identifying boundaries with a GPS to ensure the safe areas are inbounds. Boundaries should be designated for skiing, not landing access for skiing.

In some areas I can see where an elevation line would be important in lieu of the valley floor. In these areas I urge that the Borough designate a single elevation for the valley, removing small elephant ears like seen on the south side of the Kicking Horse Valley, where the line bounces from 1,500 ft to 2,000 ft elevation (please see present map). These inconsistencies create confusion, frustration, and ultimately unnecessary public conflict. Simple and easy is better.

I would also like a reasonable approach implemented on how arbitrary boundaries are enforced. As a community member, it appears a waste of our administration resources investigating and imposing violations for helicopters being less than 400 yards outside of a poorly defined arbitrary line. The allowable use area is about five miles deep, or 21,000 feet, a 1,200 foot "out of bounds" is less than 6%. When was

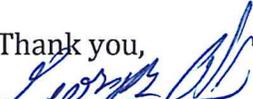
the last time our local police ticketed a vehicle, private or commercial, for driving 6% over the speed limit?

Specifying hard lines of operation without intimate knowledge of safe terrain and equipment limitations creates safety concerns. Allowing an operator to use an area but limiting the landing locations is redundant.

Second, I would like to see the Takhin Ridge, north of the most southern spine, open for ski operations. This inclusion of area would allow for safe skiing often when the upper and lower valley is closed due to weather, and would be a safer area due to it's close proximity to a permitted heliport and reliable communications. Opening the area north of the southern east/west ridge will avoid the wintering grounds for the goats, while allowing ski terrain desirable to professionals from all over the world.

Third, the arbitrary dates of mid February to early may is also unnecessarily redundant. Operators already have limited user days, weather windows, helicopter schedules and economic restrictions to limit use. These items sufficiently limit the volume of heli-skiing.

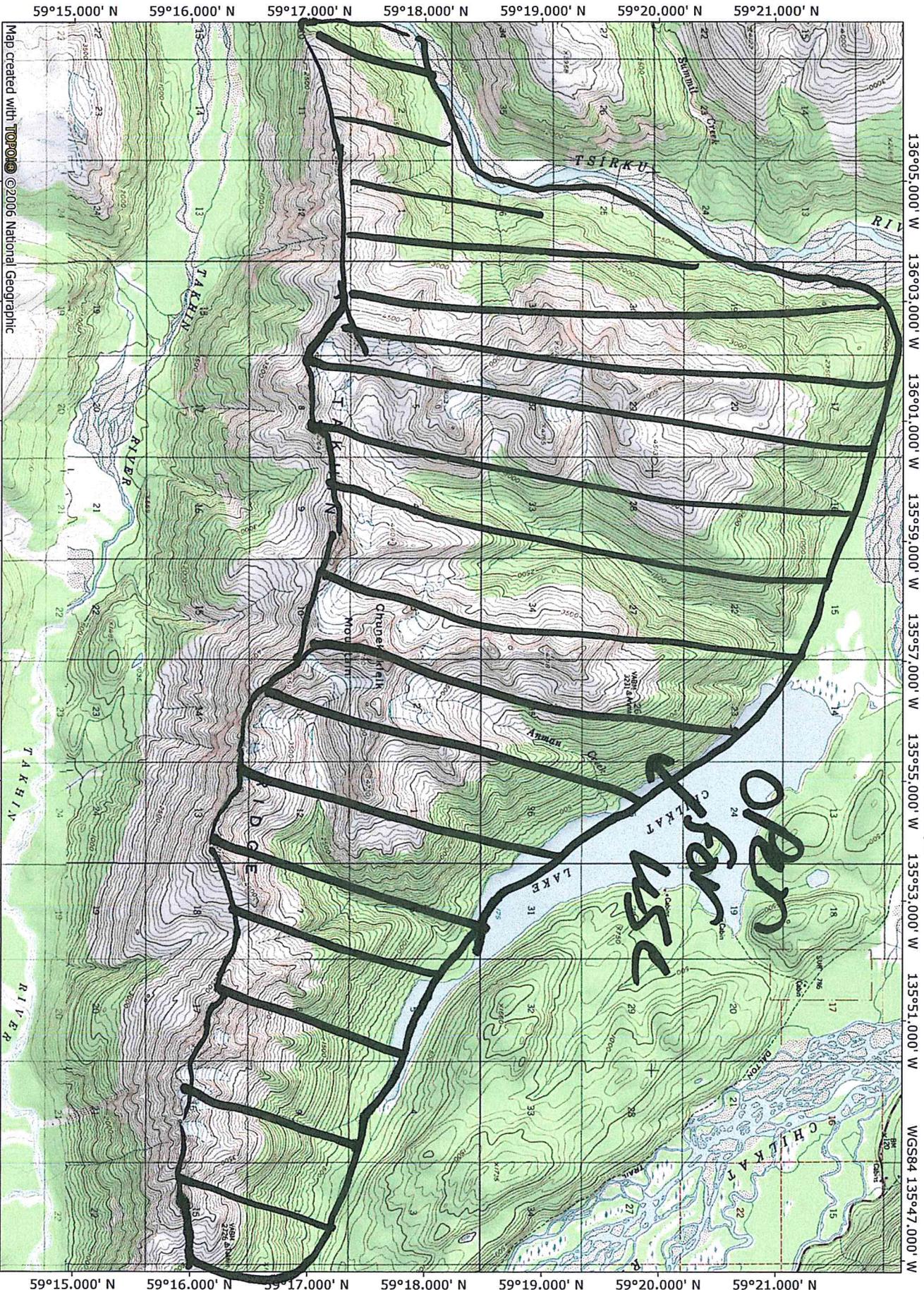
Thank you,



George Campbell

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TOPoI map printed on 05/28/13 from "Untitled.tpo"



05/28/13  
TN° MN  
22°

G. Campbell

CONFUSING

