

# SEABA

SOUTHEAST ALASKA BACKCOUNTRY ADVENTURES



## SEABA Operation Plan:

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## **Statement of Purpose**

The purpose of this operational plan is to establish a precedent for operations within Southeast Alaska Backcountry Adventures LLC. (SEABA) The formation of SEABA was directed at establishing quality services for commercial winter based recreation. Most recreation is designed around the use of Chartered 135 Air taxi services to recreational ski sites. Helicopters used are , AS 350 BA-2 which seat 4 clients , Cessna 180 ski planes, snow mobiles, and snow-cats, as well as non motorized guided backcountry skiing will be used to assist in this outfitted activity. Clients will be able to access ski terrain throughout the specified areas through safe and professional services provided by SEABA LLC.

## **Guide Training and Qualifications**

All guides will be trained in specific responsibilities concerning ski recreation. These will be defined in three categories.

### **I. Avalanche Forecasting and Evaluation.**

All guides will have an understanding of a level II Avalanche Forecast and Evaluation Certification recognized by AAA. All guides must have one season experience with a level two certificate. Lead guides must be 25 years of age. All guides will be encouraged to get the highest level of training available as well as attending all or any training programs offered through SEABA LLC or any other organization.

Complex mountainous terrain and weather prevalent in the Haines vicinity necessitate a comprehensive avalanche program to ensure the safety of SEABA employees and clients. To facilitate this undertaking, SEABA's avalanche forecasters will work closely with W.S.I. (Winter Safety Institute) which is a non-profit focusing on developing safety and reliable informed avalanche forecasting in the upper Lynn Canal. The Institutes Director's name is Jon Gellings. He comes most recently from the Bureau of Land Management where he provided Avalanche forecasting and management of weather instruments dedicated to the acquisition of pertinent weather conditions. He has also worked with the Chugach National Forest in the same position and has two papers published with the International Snow Science Symposium. He is an



accredited Level III Avalanche Forecaster with American Avalanche Association. SEABA requires all guides to maintain an American Level 2 avalanche certification at a minimum, although most guides possess certifications above this level.

SEABA's clients travel from all over the world to ski in Haines and although most of them are great skiers, their avalanche safety knowledge varies widely. Mitigating avalanche hazard while skiing in the backcountry requires adherence to a strict set of protocols which guests are educated on during the duration of their stay. Before ever putting their skis on, guests must participate in an interactive avalanche safety presentation, and must demonstrate competence using standard avalanche rescue equipment such as transceivers and probes. After testing at the base of operations, client education continues in the field while guides follow industry standard techniques such as skiing potential avalanche slopes one at a time, and explain the importance of different types of terrain features with respect to avalanche initiation and rescue.

## **II. Glacier Travel and Crevasse Rescue**

Guides will have rope rescue skills and be asked to update their rope rescue certificates due within one calendar year of expiration. Guides should be able to pass a field test of rope rescue including crevasse rescue. Guides will have thorough knowledge of mountain and glacier travel. Those guides possessing more "Mountain Time" experience will be given priority according to level of experience and current professional certification held.

## **III. Emergency Medical Response**

SEABA insurance calls for up to date CPR and First Aid certificates. SEABA will request that Lead Guides have more than 40 hours of medical training; guides with more than 40 hours will have work preference. Courses that are recommended are Advanced Wilderness First Aid, Emergency Trauma Technicians (Alaska only), and Wilderness First Responder. Guides should continue to progress and practice their medical training while involved with SEABA. More detail under ([Snowcat and Helicopter Skiing Snow Safety and Medical Evacuation Plan](#))

Guides with the highest level of training, (in all three categories), and possess the most experience will be offered lead guide positions. Guides also showing the highest levels of interest and perception will be favored for available work.

## **Motorized Conveyance:**



SEABA has and will continue to strive to provide the most qualified and esteemed charter services for the clients and employees. During seasonal training, guides and other employees will become involved with the charter companies that SEABA uses. Professional and proper management of relationship between companies is imperative to excellent and reliable service. Personal problems and other issues will be dealt with outside of the client's perception. SEABA holds this relationship with its chartered operators in the highest regard. Any problems should be brought to the attention of a lead guide. From here acting managers of SEABA will proceed to resolve any problems. This shall be a focal point of this relationship.

During pre-season, training will occur both for the guides and the air- charter company that SEABA will use. This time is very pertinent for the Guides and the Pilots to develop communication skills that will enable the best environment for all parties involved. Through this training, the operations and guidelines of both companies will be introduced and explained. By understanding the capabilities and limitations of each party's responsibilities, SEABA and the current Helicopter Charter Company will have a better idea of how to provide a better service for clients. Both parties must allow themselves to be most familiar with the operations of both companies. Quality relationships between pilots and guides are highly encouraged, inevitably leading to a highly tuned team providing the best service for the client.

SEABA will also provide the areas of commercial use for heliskiing to the charter company, so that the pilot is also informed of proper technique in accessing the Haines Borough Approved Commercial Ski Tour Recreation Areas". . The helicopter charter company will be involved in making decisions on flying practices to and from these areas so that all clients and personnel are safe and are comfortable during their recreation. After this procedure has been done, SEABA holds no responsibility for pilot actions in the field as his action are dictated by the FAA and the safety of his cargo.

SEABA Also utilizes part 135 fixed wing air chartered to deliver its people to areas in the borough. These areas are all on generally allowed use DNR properties. SEABA will be advertising this activity under its tour permit.

### **Non-motorized Backcountry Tours**

Generally when SEABA's clients are not skiing with the assistance of a heli, snowcat, snow



machine, or ski plane, and they request a backcountry activity. This occurs on weather days when aircraft are grounded .We guide them to general state lands and/or land inside the Haines State Forest that does not require a permit from the state.

State general use lands under DNR have no limits on commercial recreation, and do not require a state permit. However since we do use these lands commercially we are required to register with DNR. We have done this for the 2014 season and will renew and send receipt when registered for 2015.

Under Special Use Designation 106858 of the Haines State Management Plan, our commercial impact will remain defined as allowable use described in the SUD under CRO (Commercial Recreation Operation) . See Appendix E:

<http://forestry.alaska.gov/pdfs/haines/hsfpfinal.pdf> for areas that is allowable under this CRO.

We will only offer these excursions into areas in which 11 or less client per day are allowed under this SUD. These area include unit 1 Kelsall, including sub units 1a and 1c, all of Unit 2,3 4, 5, and 6in the Haines State Forest Plan.

