

# MANAGEMENT PLAN

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LICENSE#: SK918797  
DATE: September 25, 2017

ACCEPTED BY:

SIGNED on behalf of HER MAJESTY THE QUEEN IN THE RIGHT OF THE PROVINCE OF BRITISH COLUMBIA by Crown Land Adjudication, Ministry of Forests, Lands and Natural Resource Operations, authorized representative of the minister responsible for the *Land Act*

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Authorized Signature  
Crown Land Adjudication  
Ministry of Forests, Lands and Natural Resource Operations

SIGNED on behalf Yukon Alpine Heliski Ltd  
by a duly authorized signatory:



containing 33 pages (including this page)

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## 1.0 Introduction

This Tenure Management Plan has been prepared by Yukon Alpine Heliskiing Ltd (YAH) for submission to the Ministry of Forests, Lands and Natural Resource Operations (MFLNRO), for the purposes of conducting commercial mechanized ski guiding on Crown land in the northwest corner of British Columbia, between Skagway, Alaska, and Whitehorse, Yukon.

The following management plan outlines YAH's proposed use of Crown land, a description of the operating area and recreation activities, projected levels of use and an outline of other resource, commercial recreation, public recreation and environmental values and uses within the operating area tenure.

### 1.1 General Overview of the Business Proposal

YAH was created in 2012 to offer heli and snow cat skiing activities, focusing on small groups of clients, on Crown land between Skagway, Alaska, and Whitehorse, in the Yukon Territory. The company intends to have a limited operating season (mid March to late April of each year). Clients will be flown to Whitehorse, and then transported to a camp located on the White Pass. Each day, guests will board the helicopter directly in camp and fly within the tenure area. For snowcat skiing, clients will be transported to the staging areas (for Zones 2 and 3) and then board the snowcat to access the skiing terrain.

The company was issued an Investigative Permit (IP) in 2012 to determine the viability of creating a mechanized ski guiding operation in this area. Based on the results of the assessment work provided through the IP process, the company has now decided to prepare a detailed management plan in support of its application for a License of Occupation to conduct commercial mechanized ski guiding in this area.

#### *1.1.1 Nature and Type of Tenure*

YAH is seeking a License of Occupation, for a ten (10) year term (initially, but will look to secure a longer term tenure in due course), to conduct guided mechanized ski guiding on Crown land during the winter season from mid March to May 1st of each year, over an estimated 306,816 ha +/-.

### 1.2 Proponent

YAH is a BC incorporated company. The owner of YAH is Peter C. Wright, and was born and raised in Atlin and Whitehorse. Mr. Wright has excellent first-hand knowledge and understanding of the proposed heli skiing terrain. He also has past experience in mountain guiding and heli skiing based on several years of experience working for Klondike Heliskiing near Atlin. Mr. Wright is a certified CSGA Ski Guide.

### 1.2.1 Corporate Summary

#### Company Name

Yukon Alpine Heli Skiing Ltd

#### Incorporation Number

#BC A0086325

#### Business Address

P.O. Box 5  
Barkerville, BC V0K 1B0

#### Corporate Officers

Peter Wright, Director

#### Contact

Telephone: 604 754 7687  
Email: [pete@yukonheliski.com](mailto:pete@yukonheliski.com)

## 2.0 General Description of the Operating Area

### 2.1 Location, Access and Historical Perspective

YAH's operating area encompasses approximately 306,816 ha of Crown land in the very northwest corner of BC, wedged between the Yukon and the State of Alaska (see Figure 2 – 1). The Klondike Hwy, that connects Skagway, Alaska, and Whitehorse, in the Yukon, dissects the operating area into distinct east and west zones. The tenure area is adjacent to the Chilkoot Trail Historic area, but does not include any area within this designated protected area.

The operating area lies north of the 59<sup>th</sup> Parallel and skiing occurs primarily in the subalpine and alpine biogeoclimatic zones. The terrain is heavily influenced from extensive and existing glaciers.

This area of BC was originally inhabited by several First Nations, including the Carcross/Tagish, Champagne &, Aishihik, and the Taku River Tlingit First Nations, and all consider this area as part of their traditional territories.

YAH is proposing to transport its clients by bus from either Whitehorse, and provide overnight accommodation and meals at one of the two camps on the Haines Pass and White Pass. Helicopters located at camp will provide access to the skiing terrain; clients will have access to the helicopter directly from camp. Snowcat skiing will be accessible by accessing staging areas by vehicle near camp. The proposed operating area provides excellent heli and snowcat skiing terrain including the following features:

- Low avalanche risk due to excellent bridging in the snow pack
- Good weather patterns and the ability to choose from various areas depending on weather and snow conditions.

Figure 2 – 1 General Location Map



## 2.2 Description of Operating Area

The operating area (Figure 2 – 2) is characterized by steep, glaciated mountain peaks and substantial snowfall, and is part of the Yukon watershed. This area is influenced by its proximity to the coast with ocean moderated temperatures and heavy precipitation. The portions of the operating area furthest away from the coast are impacted by the continental climate and influenced by the arctic with long and cold winters with less snow accumulations. The area also contains important wildlife values including mountain goat and sheep populations.

### *Current Use of the Operating Area*

The proposed operating area is essentially undeveloped Crown land, consisting of a mountainous landscape with very limited access. There are several rivers, streams, lakes, glaciers and glacier covered mountains.

The South Klondike Hwy and the Haines Road run through the tenure area, and provides the main access to the area. The White Pass & Yukon Route Railroad also passes through the same corridor as the Klondike Hwy.

Helicopters are the main transportation mode for access into the subject area, although some snowmobile use does occur during the winter.

### *Description of Skiing Terrain*

YAH has identified three (3) specific operating zones (see Figure 2 - 2). Within each zone there are numerous ski runs with specific drop off and pick up locations. All of the ski runs vary in slope degree, aspect, and general terrain. Prior to each operating day, the ski zone and runs are determined based on snow conditions, wind, visibility and snow pack profile stability (avalanche hazard potential).

The skiing terrain within the operating area is characterized by three (3) distinct physical zones – glacier zones, open and mixed alpine/tree zones or only treed areas.

The open alpine and mixed treed areas are normally larger valleys, with the alpine extending down into the valleys through open glades and avalanche run out paths. The treed areas usually start a few hundred meters above tree line and continue down into the glades below tree line. These areas have no glaciers in the alpine, although in certain locations, permanent snow fields can be found throughout the summer.

The remaining component of the skiable terrain is found below the tree line. Trees in this area are very dense, making skiing below the tree line only possible



in the glades and avalanche chutes. Due to heavy underbrush and alder growth, skiing in these areas during low snow years is limited.

YAH has identified three (3) specific zones for skiing (helicopter and snowcat). In the short term (defined as Phase 1), skiing will be focused on those areas within Zones 1 and 2. In terms of Zone 3, additional assessment of wildlife values and mitigation measures will be required before skiing can commence in that zone (defined as Phase 2).

- Zone 1 – This zone is approximately 81,960 ha and bounded by the State of Alaska to the south, Yukon Territory to the north and the Chilkoot Trail National Historic Site on the east (see Figure 2 – 3). Clients will stay at the Bryant site Camp (see Section 4.0 – Intensive Use Sites) off the Klondike Hwy and then flown by helicopter to the ski terrain.
- Zone 2 – This zone is approximately 34,890 ha, and is located directly south of the Chilkoot Trail National Historic Site, and east of the State of Alaska boundary (see Figure 2 – 5). This zone provides opportunities for both heli and snowcat skiing. The cat skiing terrain within Zone 2 is shown on Figure 2 – 6. Clients will be brought to the staging area off the Klondike Hwy, at which point they will board a snowcat and transported to the ski terrain. At the end of the day, clients will be returned to the staging area.
- Zone 3 – This zone is located west of Zone 1, and encompasses approximately 235,675 ha, and is bounded by Alaska to the south and west, and the Yukon Territory to the north (see Figure 2 – 7). This zone is the largest of YAH's proposed operating zones. In addition to heli skiing, YAH intends to provide cat skiing in a portion of Zone 3 (see Figure 2 – 8). Clients will be brought to the staging area adjacent to the Haines Hwy (see Section 4.0 – Intensive Use Areas), which point they will board a snowcat and transported to the ski terrain. At the end of the day, clients will be returned to the staging area.

