

ALASKA

LEGISLATURE

COMMITTEE FILES

1991-1992

8672

7099

HOUSE

LABOR & COMMERCE

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE FINKELSTEIN

NAME: MATT SCULLY
 TITLE:
 ADDRESS: 6121 AUSTRIA
 CITY: ANC ZIP: 99516
 PHONE: 265-6877
 BILL NO: SB 8
 SUBJECT: ANNUITY PROGRAM AMENDMENTS
 MESSAGE: REP. HANLEY INFORMED ME THAT THE STATE RUN ANNUITY PROVISIONS OF SB 8
 HAVE BEEN REMOVED BY THE HOUSE. EXCELLENT. NOW AMEND THE BILL TO SIMPLY FAZE
 OUT THE BONUS FOR EVERYBODY OVER THE NEXT FEW YEARS AND BE DONE WITH IT.

POMID: 03105037
 DATE: 92/04/06
 TIME: 10:50:37
 LIONAME: ANCHORAGE LIO

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R.PHILLIPS	SHARP	STURGULEWSKI
TAYLOR	ULMER	UEHLING
ZAWACKI		ZHAROFF

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE FINKELSTEIN

NAME: PEGGY BOWEN
 TITLE:
 ADDRESS: 11601 OUTCROP LANE
 CITY: ANCHORAGE ZIP: 99516
 PHONE: 345-3088
 BILL NO:
 SUBJECT: SB403 AND HB491
 MESSAGE: PLEASE OPPOSE HB491/SB403 THIS APPEARS TO BE SPECIAL INTEREST
 LEGISLATION DESIGNED TO PROTECT SEIDU CORPORATION (OWNER OF ALYESKA RESORT). I
 BELIEVE SKI RESORTS NEED TO BE LIABLE TO THE PUBLIC FOR THEIR ACTIONS, INCLUDING
 MAINTENANCE, CONSTRUCTION, AND DESIGN ACTIVITIES./RD

POMID: 03104623
 DATE: 92/04/06
 TIME: 10:46:23
 LIONAME: ANCHORAGE LIO

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PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE FINKELSTEIN

NAME: SONIA SWANNER
 TITLE:
 ADDRESS: 240 PETTIS RD
 CITY: ANCHORAGE ZIP: 99515
 PHONE: 344-0140
 BILL NO: HJR 58
 SUBJECT: SUPPORTING AVAILABILITY OF RU 486 DRUG
 MESSAGE: I STRONGLY OPPOSE THE INTRODUCTION OF THE DRUG RU 486 INTO OUR STATE
 ON THE GROUNDS THAT IT HAS BEEN PROVEN TO BE VERY DANGEROUS TO THE USER AND
 FATAL FOR A CHILD. I URGE A NO VOTE ON HJR 58./RD

POMID: 03090500
 DATE: 92/03/25
 TIME: 09:05:00
 LIONAME: ANCHORAGE LIO

L & C file →
No answer

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TAYLOR	ULMER	UEHLING
ZAWACKI		ZHAROFF

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE FINKELSTEIN

NAME: LORETTA BRADEN
 TITLE:
 ADDRESS: 3027 E. 84TH
 CITY: ANC RAGE ZIP: 99507
 PHONE: 344-3369
 BILL NO: HB 491
 SUBJECT: CIVIL LIABILITY FOR SKIING ACCIDENTS
 MESSAGE: SB 403: PLEASE OPPOSE HB 491 AND SB 403. THIS IS SPECIAL INTEREST
 LEGISLATION SUPPORTED BY SEIBU CORPORATION, A MULTI NATIONAL JAPANESE
 CORPORATION WITH 120 SUBSIDIARIES THAT HAS OWNED ALYESKA RESORT SINCE 1980. IT
 WOULD VIRTUALLY INSULATE ALASKA SKI RESORTS FROM ANY LIABILITY INCLUDING
 MAINTENANCE, CONSTRUCTION AND DESIGN ACTIVITIES. WHAT ABOUT THE SAFETY OF
 ALASKAN?

POMID: 03090323
 DATE: 92/03/25
 TIME: 09:03:23
 LIONAME: ANCHORAGE LIO

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PARNELL	COLLINS
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PHILIP K. LIVINGSTON, CCIM
Commercial Real Estate

March 17, 1992

Rep. David Finkelstein
State House of Representatives
P. O. Box V
Interdepartmental Mail Stop 3100
Juneau, AK 99811

Dear Rep. Finkelstein:

We are writing to urge you to support House Bill 491 to revise Alaska State statute AS 09.65.135.