These activities could include, ice climbing, Nordic skiing, snowshoeing, backcountry skiing, kite skiing/boarding, general hiking, fishing, and/or disc golf. SEABA will only guide clients to use areas in the Haines State Forest that have a CRO designation that is appropriate for the sub-unit specified in <http://forestry.alaska.gov/pdfs/haines/hsfpappene.pdf>

At this time SEABA does not wish to obtain permits From the Haines State Forest in order to take clients into areas that require more permitting.

All non-motorized tours, mentioned above, will occur in areas that are compliant with the Haines State Forest Management Plan SUD 106858, and the Chilkat Bald Eagle Preserve. SEABA also advertises that these are activities that SEABA offers under its tour permit.

## **Operations:**

The Base of Operations are located at the heliports, airport, 18 mile, 33 mile, and the Snow cat base at .6 mile Chilkat lake Road. These areas will be used as centers of professionalism. Items of business and responsibilities will be held in priority. All employees should recognize that the clients expect that we operate in a responsible and organized manner in order to provide the best possible experience.

During operation these areas should be kept organized and ready for response to several



events. Those events are pre-season operation, seasonal operations, and emergency operations. This area must be free from clutter and unorganized personal property, so that in an event of emergency items necessary to the event can be found and utilized in a timely matter.

It is up to the guide to familiarize him or her with the internal workings of base operations. If questions should arise they will be directed to the operations manager or lead guide. This will be imperative to the utmost enjoyment and function of SEABA employees and clientele. In the case of emergencies the functions at base operations could play a critical role in the outcomes of emergency situations. Secondly, familiarizing oneself with the operation will help SEABA provide a more efficient service.

SEABA will hold a policy of pay before you play. All payments or credits are due before services. This is to ensure that the client and the operator, SEABA, are equally informed as to the services rendered. All clients must have also signed a liability waiver, be informed of the inherent dangers of skiing in, traveling in, and use of the backcountry.

Clients will be briefed on arrival for their activities for their 3 to seven day adventure.

Complementary shuttles will drop guests at these bases of operations, or guest will arrive by their own transportation.

## **Operational Guidelines**

In 2015 SEABA plans to operate heliskiing from Feb.10 through the 1st of May. Most access will be through motorized conveyance that is chartered. There will be contractual agreements between commercial 135 air taxi companies. Only through daily-chartered service and multi day leases will a contract be enacted.

The expected client base for the 2015 heliski seasons should be between 900-1100 user days, but we are requesting 1,000 skier days from the borough at this time. In 2014 we used 121 skier days. This was due to a difficult and hard to predict snow pack with unsafe conditions for further heliski operations, and trips advertised and sold by SEABA to clients were not possible.

SEABA will be operating on general state lands inside the Haines Borough. All commercial landings will be on allowable use areas, and/or Haines Borough approved private property.

SEABA is committed to GPS flight following and signing a Letter of Understanding with



the Haines Borough to comply with voluntary flight routes to and from ski areas in the Haines Borough.

## **SEABA Compliance Program for maintaining Heliskiing Operations on permitted lands only**

### **1. Familiarization of Operating Area program.**

- a. All guides and helicopter pilots working for SEABA under direct employment or for the contracted chartered helicopter service company shall attend a familiarization course in which objectives will be met to determine legal operating area.
- b. Guides, pilots, and dispatch will walk through operating terrain, landing zones, (LZ) and pickup zones, (PZ) with Google maps and get a in class visual perspective on the areas that are allowed for guide based operations..
- c. Lead guides and helicopter pilots will be tasked with identifying on a map given to them by management and will have to label each LZ and PZ that are within the operating areas. They will also be assigned to draw on a map by memory the critical landing or pick up zones that are within 1/8<sup>th</sup> mile or less of unpermitted terrain. Upon review of these tests and after a passing grade is given, they will be approved for operations.

### **2. In Field practice, training and use objectives**

- a. Lead guides, Pilots, and senior guides will upon startup of seasonal operations with assistance of GPS will locate qualified and approved LZ and PZ's within the operating area. These areas will be flagged and way pointed for easy recognition and identification in the field.
- b. It will be a responsibility of the lead guides to make sure these identified LZ PZ'S are maintained for ease of use and visibility for all guides, and pilots in the field.
- c. No new LZ or PZ's will be allowed without management consent with in the critical 1/8<sup>th</sup> mile and a GPS review and waypoint identification if they are within 1/8<sup>th</sup> mile of allowable operational boundary.
- d. All live boundaries will be entered into an on board GPS for pilots and guides to reference.



- e. Only Lead guides or senior guides with 3 years' experience with SEABA or other Haines Heliskiing operators will be able to assist with Media/Film production, as these groups of clients tend to not use typical or habitual landings.
- f. Each night prior to the following day's operation, media guides will consult and identify areas of intended use and document these areas based on LAT and LONG by consulting Google maps. Areas that are considered to be 1/8 mile will be cross referenced in the field by using the helicopters on board GPS to see if this terrain is desirable and authorized for use.

**3. Reconciliation of the operating areas of use and audit of compliance program**

- a. Our contracted part 135 Helicopter Operators must have Real Time GPS tracking of the helicopters location so that the operations manager can retrieve the location and activity of the helicopter in the field. After each day of operation, the Operations Manager will download the track for storage and review for compliance. If there is a breach in operational guidelines the following enforcement steps will be taken.
- b. First the guide (s) and pilot will be brought in for a meeting to find out why there was a deviation from guidelines and protocols. If it is determined it was for safety and deemed critical for safe operations then the incident will be dismissed. At this point a detailed statement will be sent to the BLM, (or other land owner) to explain the unauthorized but necessary use of property.
- c. Second, if the action is deemed voluntary and blatant then the guide will be reprimanded by being removed from heliskiing rotation for one week, and the pilot that assisted in the error will be reported to the 135 Chartered operator's management for disciplinary action. This enforcement will be included in the part 135 Chartered Contract under a compliance clause necessary for delivery of services.
- d. There will not be a second chance, if it occurs again, then guide will be terminated, and if pilot has involvement it will be requested that that pilot be transferred from the contract held with part 135 Chartered air carrier..
- e. SEABA at this point will contact BLM, (or other land owner) to convey detailed report of trespass.

