



Helicopter Skiing Operating Plan – Alaska Mountain Guides (AMG)

Alaska Mountain Guides and Climbing School Inc. (AMG) proposes day use of Haines Borough land for commercial helicopter skiing.

Helicopter Skiing Programming

AMG will look to operate two types of helicopter skiing programs in Haines.

Each day, groups may ski from 6 – 10 different runs (weather allowing).

1) **International Wilderness Leadership School – Educational Courses**

Helicopter skiing/snowboarding leadership and guide training courses. These 12 and 24 day courses teach students the technical skills, leadership and judgment to work as a helicopter skiing guide. College credit is available through many affiliated colleges and universities. *Appendix A* includes detailed course information.

2) **Alaska Mountain Guides and Climbing School Inc. – Guided Helicopter Skiing**

Helicopter skiing programs will be day programs. Guests will spend nights in Haines and/or Skagway.

Guide to Guest Ratios:

Guide to guest ratio while Helicopter skiing will be a maximum of 1:4.

Maximum group size will be 8 clients for heli-skiing.

Locations of Operations

AMG will only operate within the boundaries established by the Haines Borough. AMG recognizes that there are certain areas and flight paths within the Borough that have particular sensitivity to the community and wildlife. These areas are currently being scrutinized by the helicopter workgroup and Borough Assembly. We will comply with any existing or new Haines Borough regulations defining areas of operations for helicopter skiing.

AMG will only use approved existing heliports within the Haines Borough in addition to heliports located within the Skagway Borough.

AMG will comply with the Haines Borough HeliSkiing Map, and operate in accordance with the boundaries indicated in the map.

AMG supports GPS tracking and will comply with any GPS tracking requirements established by the Haines Borough Assembly.





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Permitting

AMG is permitted through the Department of Natural Resources and the Bureau of Land Management for ski operations, mountaineering, backpacking, overnight camping and wilderness travel within the Haines Borough.

AMG is permitted for helicopter skiing on state lands managed by DNR within the Haines Borough.

AMG permitting is still in process for helicopter skiing on BLM lands within the Haines Borough.

Helicopter Fueling

Fueling will be done in a safe manner according to FAA regulations and DEC standards. Fueling within the Haines Borough will only occur at designated heliports.

Natural Resource Protection:

AMG recognizes that certain areas are prime habitat for goats and wildlife. AMG will comply with Haines Borough, DNR and BLM regulations for helicopter operations in goat and wildlife sensitive areas. Additionally, AMG adheres to Leave No Trace (LNT) principles.

Safety and Emergency Protocols:

AMG has over 35 EMTs on staff. All guides have at minimum Wilderness First Response (WFR) and CPR certifications. Most AMG guides are Emergency Medical Technicians (EMT). We teach a full complement of professional emergency response, mountain and wilderness rescue, and 1st Aid courses. We provide regular and ongoing first aid and emergency response training for our guides. AMG guides carry Satellite phones and SPOT communication devices on all trips. Each guide carries a ground to air radio to have direct communication with the helicopter pilot. Guides also carry radios for guide to guide and guide to base of operations communication. Guides carry expedition first aid kits and crevasse rescue gear. AMG will have a toboggan/rescue sled, backboard and hypothermia kit available at our landing pad locations and/or in the helicopter in the event that it is needed to evacuate an injured person. AMG has rescuers and emergency response equipment at our base of operations on standby in the event of an emergency.

Avalanche Safety and Crevasse Rescue: We conduct regular and ongoing avalanche rescue, high angle rescue, and crevasse rescue training for our guides. All guides and participants carry avalanche beacons, probes, and shovels while helicopter skiing. Lead guides have at least Level II Avalanche certification (or equivalent).

All guides will wear avalanche airbag pack technology while out in the field. Avalanche Airbags are strongly recommended to all of our clients as well.

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AMG will work closely with Haines Volunteer Fire Department to have appropriate emergency response planning in place. Senior administrators, Sean Gaffney, Eli Fierer and Zach Tarleton (President, Director of Operations, and Operations Manager) are all current or former members of the HVFD Ambulance crew.

Helicopter Safety: AMG provides clients with a substantial helicopter safety briefing before skiing. All guides receive annual helicopter safety and operational review with lead pilots. Additionally, please review our Helicopter specific protocols included in *Appendix G*. All of our helicopter skiing flight operations adhere to helicopter Tour Operators Program of Safety (TOPS) protocols.

Guide Equipment list and Daily checklist – a guide equipment list can be found below in *Appendix B* and Daily checklist in *Appendix C*. Additionally, a list of the major first aid kit contents that guides carry with them in the field is found in *Appendix J*. Please see attached emergency response reference sheet which goes out on all trips/courses in the area. (*Appendix E*)

Experience and Qualifications:

Alaska Mountain Guides and Climbing School Inc. has 20 years of guiding experience and ongoing operations around the world in locations including: Alaska, Washington, Utah, Nevada, Canada, Mexico, Argentina, Chile, Ecuador, Peru, Bolivia, Tanzania, Ethiopia, Kenya, Nepal, India, Bhutan, China, Russia, and Antarctica. AMGCSI has a perfect safety record. We have had no major injuries or accidents in more than 22 years of operations. This is not happenstance. Safety is our highest priority. We were the first guide service to carry satellite phones on all of our trips and continue to use them on every trip.