Figure 2 – 2: Operating Area and Zones

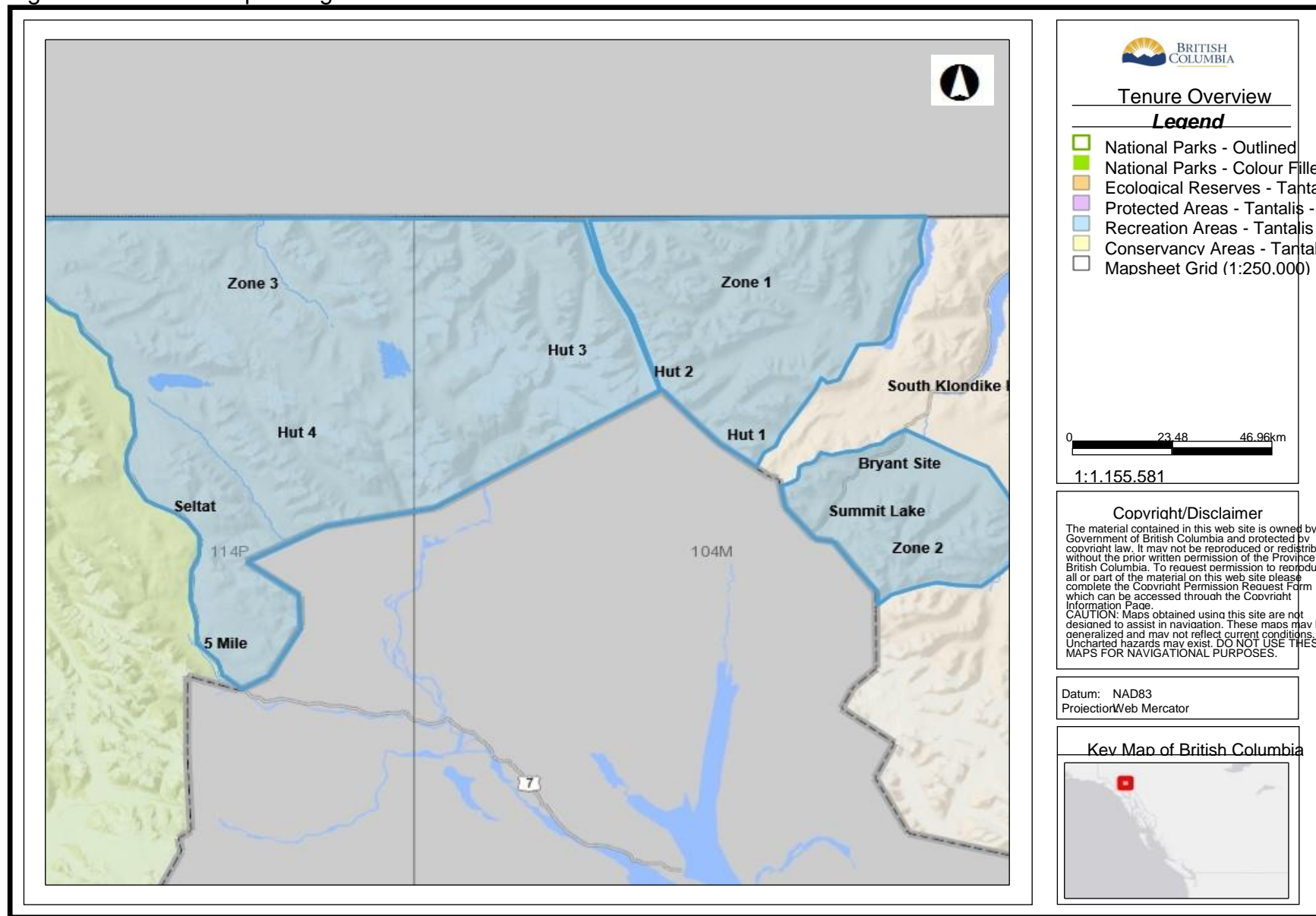


Figure: 2 – 4 Overview Camp Sites and Staging White Pass

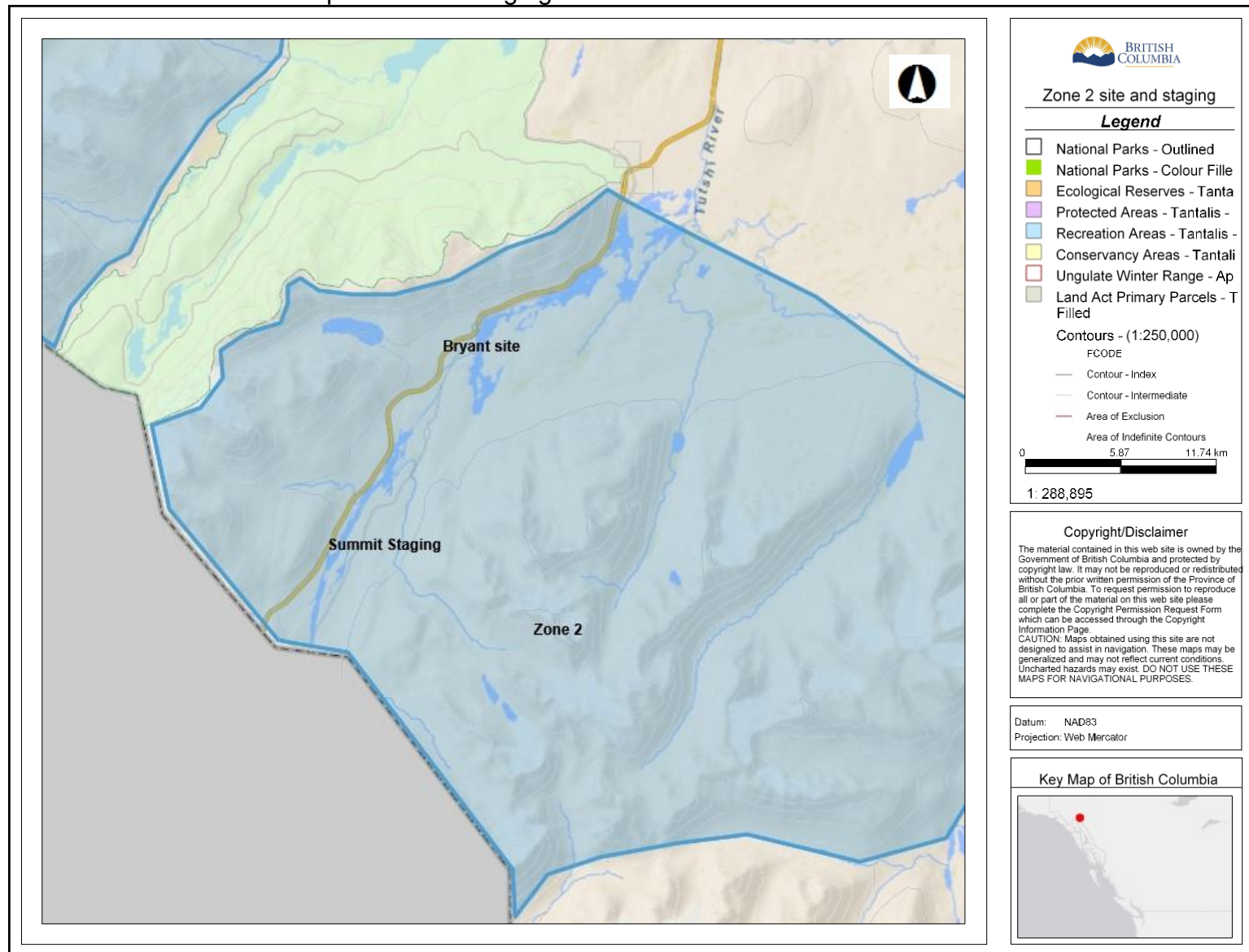




Figure 2 – 6: Cat Skiing Area – Zone 2

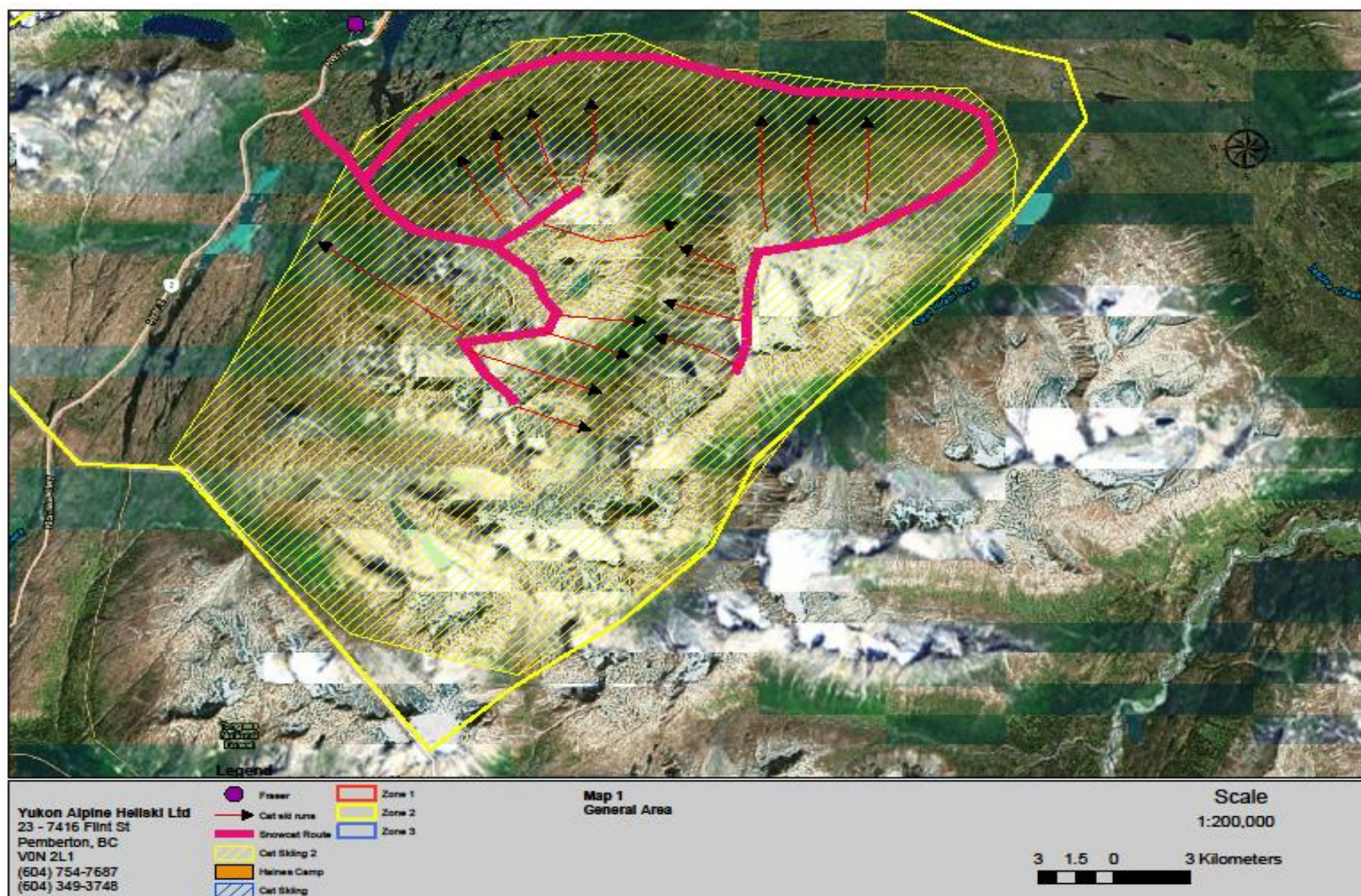


Figure 2 – 7: Zone 3

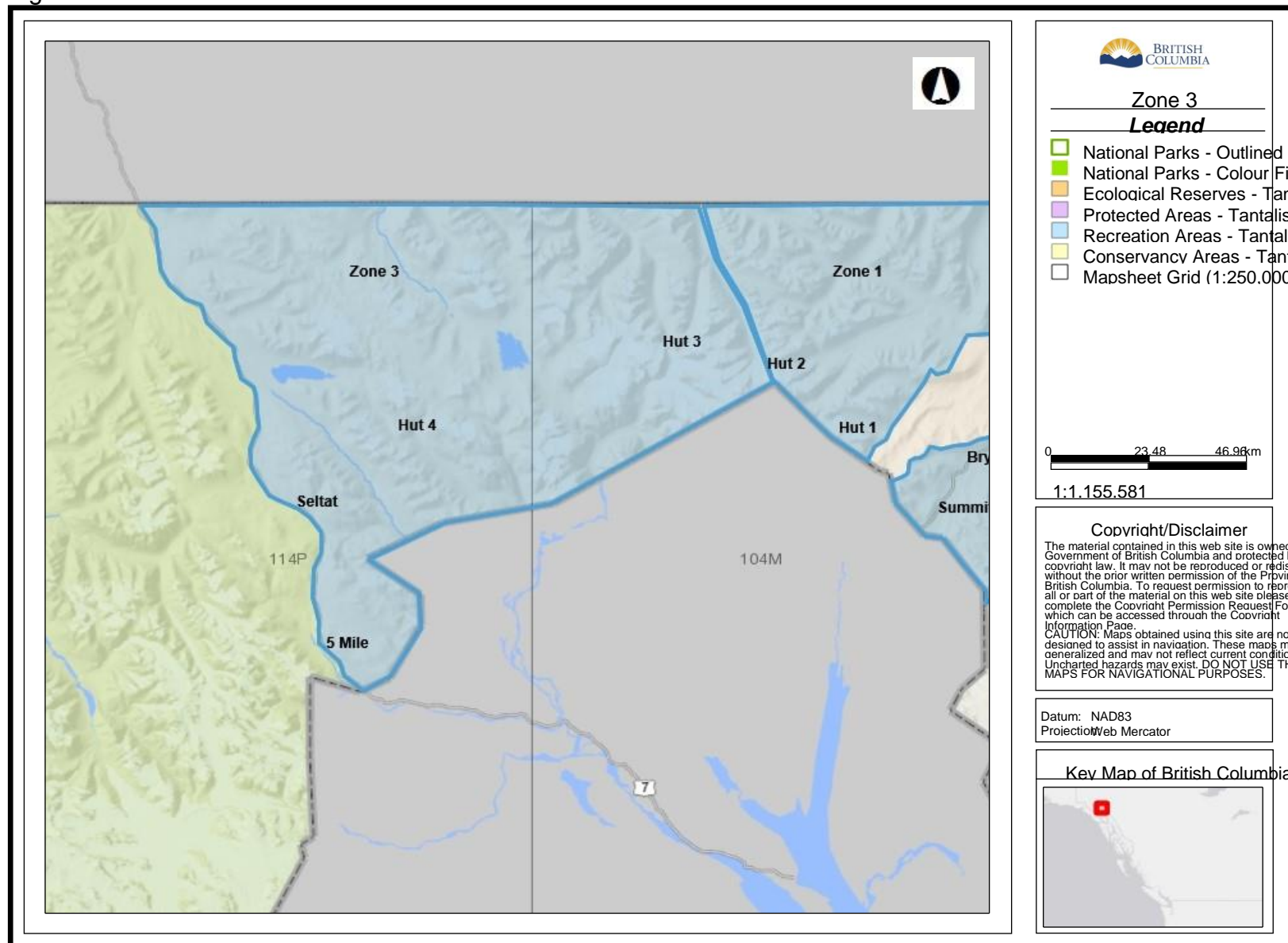




Figure 2 – 8: Cat Skiing Area (Haines) – Zone 3

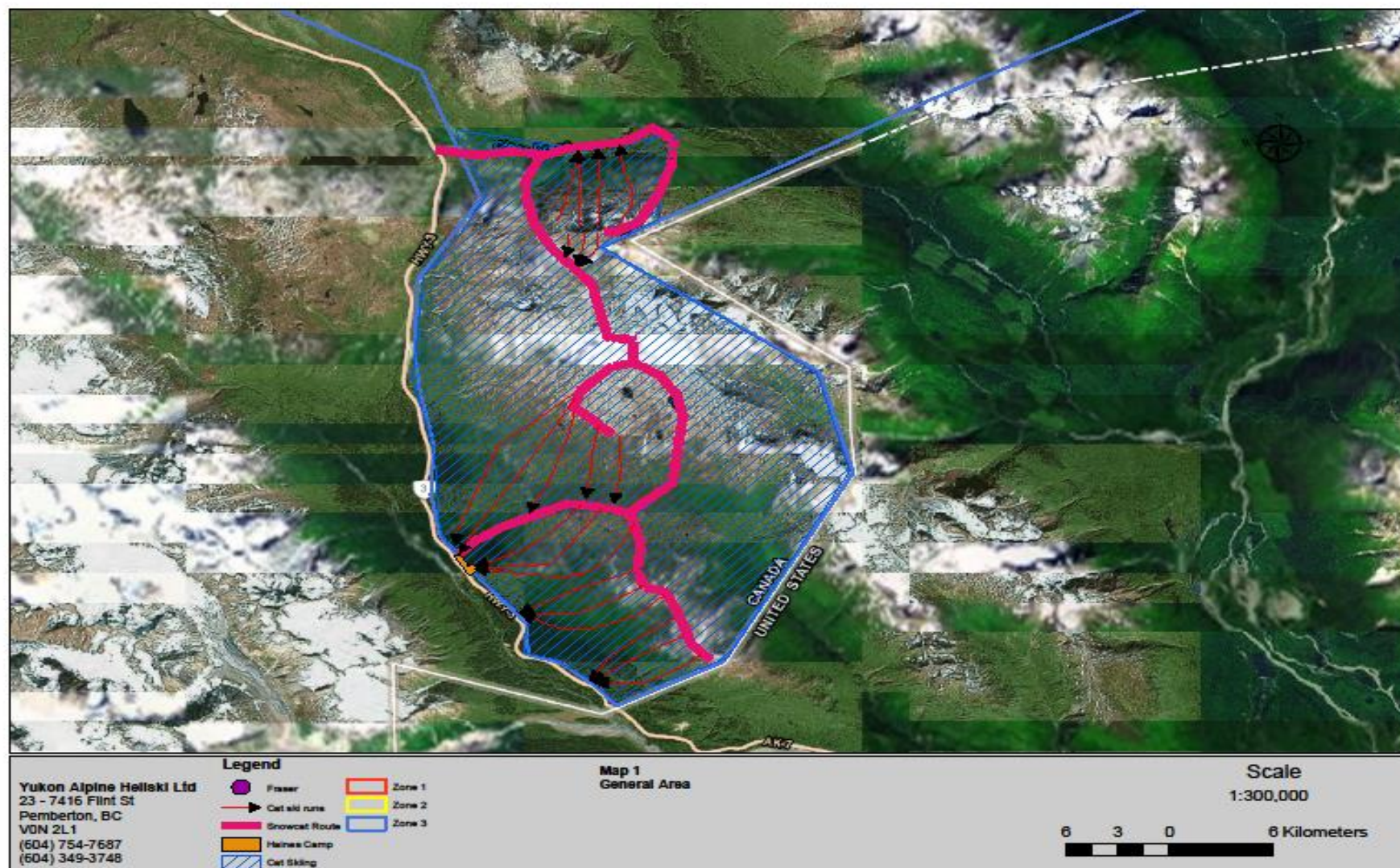
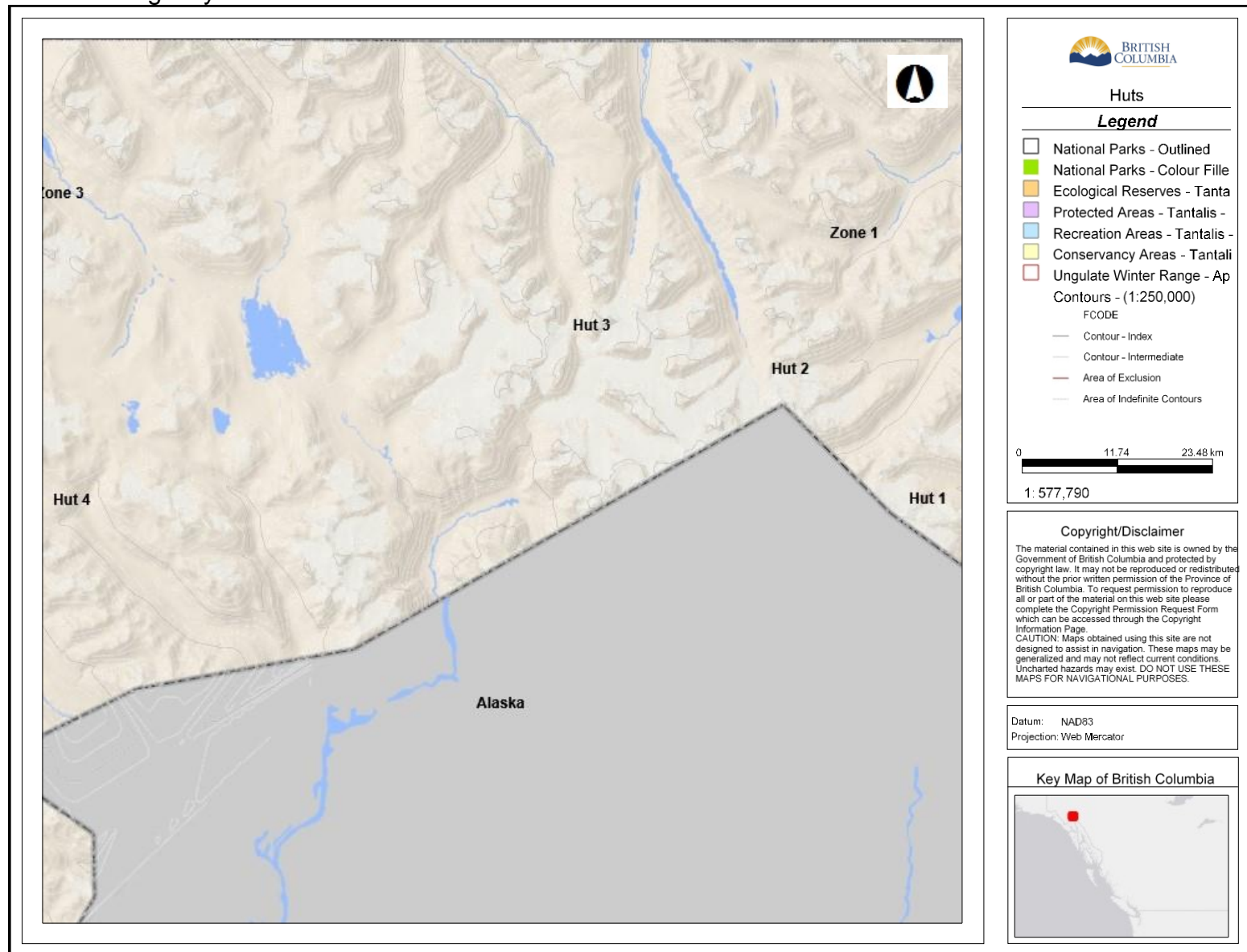


Figure 2-9 Emergency shelters





### 3.0 Commercial Recreation Activities Offered on Crown Land

#### 3.1 Description of Activities

YAH will be offering heli and snowcat skiing to small private groups. Clients will be flown in from Vancouver to Whitehorse, and then transported to either Haines Pass or White Pass. The company will generally offer weekly ski packages, with guests arriving on Sunday. Upon arrival guests will receive a safety briefing with their guides. Skiing occurs throughout the week, followed by a bus trip back to Whitehorse or on Sunday morning to return the group to the airport and pick up the incoming guests.

A regular day will go as follows:

A small group of guests (4 – 12, plus guide) will load helicopter directly from the camp they are staying at. On poor weather days, snowcat will be used if a group is planning to ski that day. The group is then transported to a predetermined drop off point in the zone where skiing will take place that day.