We also pledge to operate under the T.O.P.S program, found at <http://www.topsafety.org/ProgramOverview/tabid/71/Default.aspx>. SEABA will perform to the standards that are within our control, as this program also involves our contracted part 135



operator which is responsible for the aircraft specific portions of this plan. While SEABA, or our chartered operator are not currently members of TOPS, we can certainly provide this level of security, safety, and detail in our daily operations.

### **Safety Briefing**

SEABA will initiate a safety briefing before any guest begin to ski with us from the helicopter or snow cat to insure that information on how to be safe around the helicopter, snowcat, and snow machine is understood. This is done with the machine reset so that certain safety features can be pointed out.

Our guests are also educated on how to use backcountry avalanche tools that will help keep them and other guests as safe as possible. This is done in conjunction with a power point presentation so that the tips and guidelines are explained thoroughly.

### **Rescue or aid to other backcountry users**

SEABA is constantly checking on individuals when spotted in the backcountry to make sure they are not in distress or need help. We would come to the aid of any backcountry user, able to hail, SEABA by radio, smoke signal, mirror, signaling or a sign in the snow. We also will not put other backcountry users in danger if they are visible from above and we are aware of their presence.

### **Wildlife Guidelines**

SEABA will adhere to all federal and state wildlife guideline issued to reduce noise impacts to wildlife during the heliskiing season. We also will continue to operate under FAA policies regarding wildlife. Any changes that the federal or state agencies make will be incorporated upon notice.

We will fill out a daily log that will be provided by the Haines Borough if wildlife is spotted in our daily operations. However, it is not a priority to look for wildlife, as safety of our clients takes precedent.

### **Flight Following**

SEABA will provide flight following in conjunction with the helicopter and ski plane pilots flight following. This will allow SEABA to be aware of the location of skiing clientele in the field. Flight following will be done in accordance with FAA rules and guidelines.

SEABA will also submit a log of gps track coordinates to the borough based on



guidelines provided in the ordinance. These reports are private in nature and have business sensitive information contained within. These logs are produced only to defend SEABA's flight paths and location based on potential complaints filed by the public. The Haines Borough will not allow these logs' to be scrutinized, analyzed, copied, or otherwise taken from the Haines Borough without explicit written authority given by SEABA by acting managers, members, or employees.

## **Fueling**

All fueling done will be done in a safe manner in accordance with FAA aircraft fueling operations, and in accordance to Department of Environmental Conservation buffers and spill mitigation measure. Spills will be reported and be cleaned up immediately. SEABA has absorbent pads and containment dikes in place where necessary to make sure that fuel does not get into the ground water, or any part of the watershed. Inspection of facility is encouraged at anytime.

## **Areas of operation**

Under the new Haines Commercial Skiing Ordinance, enacted in the winter of 2011, heliski operators have been given areas of operation under Haines Borough Approved Commercial Ski Tour Recreation Areas". SEABA recognizes that guides are their own person and areas of operation must be thoroughly understood by guides before ski guiding services begin. SEABA implements map awareness in its guide orientation.

## **Snowcat Snow Safety and Medical Evacuation Plan**

### **Snow Cat Area assessment**

The area operations for SEABA Snow cat skiing and snow machine assisted skiing and tours is locally known as Old Faithful. It is noted on a USGS map as a peak of 4,740 feet in elevation. Its peak is located at Lat 59, 21.777' Long 136, 8.061'. SEABA has been issued a Department of Natural resources Permit # LAS 25493 which is on file with the borough. It expires in May of 2018. Area of operation is included in appendices titled, "SEABA permit area for snowcat and snow mobile tours."



Owners of SEABA have 14 years localized experience mitigated avalanche activity in the proposed area through helicopter access. Over 500 landings have occurred in the past 14 years. These landings occurred with clients on the mountain or during ski area reconnaissance. These resources allowed SEABA to gather typical avalanche activity on this mountain. We used this technique to develop our snow cat avalanche assessment.

Without the use of explosives, we have and will be mitigating avalanche by ski cuts, cornice cutting, avalanche forecasting, and sound backcountry techniques. Currently we are working with Winter Safety Institute, they affiliate with American Avalanche Association, and facilitate a weather tower with multiple weather and precipitation readings at 4200 feet . This will help us forecast more precisely, and create a more accurate forecasting tool for the area. We maintain this tower on the LAS permit site with Helicopters so that the measurement devices can deliver information as much as possible.

### **Avalanche Mitigation**

SEABA LLC will use helicopters and snow cats to drop guides, experienced in avalanche mitigation, at the top of runs to do control work. This will aid the current heliski and snow cat operations to utilize the mountain in a safer and more predictable way. It will also allow the consistent intake and accumulation of snow data to help understand local snow pack trends.

SEABA Snow cats will access parts of the mountain by avoiding, when possible, identified slide paths (see Avalanche Assessment Map) to reduce possible incidents due to avalanches. At any time the avalanche forecast is high in nature our protocol is to operate outside of the 25-50 year paths until more field data can be gathered. An example of high avalanche danger would be after substantial snow fall, i.e. more than 24” of new snow in 24 hours and/or confirmed avalanche activity from visual or other references in the area.

Our operation plan is to utilize skiable treed terrain outside of avalanche zones to decrease the likely hood of skier triggered avalanches. This will occur during periods of high avalanche danger as well. At no time are we obligated by our operation or safety plan to operate!

### **Snowcat Operations Rescue**

Snow cat rescue operations will follow the design of the Helicopter Rescue Plan, assuming adequate communications can be established with dispatch. Helicopters and all necessary equipment will be brought to the scene based on level of rescue.

Snowcat based rescue operations will be slightly different then helicopter rescue. However, it will be the most likely be the form of rescue unless rescue necessitates a helicopter.



Guides and medical personnel will deliver injured person over to Haines EMS at nearest point available. Transfer of the injured person will be done with utmost patient care and in a timely manner. All of the observed methods previously described or that are found in the SEABA Helicopter Skiing Rescue Plan will be adhered to.

## **SEABA LLC Avalanche and Safety Equipment**

### A. Avalanche Safety Plan

1. Each Guide and guest will have an avalanche beacon. Guides in each group will have signaling capabilities. Guides also carry narrow fm airband 2 way radios to communicate with pilots and base. Guides and some clients also carry Motorola- talkabouts/ hand held's for back up and on mountain communication between parties.