All guides are, at minimum, certified in first aid and CPR

Lead guides have at least Level II Avalanche certification (or equivalent)

Lead guides have at least 5 years' experience ski guiding in Alaska

Guided Skiing experience:

AMG has held permits for helicopter skiing in Skagway for more than 10 years.

Alaska Mountain Guides has been leading guided helicopter skiing, ski mountaineering, backcountry skiing and avalanche and other instructional courses in Alaska and around the world since 1992. During that time, we've had over 300 skier days per year on average, that have grown to over 500 skier days for the past seasons in Haines and Skagway. These programs utilize a variety of transportation methods including helicopters, ski planes and others to access skiing terrain.

Marketing Materials

For more information please visit our websites at: www.alaskamountainguides.com and www.akheliskiing.com and www.iwls.com.

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Vehicles

AMG uses a 15 passenger vans and helicopters for heli-skiing programs in the Haines Borough. A full list of AMG vehicles is provided below in *Appendix F*. The primary vehicle for guest transport is in bold and insurance, registration, and inspections are provided. We will plan on resubmitting a vehicle list in the spring of 2012 for the summer season.

- Customer capacity – automobiles hold up to 14 guests per vehicle, Helicopters hold up to 6 passengers and 1 pilot.
- Location of all phases of the tours – In addition to guiding participants in as per Borough Code: 5.18.080, section F, 3 AMG will adhere to the associated map outlining permitted areas for heli-skiing.
- Place of sale – 371 Sawmill Rd, Haines, AK is the main office for AMG offices, and the point of sale for AMG heli-skiing programs.
- Tour schedule stops – as per Borough Code 5.18.080, section F, 3 AMG will adhere to locations approved in associated map. Additional AMG uses only approved heli-ports as outlined in borough code for points of embarkation and fueling. Otherwise, there are no scheduled stops as a part of this tour.
- A summary of the tours (vehicle portions) – Please reference included marketing materials and websites for summary of tour. A catalog of AMG trips and operations is also included in the permit application.
- A map showing the routes to be taken – no specific routes taken, as mostly at guest's requests. AMG will adhere to Borough code 5.18.080, section F, 3 and associated map.
- Hours of operation – As per Borough Code section 5.18.080, section F, all AMG heli-ski operations shall be conducted between the hours of 8:00 a.m. and 6:00 p.m. unless otherwise approved by the Borough.

Insurance and Additionally Insured:

AMG has a 2 million dollar general liability policy. Please reference *Appendix D* – Haines Borough additionally insured document

Safety Talks

Please see *Appendix I* for helicopter and skiing safety talks.

Public Interface

AMG will adhere to Borough Code 5.18.080, section in regards to other backcountry users and notifications.

AMG has an open door policy and any member of the community is open to stop by our office anytime.

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Safety of other backcountry users in the area is a top priority. Additionally, If no request has been submitted, and AMG sees other backcountry users in an area, we will do our best to avoid that area and not ski within the vicinity of the backcountry users.

AMG carries a full first aid kit and rescue equipment and is available to assist with the rescue and/or safety of other backcountry users.

Resolving complaints from the public

We hope that through adherence to the Borough Code as well as a neighborly approach to our community that there won't be any complaints to resolve. However, if complaints do arise, we will be sure to address them swiftly and completely to resolve the issue. Whether by email or phone, we will strive to address complaints within 24 hours of receipt and will definitely address them within 48 hours of the received complaint... (for example, if complaint comes in over weekend or period of low operations).

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Appendix A – IWLS Course Description

Alaska Heli Skiing

Leadership & Guide Training Course Information

Course Goals

- Students will gain a strong technical helicopter ski/snowboard skill set and appropriate traveling techniques.
- Students will be able to demonstrate the ability to professionally deal with emergency scenarios while in the field.
- Students will be able to use and teach state-of-the art minimum-impact camping and travel techniques to move a group through various types of terrain without harming the environment.
- They will learn to exercise good quality judgment and decision-making skills within a leadership position to help avoid potential accident and survival situations, and develop a comprehensive understanding of safety considerations in the mountain environment.
- They will be able to recognize their own leadership abilities and limitations within the context of a group. Students will learn to make decisions pertinent to leading small groups in the mountain environment.
- Students will learn to recognize terrain, snowpack, and weather that contribute to the formation of avalanches and apply appropriate decision making skills regarding avalanche safety.

Evaluation and Grading

- Students who take this course for credit will receive a letter grade. Grading is a measurement of one's knowledge of material, participation, written and oral communication, and one's judgment and awareness. Students will be evaluated on their skills, level of participation, their knowledge and awareness of their own abilities as outdoor leaders, their level of judgment as applied to decisions, and written projects assigned during the trip. Students that don't take the course for credit will receive a written instructor evaluation in place of a grade.

Certifications

Upon completion of the 24-day helicopter ski/snowboard mountaineering leadership and guide training course, students may be eligible for the following certifications:

24 Day Guide Training Certificate of Completion

International Wilderness Leadership School

Level 1 Avalanche Certification*

International Wilderness Leadership School

*Dependent on weather and season.

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Appendix B – Helicopter Skiing Guide Equipment List

This form must be completed and returned to the trip file. If an item is not applicable to a certain trip, write N/A in the check-off column. Checklist must be signed and dated by the lead guide and a member of the office staff.