The guests will ski about 10 runs a day per day. A maximum of 3 groups, each with a guide, could be skiing in one day.

The helicopter will make a few stops during the day to fuel. The fuel will be located at the staging sites.

All the groups (with guides and pilot) will stop for lunch in a safe location and start again in the afternoon and then return to camp at the end of the day.

YAH also will be offering trips to local residents, who will return home (Whitehorse, Skagway) at the end of the day. Residents will park their vehicles near the helicopter departure in camp.

On days when the weather does not allow the helicopter to fly, the guests will be provided with the opportunity to participate in a snowmobile tour near camp. The guests will leave from camp and follow their guide for a tour on snowmobiles. This activity will be offered once a week (if weather does not permit flying). YAH will provide the snowmobiles.

The camp includes a large tent with a kitchen, dining room and lounge area. The camp runs on power from generators, propane stove and heater and wood stove. Guests and staff stay in winterized recreation vehicles (R.V.). YAH is also planning to use portable miniature homes. The camp is completely portable and can be moved from the Haines Pass to the White Pass. A camp cook will be catering all the meals for the guests and staff. Drinking water will be bought in large jugs and water use for cleaning purposes will come from nearby creeks.



### 3.2 Improvements

The company is proposing the development of 2 Intensive Use sites, 3 staging areas and 4 emergency shelters. A description of the proposed improvements within this site is provided in Section 4.0.

The company is not proposing any other improvements within the tenure area.

### 3.3 Temporary Emergency Shelters

The company is proposing the establishment of 4 temporary shelters within the tenure area. These shelters will be used in cases of emergency away from the main camp.

The shelters will be simple structure just big enough to sleep 6 people and will have emergency and survival equipment.

Emergency Huts Coordinates  
Latitude/Longitude (dd°mm'ss")

1	59°	44'	33"	135°	20'	21"
2	59°	48'	51"	135°	29'	30"
3	59°	50'	20"	135°	42'	51"
4	59°	44'	33"	136°	17'	1"

### 3.4 Communication System

Helicopter provider's office staff will be tracking helicopter activities and will activate the emergency response plan, if required. Helicopter pilots will be in radio contact with the ski guides and each guide will also have a satellite phone with them in the event radio contact is not possible.