2. Guide pack should include; avalanche and medical equipment:

#### **Main Guide Pack**

Evacuation system, i.e. (rope, pulley, anchors, Z drag)  
Avalanche Probe  
Watch  
2 way radio  
Extra clothing i.e. (Fleece, shell)  
Spare gloves  
Hat  
Multi tool  
Topographic maps or equivalent  
Compass  
Matches (waterproof)

Paper, Pencil  
\*Ruler  
\*Crystal Screen  
\*Magnifying glass  
\*Field book, waterproof  
\*Thermometer (2)  
\*Pencil

#### **Medical Kit**

Non Adhesive Dressings  
Adhesive Strip 3"x 4"  
Gauze Dressing 3"x 3"  
Steri "Strips" 1/2 x 4"  
Elastic Bandage "Tensor"  
Triangle Bandage (2)  
Adhesive tape plain 1"x 5'  
S.A.M. Splint  
Alcohol swabs  
Scissors

3. Snow cat rescue and evacuation equipment:



### **Snowcat Rescue Pack**

- Climbing Rope 10mmx 50m (1)
- Harness (s)
- 7 mm x 5 m sling (2)
- Z Drag kit
- Carabineers, locking, aluminum (4)
- Pulley (2) Ice screw (1)
- Shovel (3)
- Extra anchors (dead man, flukes, and pickets)
- Climbing skins
- Backboard, splints
- Blankets
- Cervical Collar
- O2

#### **4. Base station equipment cache:**

### **Rescue Resources at Base Operations**

- Climbing rope 10- 11 mm x 50m (1)
- Harnesses (2)
- Helmets, climbing or other(1)
- 7 mm x 5 m sling (2)
- Carabineers (4)
- Ascenders (1 pr) or prussik
- Pulley (2)
- 100 'tubular webbing
- Ice screws (3)
- Ice axe (2)
- Crampons (adjustable) (1 pr)
- Spare clothing -down fill or fiber filled jacket (1)
- Sleeping bag or blanket (1)
- Warm clothing i.e. (Mittens XL, hat, booties)
- Headlamps and batteries
- Surplus O2

## **Helmets and other protective personnel gear**

Personnel that guide clients in high risk terrain or film work will be required to wear adequate head protection.

Examples are as follows:



High risk terrain includes any slope that has a secondary exposure, such as cliffs that break the slope and expose personnel to a vertical fall.

Slopes that are over 50 degrees in angle for more than 1,000 vertical feet.

Slopes or areas that have timber both at the top landing and the bottom.

When surface conditions in 50% of skiable terrain is 1 finger hardness or more determined by the forecaster and SEABA management.

High risk activities that require head protection include:

Film work dealing with high risk slopes and terrain.

Any film production requiring belay work, anchors, or has potential for secondary exposure.

Any control work done specifically to stabilize a slope, including cornice cutting, and ski cuts with secondary exposure, or sustained high angle slopes.

### **All guides must wear Avalanche Inflatable Rescue Packs**

Examples include any product made to inflate to float the individual in the event of an avalanche. Guides are always encouraged to wear supplementary impact resistant equipment in the field that protects critical areas. It is safer to not wear body protection and or avalanche flotation packs based on the risk of exposure created by these factors. If at some point the guide does not wear required gear then they will be put on ground operations.

SEABA recognizes that excessive weight and reduction of mobility is a factor in determining the safe use of this equipment. At some point SEABA feels that it is up to the guide to determine if the equipment that protects areas of the body like the spine, knees, and chest in such a manner as to not impede with the safety of the guide and clients.



# **SEABA Heliskiing Rescue Plan**

**2014**

Updated March 9<sup>th</sup>, 2014

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## **Plan Alpha - Minor Incident – Internal**

**Example: Minor injury, missing skier**

## **Plan Bravo - Standby resources** **SEABA MAY REQUIRE SOME OUTSIDE ASSISTANCE**

## **Plan Charlie - Full Callout** **SEABA DOES REQUIRE OUTSIDE ASSISTANCE**

## **Plan Hotel - Helicopter Overdue** **SEABA/COASTAL/LFH OVERDUE CALL**

## **Plan Delta – Demobilization**

## **Plan Echo – End of Plan**

## **Plan Foxtrot - Fuel Spill**



# Plan Oscar – Outside Operation Requires Assistance Plan Alpha - Minor Incident – Internal

**Example: Minor injury, missing skier**

## Immediate Requests:

1. **Time** incident reported: \_\_\_\_\_

2. **Type** of incident: \_\_\_\_\_

3. **Field Rescue Leader:** \_\_\_\_\_

4. **Location** of incident. \_\_\_\_\_

**Glacier Name:** \_\_\_\_\_ **Run Name:**  
\_\_\_\_\_

## GPS Location

\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds North  
\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds West

(Ask pilot for GPS Location)

5. **Which** Helicopter(s) is/are in the area: \_\_\_\_\_

6. **After 5 minutes have elapsed, ask Field Rescue Leader the following:**

Number of persons involved: \_\_\_\_\_



**Standby** for further direction from the Field Rescue Leader

## Plan Bravo - Standby resources

### SEABA MAY REQUIRE OUTSIDE ASSISTANCE

**- This means that we have an incident that we can deal with ourselves but we may require outside help -**

**INFORMATION FOR RESPONDING HELICOPTER(S), THEY WILL NEED TO KNOW**

*Ask your contact in the field for the following information*

1. **Time** incident reported: \_\_\_\_\_

2. **Type** of incident: \_\_\_\_\_

3. **Field Rescue Leader:** \_\_\_\_\_

4. **Location** of incident.

**Glacier Name:** \_\_\_\_\_ **Run Name:** \_\_\_\_\_

**GPS Location:**

\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds North  
\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds West

(Ask pilot for GPS Location)

5. **Which** Helicopter(s) is/are in the area (circle): \_\_\_\_\_

***You are now the Rescue Base Coordinator. Contact another SEABA staff person to handle other calls, as you will be busy coordinating the rescue.***

<u>Sunny</u>	<u>(907) 314-0445</u>
<u>Nic</u>	<u>(406) 396-9665</u>
<u>Ben</u>	<u>(630) 247-3063</u>
<u>Dave</u>	<u>(907) 508-2301</u>
<u>Mike</u>	<u>(907) 799-2967</u>
<u>Chris</u>	<u>(801) 244-1383</u>



Fort Seward \_\_\_\_\_ (907) 766-2009

## Rescue Base Coordinator - NOTIFY THE FOLLOWING:

**6. Notify** on the radio any other **SEABA contracted Helicopters** working in the field:

**Say, “We are initiating a Plan Bravo. We need Resources on Standby”.**

We have a \_\_\_\_\_ incident.” Give them the **location** of the incident.