Trip Information:

Dates: _____

Course/Trip Name: _____

Number of Guests: _____

Guides/Instructors: _____

Emergency Bag: **packed - return**

Stove: # _____

Stove pump: # _____

Fuel Bottle: # _____

Windscreens..... _____

Stove Repair Kit..... _____

Lighters..... _____

Small cooking pot..... _____

Ramen _____

Megamid & pole..... _____

Sleeping bag..... _____

Down Jacket..... _____

Sleeping pad..... _____

Pot Grips..... _____

Hot Drinks..... _____

Backboard & C-collar (bottom of basket) _____

Oxygen & non-rebreather mask..... _____

Extra Clothing..... _____

Head Lamp..... _____

Communication/Safety **packed - return**

Ground-Air Radio per guide (Inv #) _____

Satellite Phone (Inv #) _____

Emergency phone number list..... _____

Handheld Radios(Inv #) _____

Major 1st Aid Kit (Inv #) _____

Minor 1st Aid Kit (Inv #) _____

Whistle (one **per** guide)..... _____

Compass/inclinometer..... _____

Maps..... _____

Waivers signed and put in file _____

Rental Equipment Agreement for guests _____

Vehicle checklist completed _____

First Aid and Repair Kit signed out _____

Rope Log sheet completed and filed _____

Trip file taken to Office _____

Safety talk given and signed _____

Copy of Land Management Permit _____

packed - return

Ropes (fill out Rope Log form) _____

Identify #: _____

Runners(Quantity) _____

Pickets w/biners (inv # + quantity): _____

Ice Screws #: _____

Cordelletes..... _____

Pulleys..... _____

Extra Prussiks/Ascenders..... _____

Wands..... _____

Locking biners (quantity) _____

Non-locking biners (quantity) _____

Avalanche transceivers: inv # _____

Snowshoes (quantity and inv #): _____

Ice axe(s)..... _____

Ski poles..... _____

Avalanche probe..... _____

Shovels (per skier) # _____

Snow Evaluation Kit – notebook, pencil, thermometer(2), inclinometer, crystal screen, ruler, and magnifying glass. _____

Topographic map..... _____

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Every Skier Needs

Waiver and Registration Form.....
Personal Gear Check.....

Guest Equipment **packed - return**

Harness inv # _____
Avalanche transceiver.....
Shovel.....
Probe.....
Prussiks.....
Chest Harness Cord.....
Helmet inv# _____
Two locking biners.....
Two non-locking biners.....

DOUBLE CHECK EQ – DON'T LEAVE ANY GEAR IN THE WAREHOUSE, VEHICLES, OR AIRCRAFT!!

Notes:

Equipment Condition and Repairs

Upon return, set all gear in front of its storage location to be checked over by a member of the office staff.

Incident/Accident Report Forms:.....

packed - return

General/Binding Repair Kit.....
Extra sunglasses.....
Borrowed Gear (Itemize and list owners)

Confirm Transportation-car/plane/boat.....
Manifest.....
Vehicles cleaned out upon return.....
Briefing with Manager.....
Debriefing with Manager.....
Peer to peer evaluation.....
Warehouse left CLEAN upon departure.....
Warehouse left CLEAN upon return.....
All Rental Equipment returned.....
Rental Equipment Agreement
Completed upon return.....
Trip Report Form completed and filed
Must be done 2-days after return.....

I have checked all the equipment listed above, and it is in safe and working order as per guidelines in the Alpine Guide Manual.

Lead Guide Signature/date:

Mountaineering checklist is complete and accurate.

Office Staff Signature/date:

All Equipment returned and condition accounted for.

Signature and date:

Lead Guide/Instructor

Office Staff





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Appendix C- Heli Skiing Daily Checklist

Heli Skiing – Daily Checklist

Date: _____

Lead Guide/Assistant: _____

Pilot: _____

Clients: _____

- Confirm Client paperwork Completed
- Accurate Weights of passengers & equipment
- Personal EQ – beacon, shovel, probe, passport, layers
- A.M. Guide Meeting – Avalanche Forecast Review
 - AMG Forecast
 - Yukon/White Pass Forecast
 - NWS Forecast Discussion
- Skiing Safety Talk
 - Beacon familiarization & use
- Helicopter Safety Talk
- Set GPS unit to tracking – for Haines Borough permit reporting
- P.M. Guide Meeting
 - consolidate Avalanche Information
 - complete daily report – runs skied, observations, hobbs time
 - produce Forecast