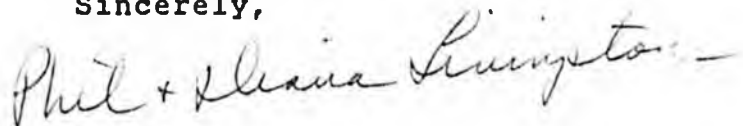
We consider it very important to the future of skiing as a popular sport that the original intent of the legislature be restored. Ski area operators must be able to operate their businesses with the security that factors beyond reasonable control will not become a source of unlimited liability.

The many ski areas in Europe operate to serve literally millions of skiers with limited liability. If the sport of skiing is to become the important worldwide attraction it can be for Alaska, individual skiers must be responsible for their own use of commercial ski slopes.

House Bill 491 can help make this possible.

Thank you for your attention to this request.

Sincerely,



Phil and Diana Livingston



Livingston & Johnson, Inc.

4060 "B" Street, Ste 101, Anchorage Alaska 99503, (907) 563 4303 FAX (907) 562-4935

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Alaska Action Trust

P.O. Box 102323 • Anchorage, Alaska 99510
Office: 540 L Street, Suite 164 • Anchorage
(907) 258-4040

March 24, 1992

David Finkelstein
House Representative
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, AK 99811

Re: HB491

Dear Mr. Finkelstein:

If Seibu or any other ski area operator is contending they merely wish to reinstate the intent of the previous statute on the basis that: "It was nullified by the recent Supreme Court decision in Hiibschman," that is completely false. The statute was not nullified. The proposed statute contained in the bill goes far beyond the parameters of the present bill and seeks to insulate the ski area users for many, many factors beyond those factors that are the natural consequences of skiing -- that is unavoidable and necessary hazards. Instead, the proposed bill would grant immunity for negligent maintenance, construction and design activities that would virtually insulate the ski area from any liability for operation of the ski area operations. It also adds death to the definition of "injury." Currently only injuries, not death are covered.

On behalf of the Academy of Trial Lawyers, I have been asked to express our strongly felt position regarding the lack of wisdom of amending AS 09.65.135. It is our position that if anything should be done with the statute, it should be repealed. When it was passed, it was a grossly unfair bit of special legislation for the benefit of one of the (if not the) largest recreational corporation in the world -- Kokudo Sangyo, Inc. It has 120 subsidiaries!

That act was largely the result of one lawsuit which was filed

against Seibu. In that case, a 16 year old boy was skiing on the newly opened night skiing area at Alyeska when he skied over an unmarked, unsigned, unlighted 15 foot drop-off that was in a shadowed area in the middle of the night skiing course. The shadows that obscured the drop-off were a result of Seibu placing the largest group of lights on the course immediately behind a grove of trees. As the case developed, it appeared that Seibu failed to advise the lighting engineers of the trees' existence (according to the lighting engineer) and Seibu somehow failed to notice the trees when it was placing the lights behind them. This is somewhat difficult to do when each light must be separately aimed with a sighting mechanism on it. Further, neither Seibu nor the lighting engineer noticed the trees and the shadow after the system was built and the area was open. This young boy was paralyzed for life from the waist down when he went off the drop-off and landed on a flat "cat track" - a road.

The drop-off was created by a road cut made by a dozer as it cut through the ridge comprising the ski area between lifts 1 and 4. Seibu left a near 90 degree cut-bank in the middle of the ski area instead of shaving off its upper edge to make a "roll." An expert, who was a former National Ski Areas Association president and extremely revered figure in the national ski industry, testified that the situation was "murderous and totally unacceptable." He further indicated it was far beyond the role (pale) of normal industry standards and was an easily, cheaply remedied situation.

I take the time to briefly set forth some of these facts as you should note that a provision of the proposed bill includes among the "inherent risks of skiing" variation or steepness in terrain "including roads, cat walks...and all man made structures." Thus, Seibu and other ski areas seek to be immunized for design and construction activities which are clearly avoidable, controllable and their responsibility and which are clearly not "unavoidable, natural consequences of the sport of skiing." According to the ski experts in the above case against Alyeska (Schlaak v. Seibu) such design and construction activities involving roads, lights, signs and trail marking are an integral part of the safety considerations that have to be kept in mind in making slopes safe for skiers during the design, construction and maintenance process.