### **Helicopter #1**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### **Helicopter #2**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### **Helicopter #3**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### **Helicopter #4**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Notify Field Rescue Leader of ETA for each helicopter AND ask Field Rescue Leader how many helicopters he requires**

**7. Contact 911 (Police) to mobilize.**

**Say, “Can you please **standby** – SEABA has a \_\_\_\_\_ incident and **may** require your assistance. Please call us back at “the appropriate number” with ETA?”**

### **911**

Time Called: \_\_\_\_\_ Contact Person: \_\_\_\_\_  
ETA Search and Rescue \_\_\_\_\_



## Notify Field Rescue Leader of ETA back up resources

*If another SEABA contracted Helicopter is not available, or you are requested to do so, contact the following helicopter companies*

**8.** Call the following Helicopter Companies and tell them that SEABA is initiating a **Plan Bravo**.

Say “**SEABA is initiating a Plan Bravo** and needs **Resources on Standby**. Ask them if they can please **standby**, what is your ETA, and what is their call sign?”

Let them know that we have a \_\_\_\_\_ incident.” Give them the **location** of the incident.

When **one** has confirmed to assist, **do not** call any more Helicopter Companies unless you are requested to do so.

Alaska Heli Skiing (907) 767-5600 / 907-767-5600  
Last Frontier Helicopters: (907) 745-5701  
Coastal Helicopters: (907) 789-5600  
Tempsco Helicopters: (907) 983 – 2900  
Alaska Coast Guard: (800) 478-5555

### Alaska Heli Skiing Helicopters

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### Last Frontier Helicopters

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### Coastal Helicopters

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### Tempsco Helicopters

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

### Alaska Coast Guard



Time Called: \_\_\_\_\_ : Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_  
Aircraft Type:: \_\_\_\_\_ Equipment:: \_\_\_\_\_ Guides:: \_\_\_\_\_  
Contact Person \_\_\_\_\_

**10. Contact Haines Medical Clinic: 911**

**Say,** “Can you please **STANDBY** – SEABA has a \_\_\_\_\_ incident and may require your assistance.”

Leave them your phone number so that they know how to reach you.

**Haines Hospital**

Time Called: \_\_\_\_\_ Contact Person \_\_\_\_\_

**Standby** at this point and await further instructions from field.

When “**PLAN DELTA - DEMOBILIZATION**” is called - go to the appropriate page.



# Plan Charlie - Full Callout

## SEABA DOES REQUIRE OUTSIDE ASSISTANCE

*We need to bring outside resources in to assist. We have a serious accident and we require assistance immediately.*

### INFORMATION FOR RESPONDING HELICOPTER(s), THEY WILL NEED TO KNOW:

*Ask your contact in the field for the following information*

1. **Time** incident reported: \_\_\_\_\_
2. **Type** of incident: \_\_\_\_\_
3. **Field Rescue Leader:** \_\_\_\_\_
4. **Location** of incident.

**Glacier Name:** \_\_\_\_\_ **Run Name:** \_\_\_\_\_

#### GPS Location:

\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds North  
\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds West

(Ask pilot for GPS Location)

5. **Which** Helicopter(s) is/are in the area (circle): \_\_\_\_\_

**You** are now the **Rescue Base Coordinator**. Contact another SEABA staff person to handle other calls, as you will be busy coordinating the rescue.

Sunny \_\_\_\_\_ (907) 314-0445  
Nic \_\_\_\_\_ (406) 396-9665



Ben (630) 247-3063  
 Dave (907) 508-2301  
 Mike (907) 799-2967  
 Chris (801) 244-1383  
 Fort Seward (907) 766-2009

**Rescue Base Coordinator - NOTIFY THE FOLLOWING**

**6. Notify** on the radio any other SEABA contracted Helicopters working:

**Say, “We are initiating a Plan Charlie. We need immediate assistance”**

We have a \_\_\_\_\_ incident.” Give them the **location** of the incident.

**Helicopter #1**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Helicopter #2**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Helicopter #3**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Helicopter #4**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Notify Field Rescue Leader of ETA for each helicopter**

**7. Contact 911 (Police) to mobilize.**

**Say, “Can you please standby – SEABA has a \_\_\_\_\_ incident and may require your assistance. Please call us back at “appropriate number” with ETA?”**

**911**

Time Called: \_\_\_\_\_ Contact Person: \_\_\_\_\_  
 ETA Search and Rescue \_\_\_\_\_

**Notify Field Rescue Leader of ETA back up resources**



**8. Call the following Helicopter Companies and tell them that SEABA is initiating a Plan Charlie and needs immediate assistance**

**Say “SEABA is initiating a Plan Charlie and needs immediate assistance. Ask them what is your ETA and what is their call sign?**

Let them know that we have a \_\_\_\_\_ incident.” Give them the **location** of the incident.

When **one** has confirmed to assist, **do not** call any more Helicopter Companies unless you are requested to do so.

<u>Alaska Heli Skiing</u>	<u>(907) 767-5600 / 907-767-5601</u>
<u>Last Frontier Helicopters:</u>	<u>(907) 789-5600</u>
<u>Coastal Helicopters:</u>	<u>(907) 789-5600</u>
<u>Tempsco Helicopters:</u>	<u>(907) 983 – 2900</u>
<u>Alaska Coast Guard:</u>	<u>(800) 478-5555</u>

**Alaska Heli Skiing Helicopters**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Last Frontier Helicopters**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Coastal Helicopters**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Tempsco Helicopters**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

**Alaska Coast Guard**

Time Called: \_\_\_\_\_ Call Sign: \_\_\_\_\_ ETA \_\_\_\_\_

Aircraft Type:: \_\_\_\_\_ Equipment:: \_\_\_\_\_ Guides:: \_\_\_\_\_

Contact Person \_\_\_\_\_

**11. Contact the Juneau Regional Hospital (907) 796-8427**



SOUTHEAST ALASKA BACKCOUNTRY ADVENTURES

Say, "Can you please **STANDBY**- SEABA has a \_\_\_\_\_ incident and will be requiring your assistance."

Give them your phone number so that they know how to reach you.

Notify them of the number of persons injured, nature of injuries (if known), and language spoken for each patient.