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Appendix D – General Liability Coverage – Additionally Insured Documentation

| ACORD | | CERTIFICATE OF LIABILITY INSURANCE | | DATE (MM/DD/YYYY) 4/19/2012 | | |
|---|--|--|---|--------------------------------|-------------------------|---|
| THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER. | | | | | | |
| IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s). | | | | | | |
| PRODUCER Veracity Insurance Solutions, LLC. 260 South 2500 West, Suite 303 Pleasant Grove UT 84062 | | | CONTACT NAME: Jerilyn Debenham PHONE (A/C, No. Ext.): (801) 763-1375 FAX (A/C, No.): (801) 763-1374 E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE NAIC # | | | |
| INSURED Alaska Mountain Guides & Climbing School, Inc. PO Box 1081 Haines AK 99827 | | | INSURER A: Certain UW at Lloyds INSURER B: INSURER C: INSURER D: INSURER E: INSURER F: | | | |
| COVERAGES | | CERTIFICATE NUMBER: CL1241914176 | | REVISION NUMBER: | | |
| THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS. | | | | | | |
| INSR LTR | TYPE OF INSURANCE | ADDITIONAL INSURER | POLICY NUMBER | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS |
| A | <input checked="" type="checkbox"/> GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR | X | RBLN007475 | 4/18/2012 | 4/18/2013 | EACH OCCURRENCE \$ 2,000,000 |
| | <input type="checkbox"/> GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC | | | | | DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 1,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$ |
| | <input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS | | | | | COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$ |
| | <input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> RETENTIONS | <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE | | | | EACH OCCURRENCE \$ AGGREGATE \$ \$ |
| | <input type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below | <input type="checkbox"/> Y <input checked="" type="checkbox"/> N <input type="checkbox"/> A | | | | <input type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$ |
| DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required) It is understood and agreed that the Certificate Holder is named as Additional Insured, but only with respects to its liability arising out of the activities of the Named Insured, subject to all policy terms, conditions and exclusions. | | | | | | |
| CERTIFICATE HOLDER City of Haines, Alaska PO Box 1209 Haines, AK 99827 | | | CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE C Van Leeuwen/JERILY | | | |
| ACORD 25 (2010/05) INS025 (201005).01 | | © 1988-2010 ACORD CORPORATION. All rights reserved. The ACORD name and logo are registered marks of ACORD | | | | |

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Appendix E – Emergency Response

IWLS Emergency Response By Location & Activity

Location: Southeast Alaska (Haines and Skagway Area)

Activity: Mountaineering/ Sea Kayaking/ Ski/Snowboard

Mountain

Hiking & Traffic

Evacuation Plan Details

1. Stabilize, ABC, Communicate, and Initiate evacuation plan.
2. Helicopter for life threatening injuries or injuries that could be compromised with over land evacuation (weather permitting)
3. Overland evacuation.

Emergency Response

Hospitals:

Name: River Valley Medical Clinic- Whitehorse, Canada
Address: 106 Lambert St Whitehorse, YT Y1A 1Z2 Canada
Telephone: 867-667-6491

Name: Lynn Canal Medical Clinic Haines, AK
Address: 131 1st Ave S Haines, AK 99827
Telephone: 907-766-2521

Name: Bartlett Regional Hospital- Juneau, AK
Address: 3260 Hospital Drive Juneau, AK 99801
Telephone: 907-796-8900

Haines Junction Ambulance: 867-634-4444
Skagway Ambulance: 907-983-2300

Phone Numbers

U.S. Contact Numbers

Emergency Contact U.S. 911

***You can call 911 and the appropriate agency will be contacted. Calling 911 will always trigger a response, but cell calls from wilderness areas often reach dispatch centers far from your location, and hours may pass before the logical responding agency receives the information. 911 calls do not work from our satellite phones.**

Alaska State Troopers- Haines 907-766-2552
US Coast Guard (Emergency only) 800-478-5555

Haines Office: (01) 907-766-3366

Medical

Dr. Robert

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| | | | |
|---------------------|-------------------|-----------|------------------------------------|
| Utah Office: | (01) 801-742-0100 | Director: | Fierer (01) 717-599-5447 |
| Sean Gaffney Cell: | (01) 907-314-0883 | Home: | (01) 717-652-8436 |
| Eli Fierer Cell: | (01) 801 232-9735 | Work: | (01) 717-979-3793 |
| Jason Gaffney Cell: | (01) 907-314-0800 | Cell: | |
| Zach Tarleton Cell: | (01) 907-314-0310 | | |
| Ops Assistant Cell: | (01) 801-243-0101 | | |

Canada Emergency Contact:

Canada Emergency RCMP: **867-667-5551**
Kluane National Park Head
Quarters (Haines Junction,
Yukon, Canada) **867-634-7207**

Additional Contacts:

Fly Drake (Air Service): 907-723-9475
Drake Olson (Pilot) Home: 907-766-3679
Drake Olson (Pilot) Mobile: 907-314-0675
Mt. Flying - Paul Swanstrom 907-766-3007
Paul Swanstrom (Pilot)
Mobile: 907-723-3007
Temsco Helicopters Skagway: 907-983-2900
Temsco Helicopters Juneau: 907-789-9501
Coastal Helicopters Juneau: 907-789-5600
Chilkoot Lake Tours (Janice) 907-314-0910
Chilkat Guides- Haines Office 907-766-2491
Chilkat Guides- Skagway
Office 907-983-2627
Trans North Helicopters
(Haines Junction): 867-634-2242

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Trans North Helicopters
(Kluane Lake): 600-700-1034
Alpine Aviation
(Whithorse, Canada) Sea Plane Company
Gerd Mannsperger (Chief Pilot) 867-668-7725
Cell: 867-393-1482

Radio use

VHF Marine Radio Channel 16

Ground to air radio frequencies are 122.9 for all areas. When you have reached a pilot he will usually ask to switch to 123.45 to talk.

