



STANDARD OPERATING PROCEDURES & EMERGENCY RESPONSE PLAN

Matchstick Productions (MSP)
Haines Production 2015
Alaska

Operation dates: March 21 – April 15

wOrldtrip LLC.
Seth Koch
729 K St. Suite F
Anchorage, Alaska 99501
907.306.8760

**Applicable to MSP Employees, Subcontractors, Designated Agents,
and Other Parties Working Under the Direction of MSP**



Executive Summary

In the event of an emergency, preparedness will always increase any odds of success. The following document outlines Standard Operating Procedures (SOP) and the Emergency Response Plan (ERP) adapted for Matchstick Productions (MSP) employees and associates.

MSP is an action film production company based out of Crested Butte, CO. Annually, MSP secures permits to film ski and snowboard athletes riding mountainous terrain in remote areas of Alaska. Production typically lasts three to five weeks and includes the use of helicopters to transport and film athletes.

In an emergency, the main concerns for MSP personnel is the distance from advanced medical care (time) and weather.

This document outlines self-rescue procedures from the field using MSP contract aircraft. It also details the ERP for a downed aircraft, and describes daily helicopter reporting procedures (flight following) for the Haines operation zone.

In General, the Haines operation zone is up to 30 miles from medical care located in Haines, Alaska and between 60 and 90 air miles from medical care located in Juneau, Alaska. General flight times for an evacuation from the operation zone using a MSP contract helicopter is estimated to be within the realm to conduct a self evacuation from the field to rendezvous with a Haines EMS ambulance at the Haines Airport for transport to the Haines Health Center. Depending on the severity of the injury, if more advanced medical care than the Haines Health Center can provide is deemed necessary, then the Haines Health Center will request an air ambulance to transport the patient to Juneau for advanced care at Bartlett Regional Hospital.

In the event of an emergency in the field, the contract helicopter will contact Haines EMS via satellite phone. The contract helicopter will also have the availability to contact SEABA helicopters or flight following and dispatch and request assistance in contacting Haines EMS. The most desirable situation is that the Haines EMS ambulance will be waiting at the Haines Airport for the inbound contract helicopter. As Such, Haines EMS should be contacted as soon as this resource is anticipated.

Once the patient has been transferred to the Haines EMS ambulance, the contract helicopter can return to the field to extract the remaining crew members.

In the event that MSP crews become stranded or in the case of a downed or disable aircraft, a number of local aircraft providers can provide quickest evacuation times.

A rescue deployment time from outside resources such as the Alaska State Troopers, Alaska National Gaurd, or USCG is estimated to be around 2-3 hours or more. SEABA or AH helicopters, as well as Mountain Flying Services or Earth Center Adventures can be used to provide quickest evacuation times.

The following pages (i-iv) provide contact information for all EMS entities identified in this ERP. Each EMS service listed has been informed of MSP presence/operational dates and retains a copy of this ERP.

Emergency Contacts

FLIGHT SERVICE PROVIDERS

TEMSCO HELICOPTERS	(907) 789-9501	151.475/152.360
COASTAL HELICOPTERS	(907) 789-5610	151.565
LAST FRONTIER AIR VENTURES	(907) 745-5701	151.505
MOUNTAIN FLYING SERVICE	(907) 766-3007	
EARTH CENTER ADVENTURES	(907) 766-3679	

EMS

ALASKA STATE TROOPERS	(907) 766-3265
HAINES HEALTH CENTER	(907) 766-6300
HAINES VOLUNTEER FIRE DEPT	(907) 766-2115
KLEHINI VALLEY VOLUNTEER FIR DEPT	(907) 767-5550
BARTLETT REGIONAL HOSPITAL	(907) 796-8900