YAH also uses Delorme inReach devices paired with cell phone. The device also tracks the movement of the guide carrying it. Camp has a base radio set up more powerful than the hand held guide radios. The pilot can stay in communication with camp during the day and camp as an emergency dispatch operator at all time.

### 4.0 Intensive Use Sites

The company is planning to use two Intensive Use sites within their tenure area and three staging sites (see Figures 4 – 1 and 4 - 2).

#### *Bryant Site*

This site is approximately 1.31 ha and is situated on the west side of the South Klondike Hwy. The site is undeveloped, relatively flat, with minimal vegetation. The site is located near an existing access road from the Klondike Hwy.

YAH has agreed to no development or improvement to the site. The Bryant site will be used but left with no permanent changes or impact and completely left vacant at the end of the season.

Generators will be used to provide electricity to camp, propane stoves, heaters and refrigerator will be used and portable toilets provided for sewage disposal. Large water jugs will be available for drinking water. Creek water will be used for cleaning. All garbage will be removed and taken to the nearest landfill or transfer site. All of the improvements/buildings will be on wheels and removed from the site at the end of the ski season.

Staff and client will be staying in camp in either winterize RVs or mini homes on trailer. A large industrial tent on a wooden floor will house the kitchen and dining room.

#### Coordinates

59° 42' 26" N 135° 03' 56"W

### *Marinka Hill South*

This site is approximately 2.10 ha and is situated on the east side of the Haines Road. The site is undeveloped, relatively flat, with minimal vegetation. The site is adjacent to the highway parallel to the right of way.

YAH will maintain the driveway going through the right of way during the entire operating season. YAH will make sure the driveway is clear of snow and snowbanks are kept low enough to provide good visibility north and south.

Generators will be used to provide electricity to camp, propane stoves, heaters and refrigerator will be used and portable toilets provided for sewage disposal. Large water jugs will be available for drinking water. Creek water will be used for cleaning. All garbage will be removed and taken to the nearest landfill or transfer site. All of the improvements/buildings will be on wheels and removed from the site at the end of the ski season.

Staff and client will be staying in camp in either winterize RVs or mini homes on trailer. A large industrial tent on a wooden floor will house the kitchen and dining room.

#### Coordinates

59° 33' 34" N 136° 28' 2"W

### Staging Areas

Three staging areas will be used to assist with the daily heli skiing activities. These sites will be relatively flat, near road access and only use to fuel the helicopters. Two helicopter landing pads will be cleared, a secured fuel storage tank and parking will be the only development made to the sites. Two staging sites on the Haines Pass (Seltat and 5 Miles) and one staging site on the White Pass (Summit Lake)

#### Coordinates

Seltat	59° 39' 25" N 136° 29' 57"W
5 Miles	59° 29' 53" N 136° 26' 27"W
Summit Lake	59° 39' 09" N 135° 07' 42"W

Figure 4 – 1: Bryant Intensive Use Site

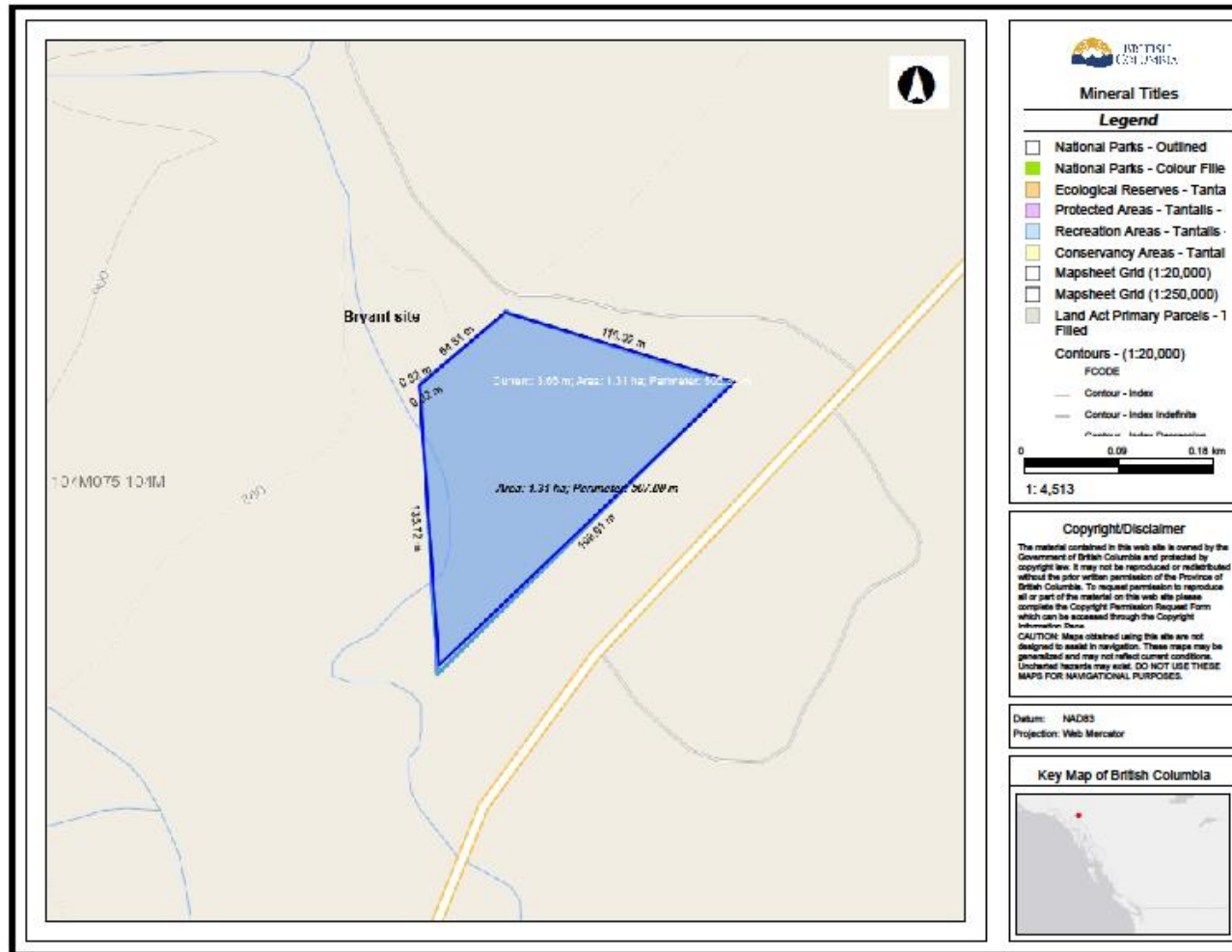
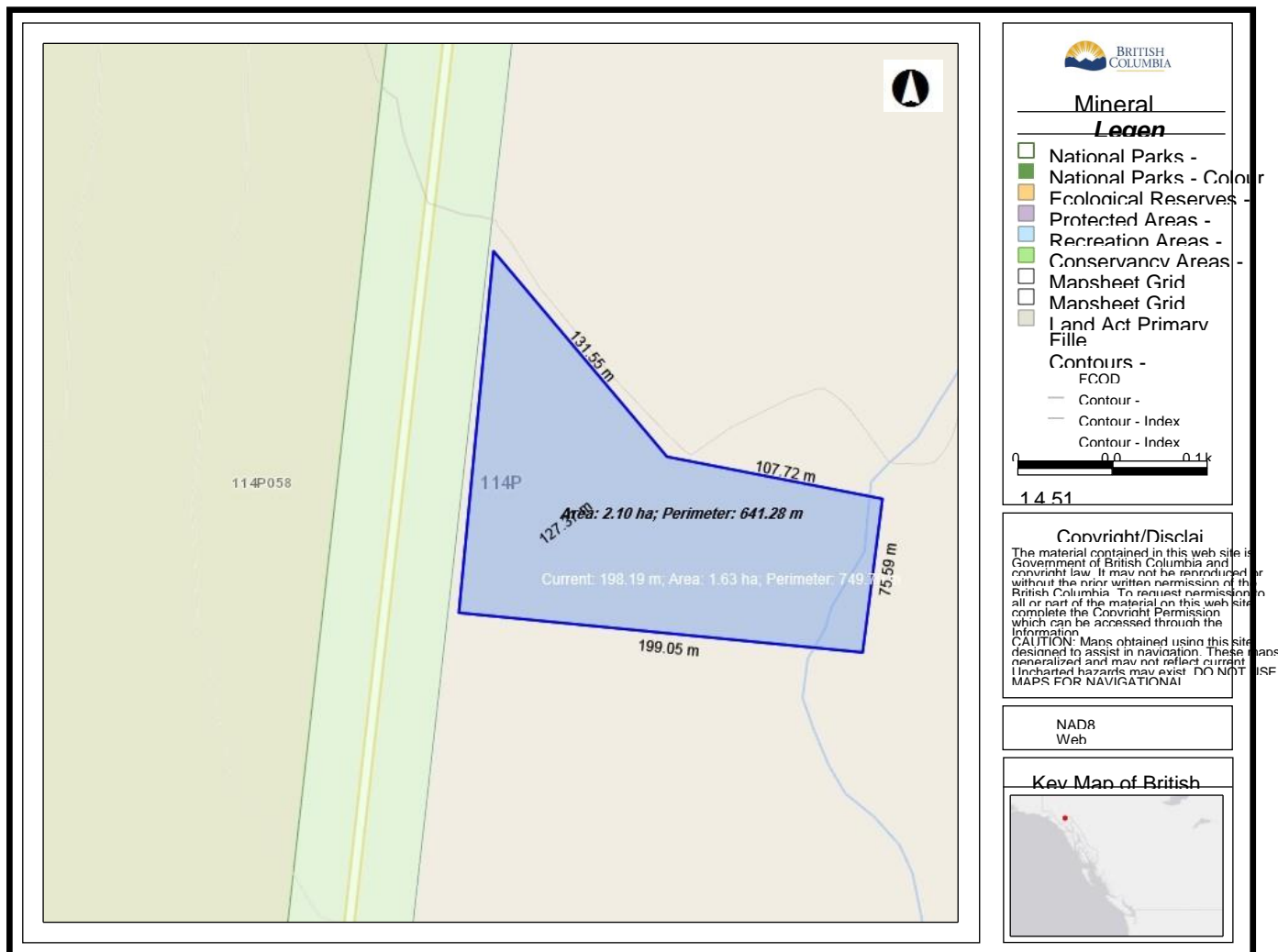