**If you require extra ambulances or patient transport, Call 911, ask for ambulance.**

Ambulance #1  
ETA Ambulance \_\_\_\_\_  
Ambulance Pickup \_\_\_\_\_

Ambulance #2  
ETA Ambulance \_\_\_\_\_  
Ambulance Pickup \_\_\_\_\_

Ambulance #3  
ETA Ambulance \_\_\_\_\_  
Ambulance Pickup \_\_\_\_\_

Ambulance #3  
ETA Ambulance \_\_\_\_\_  
Ambulance Pickup \_\_\_\_\_

**\* Ambulance can refer to Air Ambulance. When instructed by Field Rescue Leader, call 911 to arrange Air Ambulance, otherwise assume ground transportation.**

**12. Ask** the field rescue leader at the incident scene if they require:

\_\_\_\_\_ Total Number of Helicopters Required  
\_\_\_\_\_ Number of Ambulance (Pick up location for Ambulance  
is \_\_\_\_\_ Haines Airport)

\_\_\_\_\_ First Aid Equipment  
(Extra Oxygen / First Aid / Vacuum Mattress / Leg  
Splint/Nitrious Oxide)  
\_\_\_\_\_ Overnight Camp Kit  
\_\_\_\_\_ Steel avalanche shovels / probes  
\_\_\_\_\_ Rope Rescue Kit  
\_\_\_\_\_ Helicopter Sling Rescue



13. Call the following SEABA employees until you reach one.

<u>Sunny</u>	<u>(907) 314-0445</u>
<u>Nick</u>	<u>(406) 396-9665</u>
<u>Ben</u>	<u>(630) 247-3063</u>
<u>Dave</u>	<u>(907) 508-2301</u>
<u>Mike</u>	<u>(907) 799-2967</u>
<u>Chris</u>	<u>(801) 244-1383</u>
<u>Fort Seward</u>	<u>(907) 766-2009</u>

- A) Assemble a response team to greet returning guests for immediate customer service (can be for DAY, LODGE, PRIVATE AND MEDIA programs)
- B) Tell the kitchen staff to start preparing hot drinks, soup and sandwiches FOR EACH different program (DAY, LODGE, PRIVATE AND MEDIA programs)
- C) Ask them to **Standby** at this point and await further instructions from the

field.

One person should park a vehicle across the top of the road into the lodge. Post "No Trespassing Sign" on vehicle.

Time: \_\_\_\_\_ Contact Person \_\_\_\_\_

*Continue coordinating resources with the field rescue leader.  
Rescue is not complete until PLAN DELTA and PLAN ECHO is completed!*

## Plan Hotel - Helicopter Overdue

**Helicopter overdue. The helicopter is 30 minutes since last check in/contact**

1. Last Check in Time \_\_\_\_\_ Time "Plan Hotel" initiated: \_\_\_\_\_

2. Which Helicopter is overdue (circle): \_\_\_\_\_

3. Last known point of overdue helicopter:

GLACIER NAME: \_\_\_\_\_ RUN NAME: \_\_\_\_\_

GPS Location



SOUTHEAST ALASKA BACKCOUNTRY ADVENTURES

\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds North  
\_\_\_\_\_ Degrees \_\_\_\_\_ Min \_\_\_\_\_ Seconds West

**4. Which other Helicopter(s) are in the area:**

List Helicopters: \_\_\_\_\_

**5. Notify Sunny, Nick or Ben to check appropriate Helicopter Flight Tracker (Spider Tracks):**

Sunny \_\_\_\_\_ (907) 314-0445  
Nick \_\_\_\_\_ (406) 396-9665  
Ben \_\_\_\_\_ (630) 247-3063

**6. Contact appropriate Helicopter provider office:**

Say "We have **(insert Heli Call Sign)** 30 mins overdue. We are initiating PLAN HOTEL. We will be sending a aircraft to investigate the overdue Helicopter unless you can advise otherwise."

Coastal Helicopters: \_\_\_\_\_ (907) 789 - 5600  
Last Frontier Helicopters: \_\_\_\_\_ (907) 745-5701

Contact person \_\_\_\_\_ Time Contacted \_\_\_\_\_

**7. Radio any other SEABA Helicopters working that day and instruct them to investigate overdue Helicopter.**

Say "We have (Insert Heli Call Sign of overdue Heli) 30 mins overdue and are initiating a PLAN HOTEL. Give responding Helicopter last known coordinates of overdue Heli and ask for ETA to investigate"

Call Sign: \_\_\_\_\_  
ETA: \_\_\_\_\_



**8. Wait for responding Helicopter to investigate. Initiate proper response plan (Bravo, Charlie) as appropriate.**

## Plan Delta - Demobilization

*Go through the **Rescue Plan** and call **each person and company** that you have contacted.*

- 1. Call Field Rescue Leader to get confirmation that all clients and guides have exited the field and are accounted for.**
- 2. Contact all outside companies/resources contacted throughout entire rescue to get confirmation all rescuer's have left the field and are accounted for.**

**Say, "Thank you for your assistance, the **Rescue** has been **completed**;  
Please contact us when all resources have been accounted for. You will  
be contacted **later** with the details of the incident."**

Return to plan used, and call every company/resource contacted.

**Only "check" Resource Return Confirmation once full confirmation that all resources are accounted for.**

#	Company	Contact Person	Time Demobilized	Resource Return Confirmation
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				



11			
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**Once all resources have been accounted for,  
Initiate PLAN E –END OF RESCUE**

## **Plan E-END OF RESCUE**

### **END OF RESCUE Plan**

***Rescue is complete. Alert all SEABA guides and staff members that Plan Delta –  
Demobilization is completed***

**1. Alert all SEABA Guides and Staff Members of PLAN E**

**Say** “Plan D – Demobilization has been completed. All resources, guides, and clients involved in the incident have been accounted for. Thank you for all of your help. We will be holding a debriefing meeting for all SEABA staff in the next 12-24 hours.”

**2. Call Sunny, Nic and Ben and tell them Plan E has been initiated. Rescue is over.**

<u>Sunny</u>	<u>(907) 314-0445</u>
<u>Nick</u>	<u>(406) 396-9665</u>
<u>Ben</u>	<u>(630) 247-3063</u>

**\*\*\* DO NOT MAKE ANY COMMENTS TO ANY MEDIA. SIMPLY SAY “NO COMMENT AT THIS TIME IS THERE A NUMBER WE CAN REACH YOU AT WHEN WE HAVE MORE INFORMATION” \*\*\***



# Plan F-Fuel Spill

## Fuel Spill Emergency Response Plan

### Fuel Site Locations

#### South

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##### **Haines Airport (Fuel)**

500 gallons located at north end of the airport

##### **18 Mile (Fuel)**

500 gallons at George Campbell's property on the south end of the house

##### **33 Mile (Fuel)**

500 gallons across from the 33-mile road house (west side of the street)



*Turn page and  
continue*

# Emergency Response Procedure

## Assess Hazards

- i. No Open Flames and No Smoking
- ii. Ensure Personal Safety
- iii. Is there a fire hazard?