HELICOPTER SKIING TOUR OPERATORS

SEABA	(907) 314-0445
ALASKA HELISKIING	(907) 767-5745

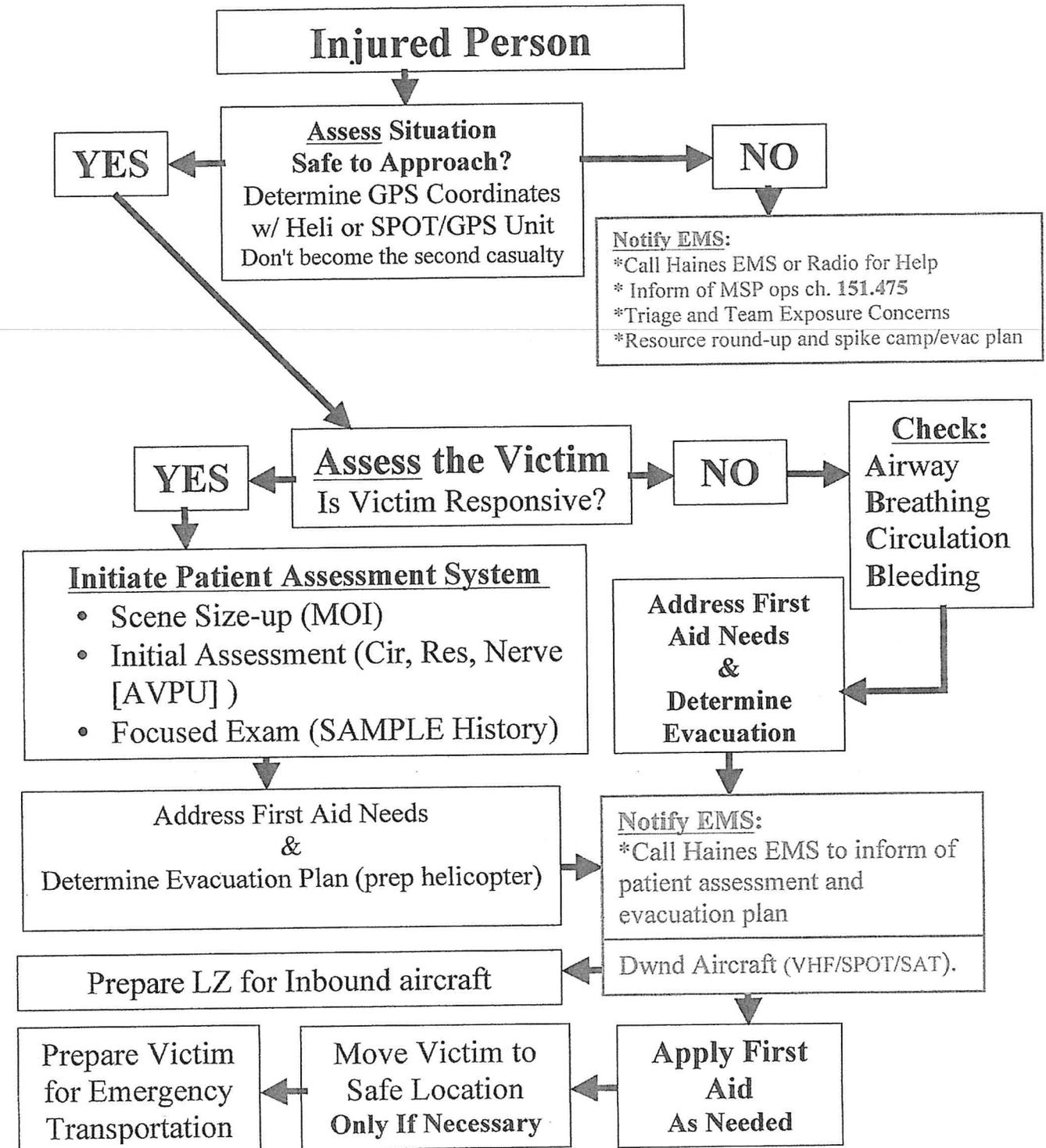
MATCHSTICK PRODUCTIONS

MURRAY WAIS	(970) 349-0860 OFFICE
EXECUTIVE PRODUCER/DIRECTOR	(970) 209-6681 MOBILE

MOUNTAIN SAFETY LOGISTICS

SETH KOCH CO-OWNER/LEAD GUIDE	(907) 321-7792 MOBILE
KENT SCHELER CO-OWNER/LEAD GUIDE	(907) 360-8760 MOBILE
TED PURDY CO-OWNER/LEAD GUIDE	(907) 529-9131 MOBILE