Appendix F – Vehicle List

| Vehicle- Year | Fleet ID # | Description | VIN # | License Plate |
|---|------------|-----------------------|--------------------------|---------------|
| HAINES | | | | |
| 2000 Dodge 15 Passenger Van-Burgundy | V11 | Burgundy Van | 2B5WB35Z0YK159357 | FPK587 |
| 1993 Ford 15 Passenger Van-Cream | V2 | Cream Van | 1FBJS31G6PHB65496 | DPS712 |
| 1995 Ford 15 Passenger Van-Rack | V3 | White Rack Van | 1FBJS31G45HA37105 | DKP840 |
| 1994 Dodge 15 Passenger Van-Otter | V4 | Sea Otter Van | 2B5WB35Y3RK106192 | DWX214 |
| | | | | |
| 1997 Chevy Suburban-White | S4 | White Burban | 1GNGK26R2VJ393079 | FPY949 |
| | | | | |
| 1982 Thomas Bus 56 pax | B1 | Thomas | 1T7C4D489C1923801 | DTV298 |
| 1988 International 24 Bus-FROG | B2 | FROG | 1HVLNZRM0JH593865 | EUN156 |
| 1988 International 24 Bus- BEAVER | B3 | Beaver | 1HVNZRM5JK593876 | EUN155 |
| 1978 Bluebird Bus 50 pax-bluebird | B5 | Blue bird | 12972 | 3895DK |

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- specific registrations, inspections and insurance forms for vehicles will be provided prior to operations.

Appendix G –

AMG Helicopter specific practices

Helicopters may be used on occasion in association with AMG trips. Generally however, helicopters will be used in a rescue situation and guides must be familiar with helicopter protocols to work effectively with the pilot to expedite the rescue.

There are a few types of helicopters that guides should be familiar with. Below is a list of the different helicopters and organizations that may assist in a rescue operation. Phone numbers are listed in emergency contact numbers for different helicopter companies in the area.

- HH-60 ‘Jayhawk’ Medium range recovery helicopter – U.S. Coast Guard
- A-Star – various models – Temsco (Skagway and Juneau) and TransNorth (Haines Junction, Whitehorse, Dawson City)
 - 5-6 passenger seats
- Bell 205A1 – TransNorth
 - 14 passenger seats
- Bell 206B – TransNorth
 - 4 passenger seats

Working with Helicopters

- Be professional all the times. No exceptions.
- Helicopters are expensive, be on the ball, and be ready to go.
 - Maximize efficiency.
- Pilot is in charge. Only assist when directed by the pilot.
- Be a good communicator – line out the operation beforehand. With equipment, guests, etc...
- Safety Talk to guests prior to heading to airport.
 - This should be completed by guides prior to safety briefing with the helicopter pilot.
- Flight Manifest
 - Give accurate weights of passengers and equipment to be loaded onto the helicopter
 - Guides should create an excel sheet of passenger weights, personal gear, and group equipment. Manifest should also indicate flight order for passengers.

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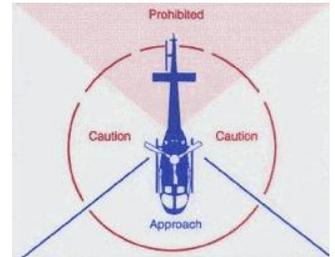
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- Have at least 3 copies. 1 copy per guide, 1 for the pilot, and 1 for helicopter technician or dispatch who may assist with loading.
- Be observant – keep an eye on the helicopter for anything out of the ordinary (i.e. open hatches, fluid coming from the engine or rotor, seat belts stuck in doors) and notify the pilot immediately.

Never:

- **Approach or leave the rotor area from/to rising ground**
- **Approach the helicopter from the rear.**
- **Carry anything above your head**
- **Ski underneath the rotor area.**



Helicopter Safety

Guides will assist with the loading and unloading processes only when asked by the pilot.

Whenever working with helicopters, guides should give a safety briefing to clients in the event that a pilot cannot brief guests beforehand. The following are some safety considerations for working with helicopters:

- Main rotor danger area
- Tail rotor danger area
- Opening/closing doors
 - Make sure seatbelts and equipment are not caught in doors.
 - Make sure doors, cargo compartments, ski baskets, etc... are closed and latched.
- Use of seat belts/harnesses
- Pick-up procedures
 - Crouch when helicopter is landing or taking off above you.
 - Organize and place all equipment to one side (same side as people – preferably same side as the pilot) and have people hold down/crouch over the gear as the helicopter lands/takes off.
- Communicate with the pilot when setting up landings or working around the helicopter.
 - Give pilot estimated wind direction and speed upon approach.
- Loading and unloading procedures
- Approaching and exiting a running helicopter
 - Always approach the helicopter from the downhill side. **Never from uphill and never from behind.** Ideally from the front.
- Keeping landing/pickups free of any garbage or debris. Secure all of the gear – (foam pads should be in duffle) They can get sucked up into the rotor and cause damage to the helicopter.
 - Rotorwash
- **Always err on the side of caution.**

Setting up landings and pickups

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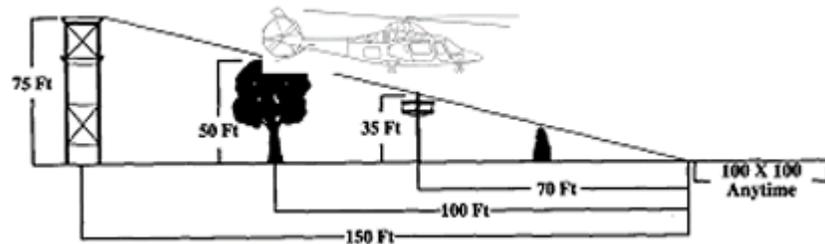