Figure 4 – 2: Marinka Hill South Intensive Use Site



## 5.0 Levels of Use

The Guided Adventure Tourism (GAT) Policy requires that each operator provide information on the number of “client days”, defined as each commercial recreation client who the tenured operator guides onto Crown land in a particular day (up to 8 hours), and the time of year during which the activity takes place. The company’s annual report, which is prepared at the conclusion of each operating season, will reflect the total number of skiers, or client days, taken to the operating area pursuant to the fee schedule requirement of the GAT license agreement.

Utilization of the operating area is dependent on several factors, including:

*Weather and snow conditions:*

- Avoiding locations with high wind or poor visibility
- Avoiding slopes deemed to have poor snow stability and high avalanche risk
- Seeking slopes with the best snow quality

*Clients:*

- Skiing ability of clients
  - Expectations in terms of degree of skiing difficulty
- Giving clients a variety of terrain and scenery

*Other:*

- Avoiding wildlife, as per the wildlife mitigation strategy (see Section 8.0) that may impact use of specific ski terrain areas.

There are many factors that affect how intensively any given zone, drainage or run is used. Safety of operations is the primary overriding principle but there are many others. The obvious one is the number of clients YAH will host each year. Other, less obvious factors are skier ability (good skiers ski more than weaker skiers) as well as difficult skiing conditions that can severely limit amount of use. Poor flying conditions are a big factor that can constrict use to specific areas suitable for safe flying operations.

Snow stability is also of primary concern and can concentrate use to very specific runs for long periods of time, sometimes an entire winter, when the hazard rating (avalanche potential) is fair to poor. Specific winter weather trends can also have a large impact, with some areas needing deep snowpack to cover hazards such as stumps, alder, logs, rocks, crevasses, etc. to even be skiable. In summary, all of these factors form part of a complex set of issues that interact differently, day-to-day and

year-to-year, and govern where skiing occurs within the operating area license.

The following Levels of Use tables outlines the utilization for the operating area, based on past historic use and projected over the next 5 years, based on realistic growth rates for the company.

### 5.1 Levels of Use – Client Days/Year

#### Clients Day – Projected

Year	Projected
2017	No paying clients
2018	180
2019	250
2020	300
2021	300

### 5.2 Responsible Use – Utilization of Operating Area / Year

#### Skiers Runs - Projected

	2017	2018	2019	2020	2021
Zone 1	0	200	400	400	400
Zone 2	0	100	200	200	200
Zone 3	0	1500	2800	3000	3000
Total	0	2800	3400	3600	3600

## 6.0 Hazards and Safety Plan

Helicopters and snowcats will be the main mode of transportation within the proposed operating area. Everyone working around helicopters and snowcats will receive proper safety training.

Within the operating area, avalanches are likely the most important hazard to consider. Fully certified guides with extensive avalanche training will lead the skiers into the field. All appropriate gear (beacons, shovel, probes and related equipment) will be used by anyone skiing within the proposed tenure area.

Radios, Delorme InReach and satellite phones will be used in the field to communicate with the helicopter pilot and snowcat driver, and the operations base facility

An Emergency Response Plan will be established in advance of commencement of operations.

YAH will operate in a manner that is in accordance with its operating guidelines. As well, fuel storage and handling procedures will be in compliance with the Ministry of Environment's *A Field Guide to Fuel Handling, Transportation and Storage* as well as the *Environmental Code of Practice for Above-ground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products* for fuel caches stored at the staging areas.

The company will be registered with WorkSafe BC and its operations will be in compliance with WorkSafe BC regulations.

## 7.0 Impacts on Other Users

### 7.1 Public Use and Access

YAH's operating area is quite remote and few existing forestry roads provide access into this area. Accordingly, public use and access (motorized – especially snowmobiles) during the winter period is very restricted and limited. Historically, this area has experienced very little public use (motorized and non-motorized).



The northwestern part of Zone 2 is used by residents of Whitehorse and Skagway for backcountry skiing and snowmobiling, and YAH will limit their activities in this section of Zone 2 to minimize impacts on existing public recreation users.

The company will work with local groups and clubs to avoid conflicts where potential overlap of use may occur. Future road development by forest and/or mining exploration companies may alter this situation. However, the company will continue to work closely with public users to ensure impacts, particularly safety related issues, between the company's commercial clients and public users, are minimized to greatest extent possible.

## 7.2 Resource and Industrial Users

### *7.2.1 Timber Tenures and Forestry Management*

The proposed operating area is situated within the Cassiar Forest District (Prince George Forest Region). No impacts between heli skiing and forestry activities are anticipated as harvesting would occur only during the summer months and below the skiing terrain. No forest harvesting occurs within the tenure area at this time, and should a forest license be issued in the future, the company will look to develop a good working relationship with the forestry company and ensure that any issues and concerns are addressed and resolved in a timely and appropriate manner.

The company is aware that in the event removal of merchantable timber is required for gladding of ski runs or related improvements, an Occupant License to Cut will need to be applied for.

### *7.2.2 Mineral Tenures*

There are existing mineral tenures within the operating area, mostly in the area of Bennett Lake (see Figure 7 – 1). No mining activity is currently underway within the tenure area, and if any mining activity is proposed, YAH will be in contact with the mining company to provide information about the heli skiing operations in this area. In summary, no impacts with mining activities are anticipated with the proposed heli skiing activities in the near future.

### *7.2.3 Other Commercial Operators (Guide Outfitters, Trappers)*

The company is aware of the existing guide outfitter permit (Moon Lake Outfitters) that overlaps the east portion of Zone 2. Moon Lake Outfitters is a professional, big game hunting guide company and YAH has been in contact with the guide outfitter to discuss any concerns and issues. YAH is committed to working cooperatively with the guide outfitter to address

any concerns. The wildlife mitigation strategy (Section 8) has taken into account the concerns raised by the guide outfitter.

### 7.3 Other Commercial or Public Recreation Interests

There are no other Guided Adventure Tourism (GAT) operators or Licensees within the company's proposed operating area.

The Chilkoot Trail National Historic Site is situated between Zones 1 and 2, and is a world renowned protected area. The majority of park activities occur during the summer, therefore potential impacts arising from YAH's activities in the adjacent areas is expected to be minimal (helicopter flight paths over the park). YAH will be contacting Parks Canada to ensure any potential impacts from heli skiing activities are addressed in a timely manner.

### 7.4 Existing Land Use Plans

The Wooshtin wudidaa Atlin Taku Land Use Plan, which was completed in July 2011, includes a portion of YAH's operating area (Zone 2 – see Figure 7 – 2). The balance of YAH's tenure area is not part of any existing Land Use Plan.

Atlin Taku plan is supportive of commercial recreation activities, and tenure holders "*are encouraged to operate in a manner consistent with this Land Use Plan*". Recreation and tourism are a key component of the land use plan ranging from nature based recreation and non motorized wilderness recreation to motorized recreation – public and commercial, (e.g. heli skiing), as well as commercial guided hunting and fishing.

The portion of the tenure area within this land use plan is not impacted by any Area Specific Resource Management Zones or Guidelines.