MEDICAL EMERGENCY PROCEDURES



EMERGENCY EVACUATION PROCEDURES FOR DOWNED AIRCRAFT

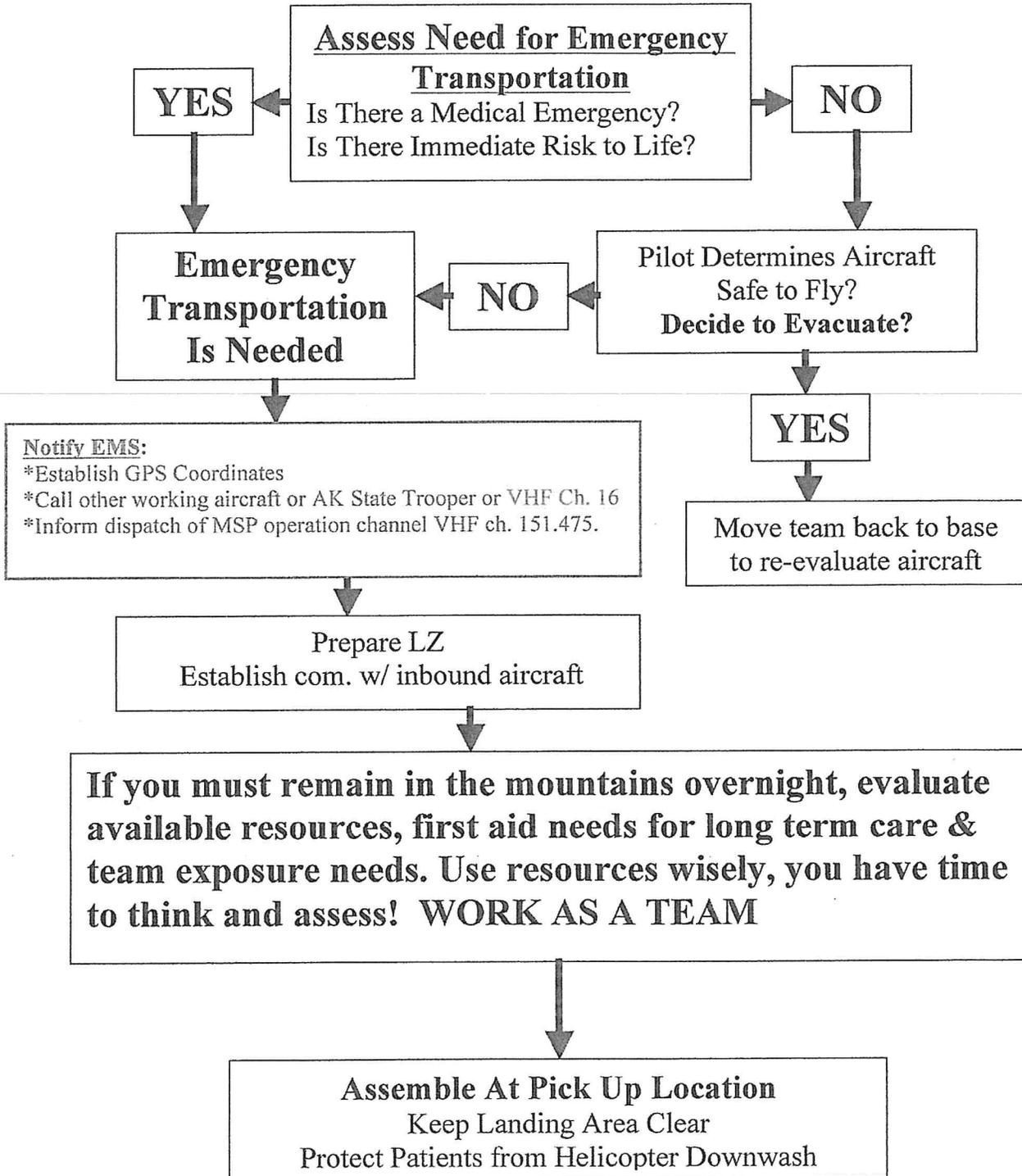


Table of Contents

Table of Contents

<i>1.1 PURPOSE</i>	8
<i>1.2 MODIFYING THIS PLAN</i>	8
<i>1.3 Work Scope</i>	8
<i>1.4 Communication</i>	9
<i>1.5 Emerginecey Field Equipment</i>	9
<i>2.1SITE LOCATION</i>	10
<i>2.2 Evacuation to Haines Airport</i>	10
<i>2.2Secondary Aircraft to MSP field location</i>	10
<i>3.1 Daily Flight Following</i>	11
<i>3.2OVERDUE OR MISSING AIRCRAFT EMERGENCY RESPONSE PLAN</i>	11