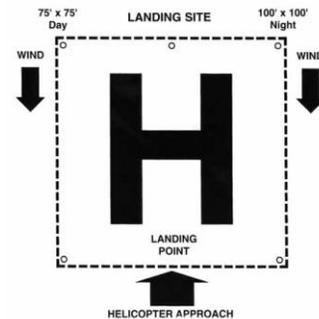
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The ability to set up landings and pickups is essential in the event of a helicopter rescue and/or working with helicopters. The following are important considerations when choosing a site.

- Flight path - Helicopter cannot take off vertically with a heavy load. Make sure there is a clear flight path for the helicopter to gain air speed by taking off horizontally similar to a plane.



- Main rotor clearance
 - The L.Z. must be large enough for the main rotor plus adequate margin for error. Margin should be a minimum of 5 meters beyond main rotor area.
 - Flat area clear of debris and obstructions is ideal.
- Tail rotor clearance
 - Tail boom should be able to make a 180 degree turn and not strike any obstructions.
 - High ground that slopes away under the tail is ideal.
- Wind speed and direction
 - Helicopters perform better if they can take off and land into the wind. Especially taking off with a heavy load.
- Ground cover
 - Rotorwash can create winds into excess of 100 mph. Consequently stirring up loose debris. Weight down or remove all such items so they don't damage the helicopter.
- Slope angle
 - Helicopters can't land on steep terrain because the main rotor will hit the ground. The ground should be relatively level and the slope angle should not exceed 7 degrees.
 - Be exceptionally wary, and **never approach a helicopter from uphill.**
- Visibility
 - Stay in the pilot's field of vision.
 - Keep all equipment/gear in the pilot's field of vision.
 - Place branches/rocks on the approach, make tracks, or half bury sleds to help the pilot see the lay of the land.



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- Guide responsibilities for bringing in the helicopter
 - Get group together out of the L.Z. area.
 - Pack up gear and secure any loose items.
 - Only one person (guide) packs/unpacks the helicopter, only if directed by the pilot.
 - The pilot is watching for safety, make it easy on them and have only one person moving – packing the helicopter.
 - **Maintain eye contact with the pilot**
 - **Maintain radio contact with pilot during approach, landing and take off**
 - Stay low, with back to the wind, with hands up in a field goal type gesture to bring the pilot to the desired location.
 - Have guests and equipment stay out of the L.Z. Tell them to stay low and crouched over the equipment. If out of L.Z. initially, have guests approach in single file, staying low; only after signaled by the pilot to do so.
 - Once you get the go ahead from the pilot, commence loading guests and gear.
 - Check doors after loading to make sure all are properly secured. Guide loads last.

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Appendix H

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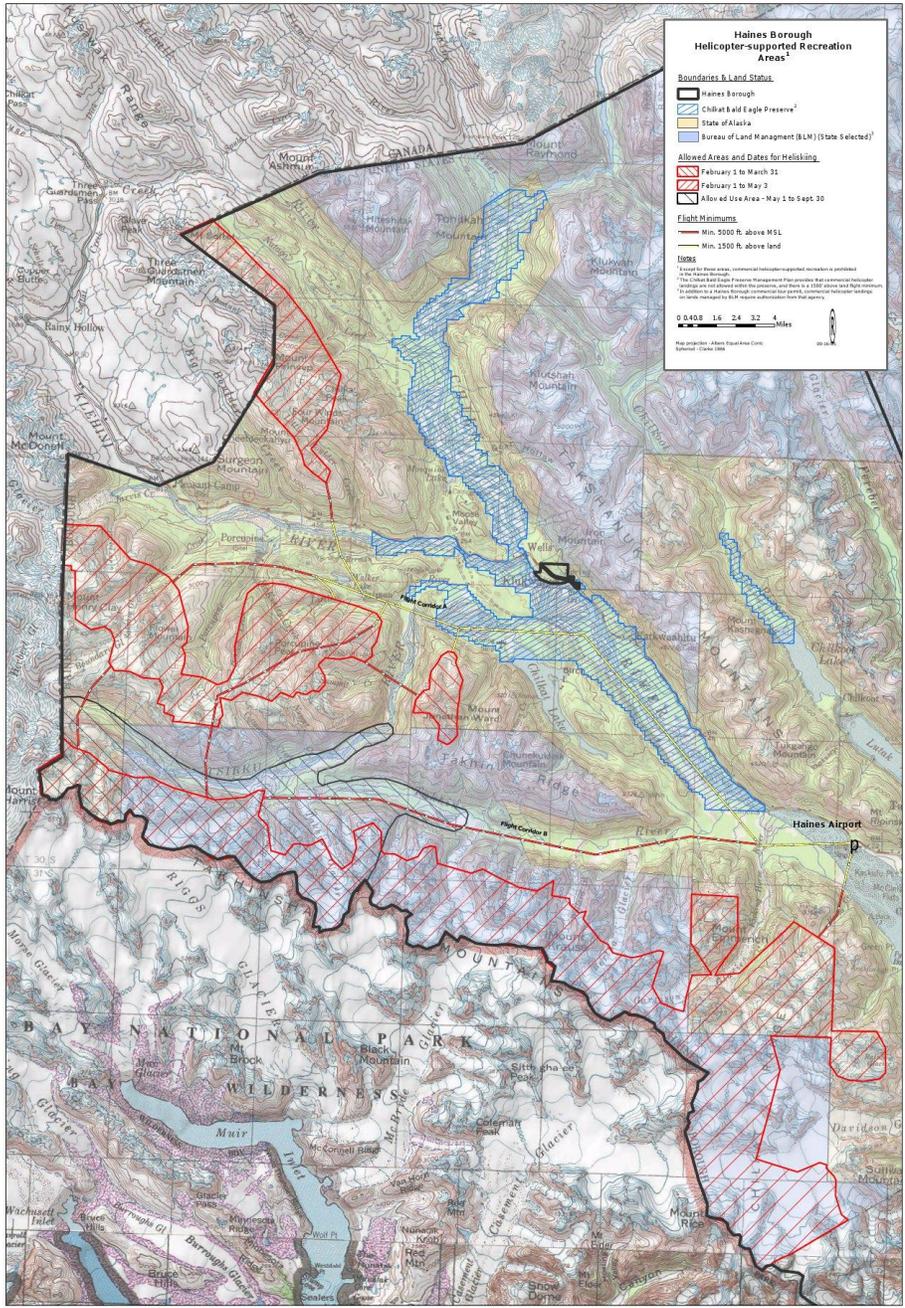
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Appendix I – Safety Talks