Figure 7 – 1: Mineral Values

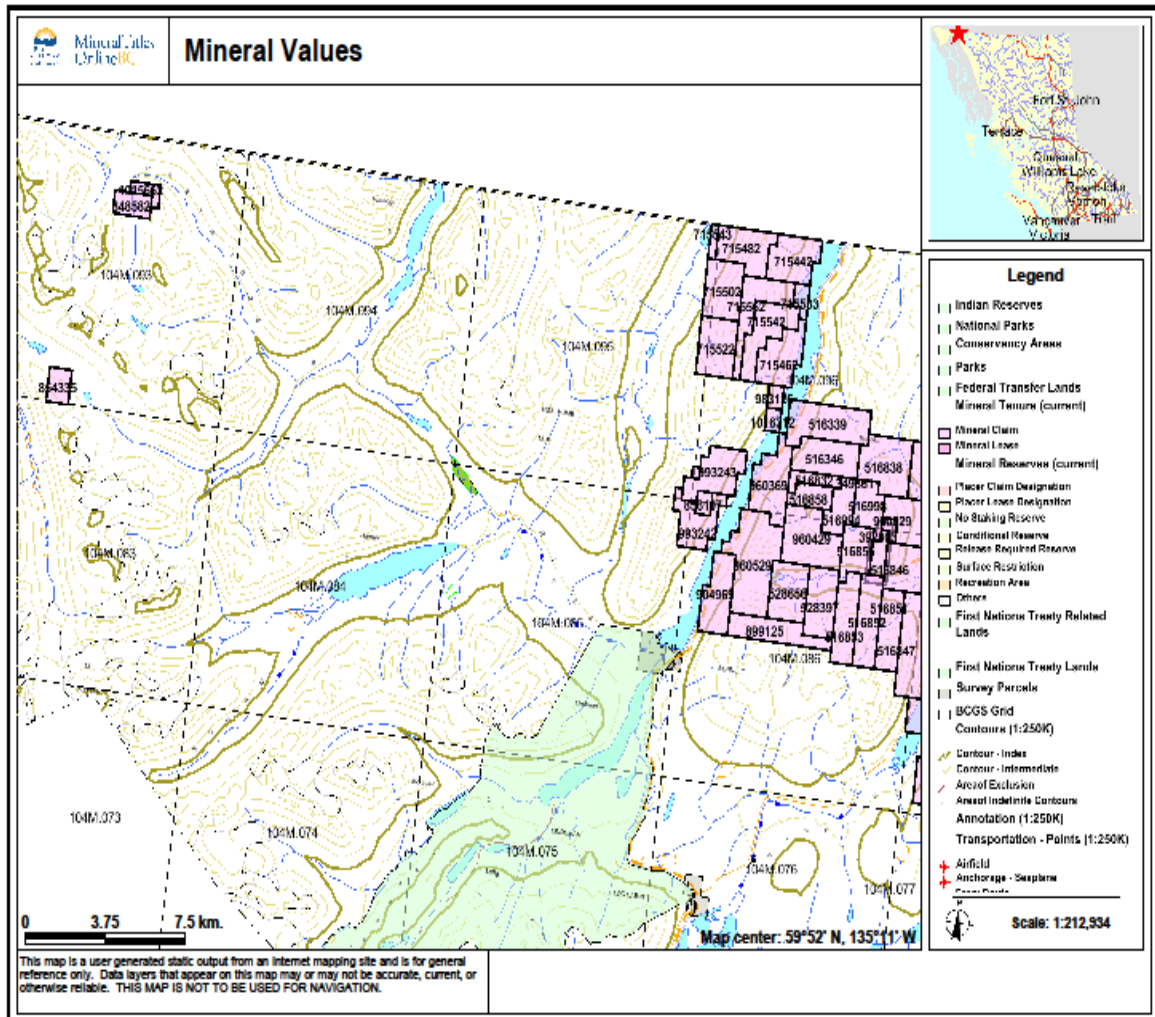
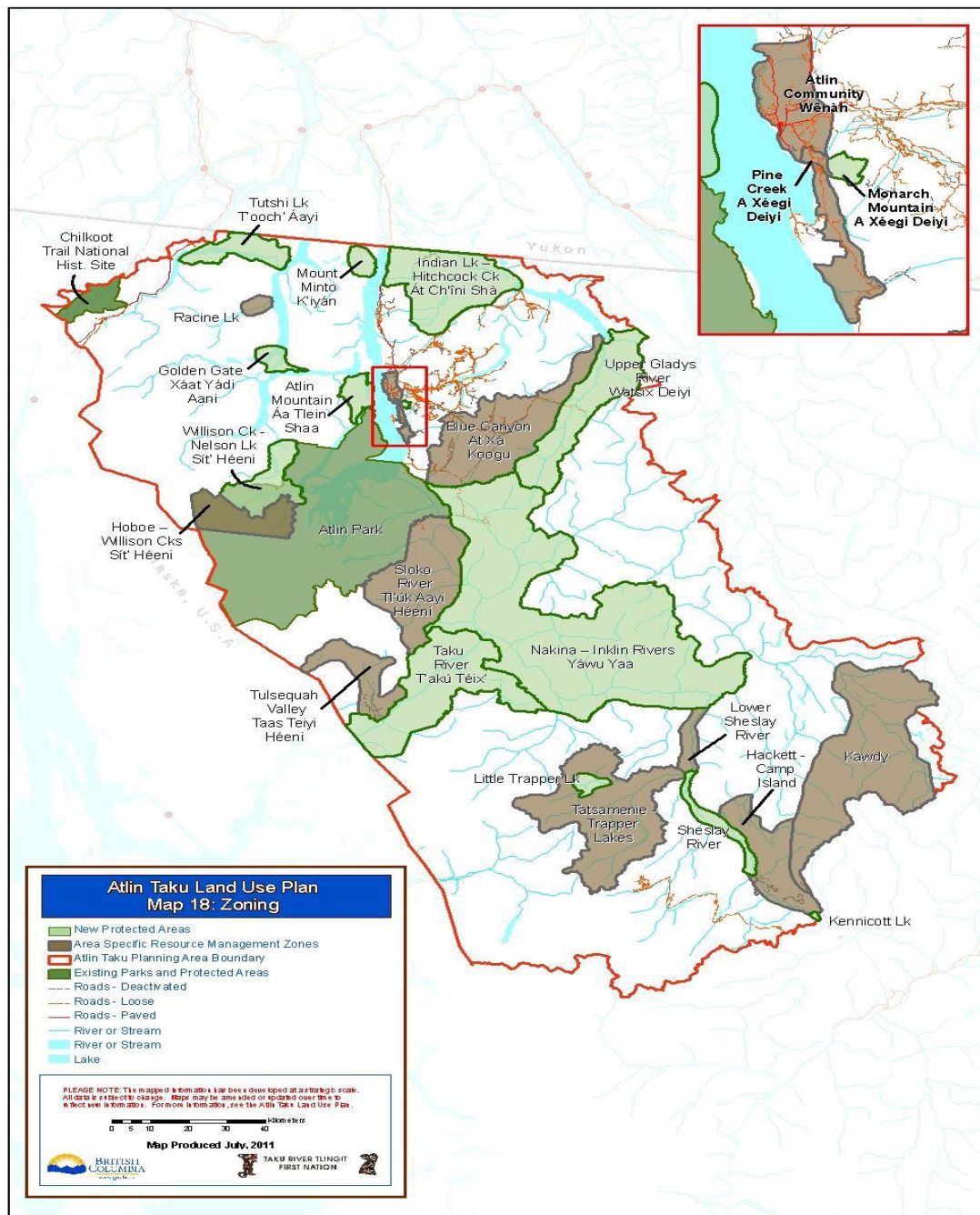


Figure 7 – 2: Protected Areas and Area Specific Resource Management Zones



## 8.0 Fish, Wildlife and Environmental Values

The Yukon Alpine Heliskiing (YAH) operating area contains significant wildlife values and habitat. The company is a member in HeliCat Canada Association, and it will be in compliance with the association's best management practices for addressing wildlife disturbance concerns (BCHSSOA 2003). The company is also familiar and compliant with Wildlife Guidelines For Backcountry Tourism/Commercial Recreation in British Columbia (BCMOE 2006) and the MFLNRO Skeena Region's Commercial Recreation and Crown Land Tenures Guidelines (Vanderstar 2012), and will adhere to the guidelines therein (e.g., minimum default distances from known values) as part of their operating procedures or provide a report, as prepared by a professional biologist, that outlines how the company will operate adjacent to known wildlife habitat and minimize impacts on wildlife values.