LIST OF FIGURES**ACRONYMS**

MSP	Matchstick Productions
ERP	Emergency Response Plan
EMS	Emergency Medical Services
ER	Emergency Room
SOP	Standard Operating Procedures

1.0 INTRODUCTION

1.1 PURPOSE

This Emergency Response Plan (ERP) applies to Matchstick Productions (MSP) employees, designated agents, subcontractors, vendors, and other business associates working for or under the direction of MSP Haines Production Project. These personnel are referred to in this document as the *MSP Team*.

A complete copy of this ERP will be provided to all Emergency Medical Services (EMS) entities identified in this ERP. Each EMS service has been informed of MSP presence and operations dates in the Haines area.

The evaluation of hazards and provided levels of protection in sports action movie production is based on sound field observation and good team dynamics. Decisions are based on the best information available and often the combined knowledge of MSP Team. For over 20 years MSP has developed and maintained a dedicated crew of trained mountain athletes, photographers, and guides who take safety very seriously.

For MSP, the protection and safety of the team is the most important element of production, all other factors are secondary! While MSP has an impeccable safety record that speaks for itself in the mountain community, this ERP outlines evacuation protocols for the “worst case scenario” that might occur while filming in the mountains.

1.2 MODIFYING THIS PLAN

This ERP may be modified if it becomes evident that the provisions specified are not feasible or adequate to protect the health and safety of site personnel. Modifications will be accomplished by consultation with MSP Lead Guide, Temsco Helicopters, Inc., and MSP production team, who will recommend appropriate modifications. All changes to the ERP will be documented by the MSP Lead Guide and the ERP will be updated. The MSP Lead Guide will redistribute updated version to all parties.

1.3 Work Scope

MSP produces progressive, cutting edge films shot on location in the most remote mountain ranges of the world. These films feature top ski and snowboard industry athletes riding high angle terrain in remote, picturesque locations. In Alaska, helicopters (the Eurocopter AS350 commonly known as the AStar) are used to access mountainous terrain and are used for transportation and aerial photography. Typical MSP work crews involve up to 12 souls including athletes, camera crew, pilot, and guides. In some cases a second helicopter might be used during production. Shots are typically gathered by selecting an area (zone) to work. The zone is accessed for snowpack conditions and safe terrain. Once the safety and flow of the shot has been established, the helicopter lifts crew to their assigned locations and then is used to film the action from the air. Several athletes are typically filmed in one location at a time.

1.4 Communication

MSP communicates primarily on operational VHF channel 151.475 Mhz, with options to communicate on other VHF channels. This channel serves for communication with the aircraft, ground personnel, and featured athletes. MSP can be hailed by inbound aircraft on this frequency or marine emergency channel 16 (156.8 Mhz). In addition, MSP contract helicopters are equipped with satellite phones and Emergency Response Beacons.

1.5 Emergency Field Equipment

MSP contract helicopters are equipped with field emergency equipment. This gear includes:

- SKED
- Oregon Spine Splint
- Crevasse Rescue Pack (Crack Pack)
- Advanced medical kit
- Heart defibrillator
- Overnight pack (equipped with shelter/cold weather supplies for 10 persons for 3 days)
- Temsco Emergency Gear
- Oxygen Tanks
- EPIRB

~ END OF SECTION ~

2.0 Temsco Helicopter Medical Evacuation

2.1 SITE LOCATION

The general operation of the MSP team will be in the vicinity of the Chilkat Mountains near Haines, Alaska. MSP will be based out of the Haines Airport located at 3 mile on the Haines Highway. MSP is permitted to access terrain identified in the Haines Borough 2014 Commercial Ski Tour Area Map (see attached map)

2.2 Evacuation to Haines Airport

Medical evacuation will be directed to the Haines Airport. The airport is located at 3 mile Haines Highway. Dispatch times for Haines EMS to the Haines Airport are around 10-15 minutes. This will be the preferred location to meet the advanced medical services. The Temsco contract helicopter can then refuel at the airport and return tot he field to extract the remaining team members.