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Helicopter Safety Talk:

Working with Helicopters

- Be professional all the times. No exceptions.
- Helicopters are expensive, be on the ball, and be ready to go.
 - Maximize efficiency.
- Pilot is in charge. Only assist when directed by the pilot.
- Be a good communicator – line out the operation beforehand. With equipment, guests, etc...
- Safety Talk to guests prior to heading to airport

Never:

- **Approach or leave the rotor area from/to rising ground** **initial**_____
- **Approach the helicopter from the rear.** **initial**_____
- **Carry anything above your head** **initial**_____
- **Ski underneath the rotor area.** **initial**_____

Helicopter Safety

initial_____

Guides will assist with the loading and unloading processes only when asked by the pilot.

Whenever working with helicopters, guides should give a safety briefing to clients in the event that a pilot cannot brief guests beforehand. The following are some safety considerations for working with helicopters:

- **Main rotor danger area** **initial**_____
- **Tail rotor danger area** **initial**_____
- **Opening/closing doors** **initial**_____
 - Make sure seatbelts and equipment are not caught in doors.
 - Make sure doors, cargo compartments, ski baskets, etc... are closed and latched.
- **Use of seat belts/harnesses** **initial**_____

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- Pick-up procedures initial _____
 - Crouch when helicopter is landing or taking off above you.
 - Organize and place all equipment to one side (same side as people – preferably same side as the pilot) and have people hold down/crouch over the gear as the helicopter lands/takes off.

- Communicate with the pilot when setting up landings or working around the helicopter. initial _____
 - Give pilot estimated wind direction and speed upon approach.

- Loading and unloading procedures initial _____

- Approaching and exiting a running helicopter initial _____
 - Always approach the helicopter from the downhill side.
 - **Never from uphill, and never from behind.** Ideally from the front.

- Keeping landing/pickups free of any garbage or debris. initial _____
Secure all of the gear – (foam pads should be in duffle)
They can get sucked up into the rotor and cause damage to the helicopter.
 - Rotorwash

- **Always err on the side of caution.** initial _____

Make Certain To Ask If Anyone Has Any Questions

Please sign and date below confirming that all of the above topics were completely covered.

Signature _____

Date _____

Skiing Safety Talk & Orientation

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Introductions & Orientation

At the beginning of every trip/course the guides should introduce themselves and welcome the guests. They should also give the guests an orientation and a general overview of what to expect during the day. This talk needs to address the following safety considerations:

Safety/Avalanche Awareness Talk

Initial _____

Always pay attention to the guides and follow their instructions.

- Transceiver use: Transceivers should be worn under your clothes. They should not be put in the pocket of a pack or jacket. They should always be left on, and we will double check that they are on before going into avalanche terrain.
- Teach guests how to turn avalanche beacons to search mode in the event of a rescue.

Initial _____

Safe Travel:

- ALWAYS SKI IN CONTROL and be able to stop or avoid objects
- Obstacles can exist anywhere and may not be visible
- Skiers move one at a time on avalanche terrain. (Minimize exposure and preserve a rescuer.)
- Everyone watches the person skiing. If someone is caught in a slide it is very important to identify the last place that they were seen on the surface of the snow. This will help rescuers to know where to begin the search, and it will save critical time in finding the individual(s) caught in a slide.
- Never ski directly above another skier.
- Ski where the guide indicates.
- Do not ski below the guide unless instructed to do so.
- Do not ski over anything that you cannot see the other side of. It may just look like a roll over, but it could be a cliff.
- Avoid cliffs/gullies and other terrain traps in which you could be buried deeper, or taken over a cliff, in the event of an avalanche.
- Avoid cornices. Strong winds cause these overhanging crests of snow to form, generally along ridgelines. The added weight of a skier can cause cornices to collapse and start an avalanche.
- Remove pole straps, and ski leashes when traveling/skiing in avalanche terrain.