YAH believes that managed properly, their operation has a minimal impact on wildlife values and habitat. YAH's operations are helicopter-based and occur during the winter months, generally from mid-March until the third week of April. Most of the operations are at higher elevations in the alpine and subalpine, however there is some tree skiing at lower elevations.

A wildlife mitigations reports proper to Yukon Alpine Heliskiing tenure is available for consultation. The Wildlife Mitigations Report was produced by Jonah L. Kleim, P.Biol. for Ecological Logistics & Research Ltd, in September 2016.





## 9.0 First Nations Interests and Values

YAH's tenure area overlaps the traditional territories of three First Nations, including the Carcross – Tagish, Taku River Tlingit and Champagne & Aishihik (see Figure 9 – 1). The company understands that their activities may impact existing First Nations rights, title, interests and values, and to that end, the company is interested in working with First Nations through a cooperative sense of sharing. The company appreciates its use of the land is not exclusive and is keen to work in a manner that benefits all parties that have an interest in this land.

YAH recognizes that First Nation peoples are interested in opportunities arising from tourism and recreation developments within their Traditional Territory, and has approached each of the three First Nations to outline the details of the heli skiing activity. The company remains open and willing to develop protocols and agreements that outline how those opportunities can be implemented in an effective and meaningful way

YAH is committed to scheduling an annual meeting with representatives of the three First Nation groups to discuss the past operating season and review any issues or concerns arising from YAH's activities.

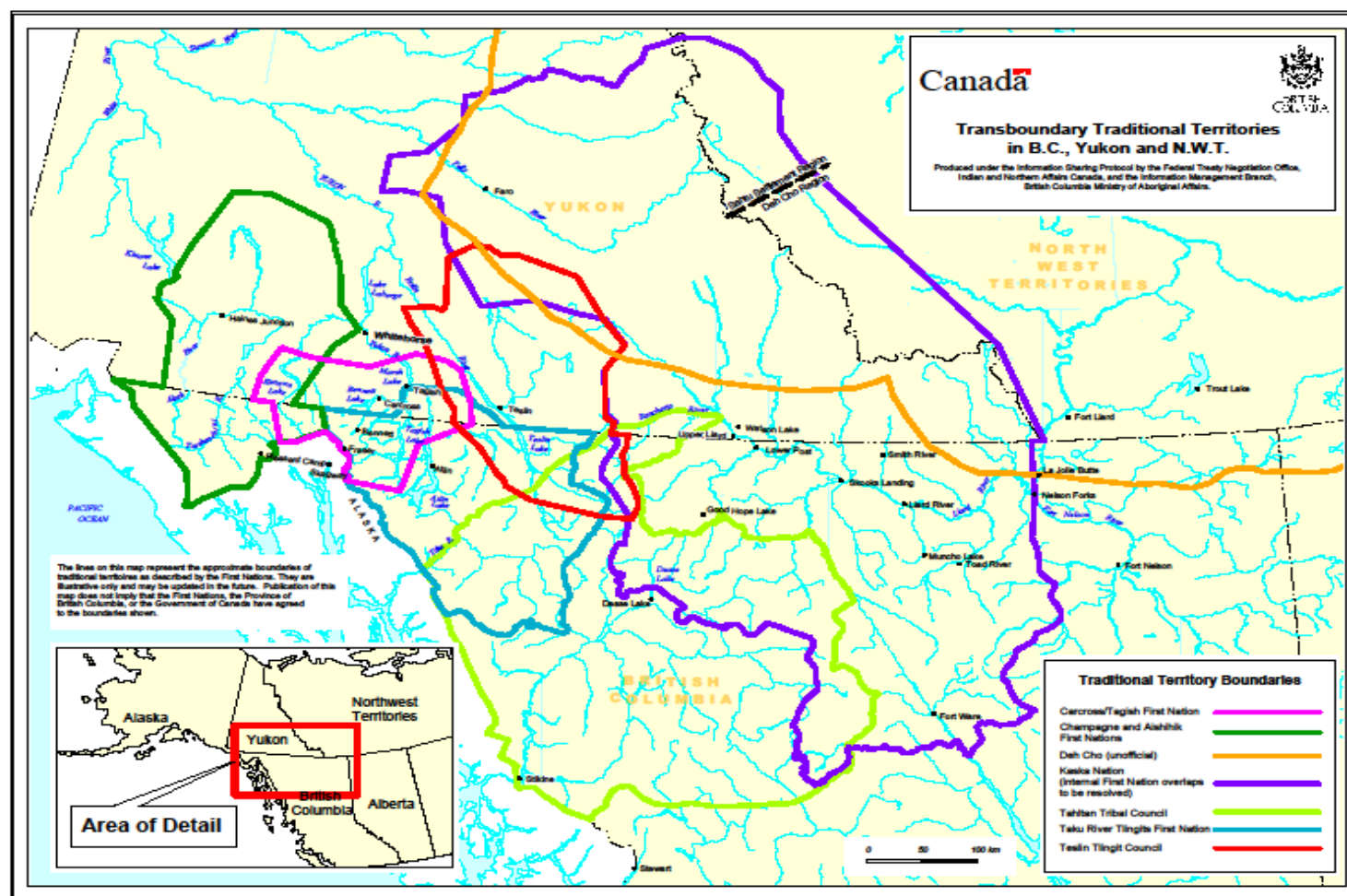
YAH would like to provide opportunities for F.N. entrepreneurs to start winter tourism ventures such as snowmobile adventures, dog mushing and ice fishing for our guests on no fly days and weather days when YAH is trying to keep heli ski guests busy and entertained.

YAH Ltd is committed to provide training and scholarship opportunities for young first nations guides who wish to become involved in the mountaineering and outdoors business in the Yukon region.

YAH LTD has opened several dialogues with two specific ski guiding associations Canada ski guide association CSGA and Association of Canadian mountain guides ACMG to discuss opportunities and training for northern Yukon FN residents and potential ski guides.

Yah has already started several mentorship programs taking out young potential FN ski and mountain guides to the YAH Ltd ski zones, spending considerable time and training to see if this opportunity is even compatible to these young individuals.

Figure 9 – 1: Traditional Territories of First Nations





## 10.0 Business / Marketing Plan

YAH is a locally owned and operated business. The company will look to purchase goods and services, as well as employment opportunities, within the local community, to the greatest extent possible.

The expectation for YAH is that it will focus their marketing efforts for skiing clients from Canada, United States and Europe.

## 11.0 Economic Benefits

YAH will create a positive impact on the local economy through the purchase of goods and services, employment opportunities in the local hotels, restaurants and bars, as well as transportation services for picking and returning clients to Whitehorse and Skagway.

Spin off opportunities are expected through the use of other local businesses that may be able to provide other activities and services to YAH's clients including on days when helicopter flying is not possible, as well as the promotion and encouragement of the First Nations historic and cultural opportunities.

## 12.0 Future Development

YAH is currently assessing the possibility of offering summer activities on the tenure. At this time, more information and assessment is required. YAH is not applying for these activities under this current management plan; however, YAH would like to inform government official of our future intentions. YAH is planning to submit a revised management plan with the added activities within a year.

The summer activities will be based out of the Bryant site located on the White Pass. The Bryant site will be adjusted with more day parking and portable washroom. YAH is not planning to offer overnight accommodations for the summer activities.

### Glacier Tours

YAH is studying the feasibility of offering glacier tours to guests. Small groups of guests (maximum 16 per day) would drive or arrived by bus to the Bryant site, they would load a helicopter and then land on a nearby glacier in the tenure. The guests will be led by certified guides and will be equipped with proper safety (mountaineering) equipment for the activities and conditions of the terrain.

The guests will have a few options of activities ranging from a simple walk on the glaciers to more advanced mountaineering day trip. YAH will only offer day trips to the summer guests. Guests will depart the Bryant site at the end of the day.

#### Heli Biking

Another activity YAH is also studying is Helicopter assisted biking in Zone 2. Guests will drive to the Bryant site; they will load a helicopter with their bike and then be dropped at an established landing. They will bike down back to Bryant site. The guests will follow a moraine down the mountain side. The Trip will be guided upon requests or self-guided. Groups of 4 people will be flown at a time a few times a day.

### 13.0 Highway Access

YAH will adhere to the *British Columbia Supplement to the Transportation Association of Canada Geometric Design Guide for Canadian Roads (2007)* for all safety requirements standards and construction requirements for accessing public highway. The intensive uses site will have vehicle access to the South Klondike Highway. Proper signage will be installed if required.

YAH will have a Site Plan and Traffic impact study attach with their Highway Access permit application

### 14.0 Building Code

Any structures built by YAH will adhere to the BC Building code for materials, plans, structure requirements, etc. Certified carpenters were hired to supervised the construction of the portable chalet. The chalets have fire extinguishers and construction meet safety codes.