## Initial Control

- i. Control Spill if possible
- ii. Shut off all valves, pumps and nozzles
- iii. Surround product with commercial spill kit booms and absorbents or earth, sand or gravel.

## Assess Spill and Environmental Hazard Level

- i. Volume of spill.
- ii. Potential for further spill
- iii. Has fuel reached or is in danger of reaching moving water?

## Notify SEABA Base of spill location, volume and additional requirements

Any spills greater than 25 gallons in volume must be reported immediately.

## Coordinate with base requirements for outside resources

If response will be ongoing prepare for lighting, food and additional resources.

**All fuel sites are equipped with spill kits.**

## Report and Record

Date: \_\_\_\_\_

Location: \_\_\_\_\_

Time of Spill: \_\_\_\_\_

Approx. volume of spill: \_\_\_\_\_



*Turn page and continue*

## Fuel Response Resource

<u>Delta Western</u>	<u>(907) 314-0445</u>
<u>Fire Department/Police</u>	<u>(907) 766-3190</u>

### Additional Notes:

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### Accident Reports

Meet with the SEABA BOD's, Field Rescue Leader, other guides, physicians, and Alaska State Police to complete reports. Report injury to AKOSHA within 48 hours.

### Fatalities

Contact the owner if there has been a fatality. Work with the Alaska State Police and the Coroner to complete the necessary forms and carry out the correct operational measures. Inform AKOSHA within 6 hours of Fatality.

### Avalanches

Complete the avalanche involvement report forms and send to the owners of SEABA. Report on the guide meeting forms.

### All Accidents

Send a completed report to the Insurer

### Medical Reporting and Monitoring

Send a copy with the patient and ensure a copy is kept on file in the main office. Fill out Medical forms if a staff member is injured or has a near-miss incident.

### Media Response

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The SEABA office will prepare a media response package and inform the staff of the appropriate response when being approached by the media.

***Operational Debrief***

All staff should review the rescue effort and be prepared to provide constructive input to refine the avalanche safety plan, rescue plan and operational procedures.

***Critical Stress Debriefing***

The Operations Manager will arrange for critical stress debriefing for SEABA staff.

**Emergency Medical Service Action Plan and contact Information**

***Local contacts:***

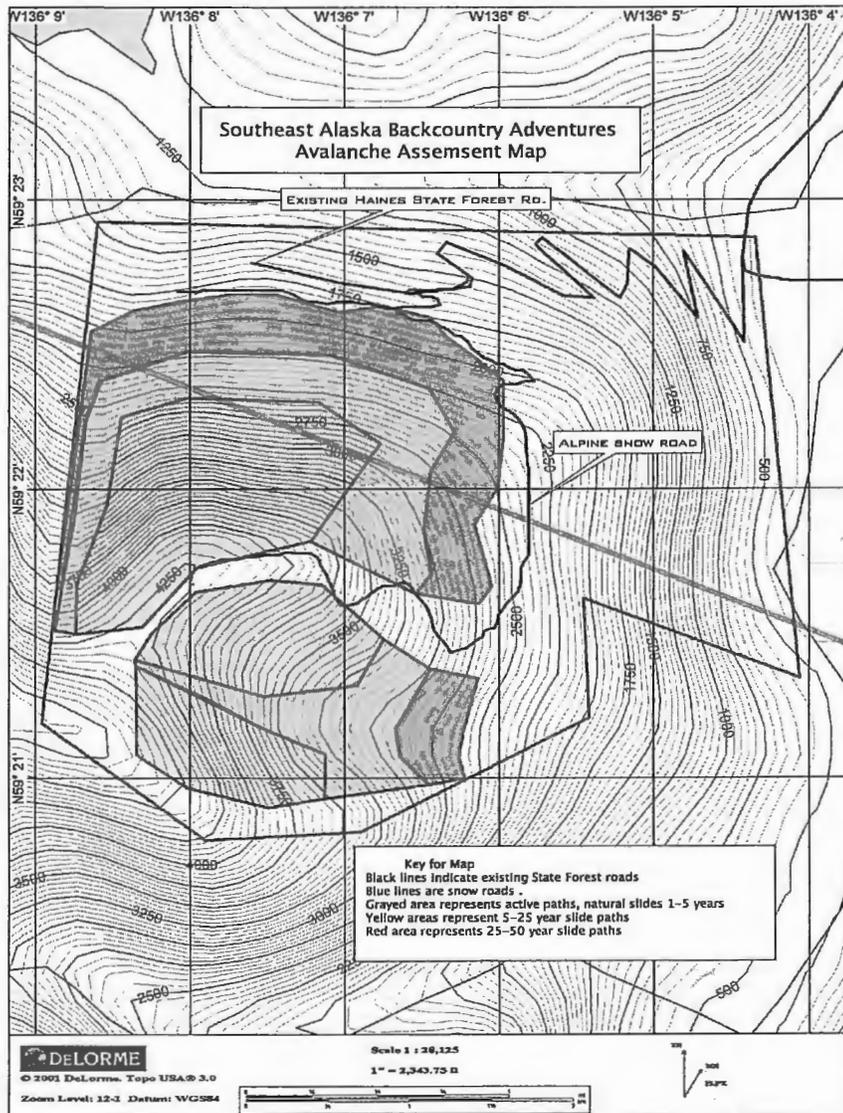
Haines EMS dispatch: 766- 2121  
SEABA LLC  
Haines EMS.

Scott Bradford Fire Chief  
151.550 Office 907 766 2010  
154.400 in the Chilkat/Klehini Valley  
155.760 east of Haines

Aviation band emergency frequency:  
Coastal Helicopters  
Last Frontier Air Ventures  
Chief Pilot Coastal in Juneau  
Haines State Troopers  
Nick Trimble SEABA Owner OPS Man.  
Ben Anderson SEABA Owner Safety Man.  
Scott Sundberg SEABA Owner Genera Man.