Initial _____

Sluff Management:

- Ski cutting is the most traditional method. Effective ski cutting should decrease the potential for unmanageable sluff events.

Avoidance by Speed:

- Ski slow enough to stay above the sluff in starting zone, or
- Ski fast enough to beat it through the runout zone. ALWAYS SKI IN CONTROL

Avoidance by Terrain:

- Proper terrain selection can eliminate exposure to sluff event.

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- Avoid terrain features that enhance sluff, such as gully bottoms and narrows
- Ski off fallline to one side of the starting zone
- Ski slopes with a double fallline so sluff is constantly moving down and away

Avoidance by Combined Techniques:

- Ski, traverse out of sluff, continue skiing
- Ski to island of safety, stop, allow sluff to pass, continue skiing

- Establish a sluff management plan resulting from careful study of the terrain, snow conditions, skiers ability, and contingencies. It puts together all of the techniques described above into a comprehensive plan. Clients should be thoroughly briefed on the line and options before beginning the run.

Initial _____

If You Are Caught In An Avalanche:

- Try to ski out of it on either side.
- If you are knocked down by the slide “Swim” hard to stay at the surface of the snow.
- As the slide begins to slow and settle use one hand and arm to protect your mouth and to create an air-pocket when the snow stops moving.
- Push your other arm towards the surface of the snow to make your hand visible to the people who will search for you.
- If you are not buried or injured when the snow stops moving look for your guide to direct you to a safe area.

Initial _____

If Someone Else Is Caught In An Avalanche:

If someone is caught in an avalanche other guests will move to a secure location (located by their guide) and turn their transceivers to receive unless otherwise directed by the guides.

- Stay in a safe spot unless directed to move.

Initial _____

Wearing A Backpack:

While Skiing:

- Start on easier terrain for initial backpack skiing experience
- Pack backpacks with weight down low and as close into the body as possible

On The Chair Lift:

- Usually it is easiest to wear the pack over one shoulder while loading.
- Take an extra moment before unloading to make certain that the pack (hip belt, straps, buckles, etc.) has not become caught on anything during the chair ride.

Initial _____

Stopping A Fall On A Steep, Hard, Slope

If you fall on a steep, hard, slope try to get your skis to your downhill side as quickly as possible and aggressively dig your edges into the slope. Continue to dig them in until you stop. If you do not stop immediately you can also use your ski pole to help. Hold the pole with one hand on the grip and the other

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hand just above your basket. Place the basket close to your waist and aggressively dig the point of the ski pole into the slope.

Make Certain To Ask If Anyone Has Any Questions

Please sign and date below confirming that all of the above topics were completely covered.

Signature _____ **Date** _____

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Appendix J- First Aid Kit List

1 - roll 1" cloth tape
4 - 4" x 4", or 3" x 3" general gauze pads
2 - non-adherent gauze pads
1 - 8" x 7" combine (bulk) dressing
8 - band-aid bandages
2 - 3" or 4" stretch roller gauze
3 - 3" or 4" occlusive dressings
4 - butterfly wound closures/steri-strips
5 - alcohol wipes
2 - triangular bandages
2 - 4" ace wrap
1 - Sam Splint or wire splint
6pr - vinyl exam gloves
1 - CPR pocket mask w/ 1 way valve or shield
1 - Airways, nasal and/or oral airway
1 - blister kit (personal preference)
5 - betadine (povidone iodine) packets
1 - trauma scissors
1 - splinter tweezers
1 - thermometer
2 - safety pins
1 - 12 to 60cc syringe
1 - 20-30' duct tape
1 - ziploc bags
1 - moist towelettes
1 - Triple antibiotic tube (or 12 packets)
Notebook, soap notes (2), Incident Report Form (2) pencils, Witness forms (5), early departure release form(2), first aid refusal form (2).
First Aid Protocols/Medications

MEDICATIONS (Major kit)

DOUBLE CHECK EXPIRATION DATES ON ALL MEDICATIONS!!!

- Aspirin - 20
- Acetaminophen - (Tylenol) - 20
- Ibuprofen -30
- Pseudoephedrine (Sudafed) - 20
- Throat Lozenges - 10
- Strong Analgesic - Ultram - 10
- Diphenhydramine - (Benadryl) - 20
- Antacid - Bismuth Subsalicylate (Pepto) - 20
- Antidiarrheal - loperamide hydrochloride (Imodium) - 12
- Anticonstipation - Metmucil - 25
- Antifungal- (Tolnaftate) Tinactin - 1 tube
- Yeast infections - Monistat - 1 tube
- Dental Problems - Orabase & dental wax/Cavit - 1 tube each
- Antibiotics: Ciprofloxacin and Z-pack - 1-2 courses per
- Glucose - 1 tube
- Povidine/Iodine solution - 5 packets
- Oral Electrolyte Replacement Solution - 2-4 packets

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- Tincture of Benzoin - helps keep bandages attached

- **Epi Pen - 1**

Altitude Meds (above 15,000 ft)

- Acetazolamide - 20
- Dexamethasone - 10
- Nifedipene - 10

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