

From: Joe Ordonez [mailto:joeorga@gmail.com]

Sent: Thursday, December 30, 2010 7:18 AM

To: Daymond Hoffman

Cc: MARK EARNEST; MAYOR HILL; JOANNE; Scott Sundberg; sean@alaskamountainguides.com; seandog@alaskaheliskiing.com; artstudioalaska@yahoo.com; weis@aptalaska.net; COZZI; s.vick; JERRY LAPP; GOODMAN

Subject: Re: initial proposal for heli ski working group

Hello all,

Greetings from Miami.

I appreciate this effort by Damond and have a few comments at this point. In general I am in agreement with most of these points. My main concern is with point number 6, where the proposal was to go to 500 clients per season rather than skier days.

I'm not sure where the number 500 came from. If we decide to go this route, the first step in coming up with a number of clients is to find out how many total clients went last year and in previous years. How does that number of clients relate to the number of skier days that we had last year? I've asked Scott Sunberg to bring this info to the next meeting. Perhaps Scott and Sean could provide this info earlier via email so that we have that piece of information.

Regardless of the numbers, I do not think this is the direction to go. An issue that comes up with number of clients rather than skier days is that there is potential for almost unlimited growth, since theoretically all 500 clients per company could ski every day for the whole season. I know this would never happen, but you can see the problem if there is no cap.

Also, it seems like this would be very difficult to enforce. Who would be checking the manifest of the helicopter flights to see if the names of clients stays below 500? What would stop some operator from having someone sign in on someone else's name if they were getting close to the limit?

Rather, I'd like us to consider a different approach- each company get one helicopter to use for the season. It seems to me like this could be an elegant solution. First of all, it would be easy to enforce and would not get into complicated calculations of "skier days" and "number of clients". It would give the companies a chance to plan out their season, they would know in advance if they have room for their clients or not, and would not have to come to the borough assembly to ask for more space. Either they have room or they do not.

Of course the downside of this is that they may have to turn away some business if there are requests for large groups of people during peak portions of the season. This could be evaluated at the end of the season to see if there is room for growth and we could start to add additional helicopters on a trail basis in future years and eventually expand the number of choppers per company if the impacts remain low.

Alternatively, I would propose that we keep the skier/day system as it is in place, have a season with voluntary and verifiable flight routes in place, and then evaluate this issue at the end of the season. I would also be open to a modest increase in skier days.

Thanks for listening.

Joe

On Tue, Dec 28, 2010 at 8:41 AM, Daymond Hoffman <daymondhoffman@yahoo.com> wrote: Aloha-

Well, I'm not in Hawaii yet but in the spirit of aloha I wanted to present an initial proposal to be considered that I brought up last night. Please forward this to anyone else.

1. Defined Flight Corridors. The map subcommittee spoke to this early on and some ideas about take-off and landing direction were brought up and seemed to be fairly easy to solve. I believe there is a willingness on the part of the heli ski companies to minimize the impacts to concerned residents. The concept of voluntary and verifiable have been a common theme in these discussions. Two thoughts in this voluntary theme are the phone hotline and giving a day or two a week a later start time.

2. GPS/Flight Logs/Manifests. Obviously, this is an important part of the equation. It is currently in the ordinance and will go a long way to ensure the verification that members of the community have asked for. The group seemed to agree on the idea of the data loggers. It seems we may not need to spend much time on this. I would also add to ask the helicopter companies themselves for their flight logs and manifests. If we were to move to a client based system as I will discuss later, this would be as necessary as the GPS itself.

3. Map Adjustments. My proposal is to adjust the map enough to help the companies comply with the current map. I'm not saying change the rules, but if the lines as they are today don't fit with the actual topography, then the companies can't comply even if they want to. This is a case of helping them help themselves. I don't think we need to expand the map any more than that this year. This is more for expediency at this point, but it should be on the table in the future.

4. Klukwan and Tahkin Ridge. I wholeheartedly agree that the residents of Klukwan need to be involved in this process. I'm proposing to take the Tahkin ridge off the table at this point. If it hasn't been a critical part of the industry's map to date, I don't think we need to get into it now.

5. AMG Permit. I think we can all support Alaska Mountain Guides having a permit for the Ferabee zone which is accessed to and from Skagway. Unless Skagway is opposed, it seems the impacts to Haines residents would be very minimal. Adding their permit to include the Chilkat side could be talked about in May.

6. 500 Clients Per Company. This idea would need to come with some education. I don't think it is an impossible concept, however, and I'm not sure I'm the proper teacher in this case. I also think that with 500 clients the companies would be agreeable to not asking for more clients for at least 5 years.

7. Review At The End Of Each Season. As with any plan, review is critical. A year-end debriefing needs to be in place to examine what can be done to make this better. Most negotiated agreements stipulate what will be talked about and when. The May 2011 debriefing may need to be fairly broad in terms of what to cover but as the verification process takes better shape and flight trends are established we may only cover one or two topics a year. Maybe in May we plan to talk about flight corridors and if and how they could be tweaked to make them better, and based on GPS verification we talk about the map and expanding it. As noted above, maybe an increase in clients is off the table for a number of years.

This may not be how the final ordinance shakes out but after listening to the concerns raised, this is what stood out to me. I propose we focus on these elements and start to come to consensus. I feel that there are some consolations on both sides with this proposal and it is an attempt to keep moving the process forward. Thanks, and I look forward to any input.

Daymond

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Joe Ordonez

Rainbow Glacier Adventures

P.O. Box 1103

Haines, Alaska 99827

Phone: 907-766-3576

Fax: 907-766-3580

joe@joeordonez.com

www.joeordonez.com