121.50  
151.565  
151.955  
1 800-789-5610  
1 907 -766-2552  
1 406 396 9665  
1 630 247 3063  
1 907-314 0445

## SEABA State permitted Snowcat and Snow Machine Ski Touring Area.





## Snowcat and Helicopter Skiing Rules

The following are highly recommended guidelines for safe recreation with SEABA:

1. Skiers must obey all signals and commands from guides.
2. All clients will utilize both verbal and visual communication with guides and other clients. This promotes safety on the mountain.
3. If you don't understand a communication from your guide, ask for clarification.
4. If you fall and are not hurt wave your right hand, or ski pole.
5. If you are lost, backtrack to the last open area and wait. Make yourself visible.
6. Skiers should enter slopes cautiously and try to avoid traversing slopes unless instructed to do so.
7. If snow acts suspiciously (fracturing or collapsing) turn back and inform your guide.
8. If you are caught in an avalanche, make swimming motions and try to stay on top.
9. If the guide is caught in an avalanche, send communication either by radio to other guide, or have two people ski the safest route to get help. If possible begin search in safest manner for guide.
10. Once the avalanche victim has been unburied, check for breathing and apply CPR or first aid if needed. Keep warm until the victim can be moved to a warmer safer location.
11. All clients will have training in utilizing beacons (when applicable) this means that they will be able to find a buried beacon within two minutes from 100 feet out. They will also be trained in probe use and a basic rescue scenario before tour commences.
12. All clients will know how to enter and exit the snow cat in a safe and efficient way. They will be shown how to hold on while in transit. They will also be shown where emergency equipment is located on the cat in case a guide/s becomes the victim/s or there is a fire in the cab of the snowcat.
13. Maps of the area will be in the snow cat for orientation purposes.
14. Clients are advised when skiing/ snow shoeing, in treed, gullied, or limited visibility conditions to not ski alone or away from visual contact with at least one other person.
15. In the event of an accident, clients are recommended to remain where they are, make noise if possible and hopefully the last visual contact (guide/client) will be able to commence rescue operations.



**EVENING GUIDES MEETING**

<b>DATE</b>	<b>TIME</b>	<b>SCRIBE</b>
<b><u>GUIDES PRESENT</u></b>		

<b>PILOTS REVIEW:</b> (Total Runs, Hobbs, Runs/Hour)	
Heli #1	
Heli #2	
Heli #3	
<b>PILOTS/GUIDES HELICOPTER COMMENTS:</b>	

<b>SNOWPACK &amp; AVALANCHE DISCUSSION:</b> (Include aspect, angle, elevation, and location of observations)	
Avalanche Activity:	
Snowpack Discussion	
Stability Rating:	
Observed snow quality:	

<b><u>NEW RUNS/ TERRAIN OBSERVATIONS</u></b>

<b>INCIDENTS/ACCIDENTS:</b> (Brief statement here: (see long forms. Note guide, time and location)

<b><u>WILDLIFE OBSERVATIONS</u></b>
<b><u>BACKCOUNTRY USERS</u></b>

<b>COMMENTS:</b> (Client concerns, areas for improvement, etc.)



## Southeast Alaska Backcountry Adventures Medical History Form

Please fill out this form thoroughly. We will use the information provided to plan a safe and enjoyable experience. This also serves as a helpful reminder to you of physical precautions and care you may need to take because of previous injuries and other physical conditions you may have. Any information disclosed on this form will remain confidential.

### Participant Information

Name \_\_\_\_\_  Male  
 Female

Street  
Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Date of  
Birth \_\_\_\_/\_\_\_\_/\_\_\_\_

Phone Number (day) \_\_\_\_\_ (evening) \_\_\_\_\_

### Person to notify in case of an emergency

Name \_\_\_\_\_ Relationship to participant  
\_\_\_\_\_

Address \_\_\_\_\_ Phone  
\_\_\_\_\_

Name of Physician \_\_\_\_\_ Phone  
\_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Insurance Company \_\_\_\_\_ Policy  
Number \_\_\_\_\_

### Medical Information

Blood Type \_\_\_\_\_ Height \_\_\_\_\_ Weight \_\_\_\_\_ Allergies  
\_\_\_\_\_

Describe allergic reaction  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Special Dietary needs  
\_\_\_\_\_  
\_\_\_\_\_



\_\_\_\_\_

Current medications (name & dosage)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please list any special conditions you are aware of or have been told by a physician that we should be aware of (i.e., injuries, past surgeries, arthritis, asthma, heart disease, high blood pressure, pregnancy, etc.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

I hereby agree that the information provided above is true to my knowledge.

\_\_\_\_\_

Participant Signature (Legal guardian's signature if participant is under 18)

\_\_\_\_\_

Date



SOUTHEAST ALASKA BACKCOUNTRY ADVENTURES

## Southeast Alaska Backcountry Adventures Ski/Snowboard Questionnaire

Name: \_\_\_\_\_

How would you rate yourself as a skier/boarder? (circle one): **Expert** **Advanced**  
**Intermediate**

Expert = confident on all slope angles and all snow conditions, comfortable on average ski area double black diamond terrain

Advanced = confident on all but the steepest of slopes and most snow conditions, comfortable on average ski area black diamond terrain

Intermediate = confident in good snow conditions, wary of variable/icy conditions, comfortable on average ski area blue square terrain, may venture into ski area black diamond terrain occasionally

How many days have you skied this year? (circle one) **Less than 10** **10-20** **20-30** **More than 40**

Have you been heli or snowcat skiing before? If yes, where and how many times?

What are your skiing expectations for your trip with Southeast Alaska Backcountry Adventures?

What type of terrain would you like to ski most while you're in Haines?

Do you have any goals for your trip to Haines?

Circle all gear that you have and will not need: **Harness** **Avalanche Beacon** **Probe** **Shovel**  
**Skis/Snowboard** **Backpack**



## **Guide Pack contents:**

(Guide is responsible for purchase of these items)

snow study kit  
medical kit (including pocket mask, med tape, gauze, sam splint, triangular slings, etc)  
leatherman/ tool  
headlamp  
xtra hat, gloves, goggles  
sunglasses  
down jacket  
rope (30m of 8mm min.)  
crevasse rescue kit  
flagging  
ski/snowboard binding repair kit (ski straps, zip ties, bailing wire, duct tape, etc.)  
sunblock  
handwarmer packets  
food/water  
Write in the rain field book  
Motorola talkabouts + xtra batteries