In the case of a unavailable, downed, or disabled air ambulance, MSP helicopter can refual at the Haines Airport, potentially take on Haines EMS members and equipment, and extend flight to Juneau and Bartlett Regional Hospital. This will add time to reaching the most appropriate advanced medical care and will strand remaining team members in the field. Secondary aircraft will be implemented to retrieve remaining team members from the field.

2.2 Secondary Aircraft to MSP field location

In the event the primary MSP contract aircraft is downed or disabled and an evacuation is necessary it is possible that a secondary MSP camera mount contract helicopter would be able to transport injurid party(s) to the Haines Airport for rendezvous with Haines EMS and extract remaining MSP team members from the field. If the secondary MSP camera mount contract helicopter is not in use in the area, then a secondary aircraft provided by SEABA and Last Frontier Air Ventures would be available for transport of injured party(s) to the Haines Airport for rendezvous with Haines EMS and extract remaining MSP team members from the field.

~ END OF SECTION ~

3.0 Helicopter Operation and Safety

3.1 Daily Flight Following

Before the daily operation begins:

A daily plan will be transmitted to Temsco Helicopters. This plan will include the manifesting of passengers and gear, local weather forecasts, snow and avalanche conditions, areas of proposed operations and time frames for removing crews from the field. Any pertinent information as to the change in status of local emergency resources (second helicopter at airport, etc) will be documented at this time. This information has traditionally been transmitted using a live online spreadsheet, but faxing or phoning the information into Temsco Helicopters flight operations is acceptable.

A phone call to Temsco Helicopters flight ops will be made before the first flight leaves the ground: (907) 789-9501. The tentative lift off time, area(s) of operation and initial passenger manifest will be conveyed and any information Temsco Helicopters needs to get to the pilot or MSP operations will also be exchanged.

During Field Operations:

1. Temsco Helicopters will “flight follow” using satellite tracking from Juneau. This information can be shared with a local MSP representative.
2. The pilot will supply Temsco Helicopters with a “next contact time”. The pilot will contact Temsco Helicopters at or before the agreed upon time. He may use the event switches installed in the aircraft, call Temsco on the aircraft sat phone or relay the info through a second party by radio. The message must include a next contact time.
3. If the aircraft has not been heard from within **10 minutes** of the expired next contact time, Temsco Helicopters will activate the **Overdue Aircraft Emergency Response Plan**.

3.2 OVERDUE OR MISSING AIRCRAFT EMERGENCY RESPONSE PLAN

Temsco Helicopters has several phases to their overdue or missing emergency response plan. These phases are triggered by the amount of information we can gather using different resources.

Aircraft has not communicated within 10 minutes of its expired “next contact time”

1. **Aircraft is moving on satellite tracker**, extra vigilance will be paid by the flight coordinators and an attempt to contact the aircraft by sat phone will be made. Temsco's Operational Control will be notified. If 30 minutes have passed, contact will further be attempted through the FAA flight service to see if the aircraft can be reached by radio and/or if the pilot has filed a secondary flight plan with updated information.
2. **Aircraft not moving on satellite tracker**. A position and time of last report will be recorded and an emergency log started. Communication with the aircraft **must** be established within 45 minutes using all available resources in place at the time (local operators, sat phones, pilot and customer cell phones, guide radio's, FAA repeaters). If there is any indication at any time that the aircraft is not in an operable

status or contact is not re-established after 45 minutes Temsco Helicopters will treat the situation as an Emergency.

3. **Aircraft Emergency (Distress Phase).** Temsco Helicopters will contact the FAA and the Alaska State Troopers. Because of the distance between Juneau and the proposed area of operations the emergency protocols of these agencies will be followed.

~ END OF SECTION ~