It should be kept in mind that skiing is not much different than driving a car. The same human reactions and human frailties relating to vision, reaction time and attention are present. Thousands and thousands of people are travelling these "ski roads including many, many children." They deserve the same sort of consideration regarding a safe traffic design including elimination of hazards when reasonably possible as well as appropriate signs and warnings of hazards. Virtual cliffs constructed in the middle of a ski run because of improper road cutting certainly do not

qualify for the rubric of "inherent hazards of skiing." Nor do other hidden hazards known to the ski area which the skier does not and cannot know of, such as snow making equipment.

Further, in this regard, I believe it is appropriate to refer to the recent Supreme Court decision which Seibu and others are apparently so desperate to make an end run around. The case is Hiibschman v. City of Valdez, et al. One of the thrusts of that opinion was that the present statute codified the common law that ski areas were not liable for injuries caused by the inherent risks of skiing. As the Supreme Court noted, it is only in this situation where the injuries or deaths are caused solely by such inherent risks that the lack of liability is apparent. Such risks are the natural and unavoidable risks -- the risks that cannot be controlled.

Perhaps even more importantly, the Supreme Court noted that the legislature in passing "tort reform" indicated a very strong statutory policy was present (as you will no doubt recall) to the effect that each party should only bear its own risk, i.e. the "tort reform" statutes.

Thus, we now have several and not joint liability. While at one point "tort reformers" wanted every party to be responsible for its own fault, now Seibu and others seek to avoid their responsibility which runs directly against the clear intent of legislature in passing "tort reform" and mandating complete several liability. Thus, the Supreme Court noted that it would not be consistent to allow ski areas to escape liability while promoting the concept of true several liability. Here, the ski areas, of course, do not object to several liability, they just do not want to be among the "several."

Finally, we believe HB491 is brought before the legislature because of not only the recent Hiibschman decision but also because of a recent death that occurred at Seibu's resort at Alyeska. On December 8, 1991, Bart Rizer, a 12 year old boy, died of hypothermia on an open slope in the bowl at Alyeska. Approximately four feet of snow had fallen in the 48 hours before his death and the bowl had not previously been open for skiing and had not been groomed. December 8, 1991, was a Sunday. On Saturday, skiing had been allowed on the ridge from the roundhouse down where a packed base was present. On Sunday, in the late afternoon, Seibu opened the bowl for skiing even though the bowl had not been adequately signed or roped off so as to warn skiers of extremely dangerous and indeed life threatening snow conditions that were present in some areas. Further, there was not even sufficient grooming done to allow the ski patrol to visually inspect and gain access to all parts of the bowl to check for downed skiers when the final sweep of the hill was made after the bowl was closed at 3:30 p.m. Many skiers had to be literally dug out of the snow as it was "bottomless powder" up to skiers' chests when off their skis.

While making a run through the bowl shortly before it closed, Mr. Rizer fell while proceeding down a short steep slope known as "Horror Hill" which is virtually in the middle of the bowl and is not obscured by trees. Unknown to Bart was the fact that extremely deep, treacherous snow was on Horror Hill. The snow was so deep that when he fell head first into it he was buried upside down up to his knees and was unable to extricate himself. When the final sweep was made a very short time later, Mr. Rizer was not found and he died of hypothermia after being abandoned on the mountain.

Apparently, he was in a very small hollow where he could not be seen from the only packed area down through the bowl. Seibu had packed one narrow track up through the bowl and therefore, this portion of Horror Hill could not be visualized from immediately below it as it could be when the whole area is packed because the snow was five or six feet deep and the ski patrol would have found it extremely difficult to walk through this deep snow across the bottom of the hill scrutinizing it for downed skiers. Similarly, because of the deep snow, a walk across the top of the hill could not be made without extreme difficulty. Apparently, one ski patrolman may have skied down a small portion of Horror Hill, but did not see Bart due to the snow condition and his location. There is no way that a proper sweep could have been made of this area given the extreme snow and the limited number of ski patrollers. Thus, for no good reason, a very bright and promising young man is dead.

You will note that a portion of the proposed bill is focused at "grooming operations." Further, a portion of it is now focused at every possible snow condition. If this bill is passed as written, it would even insulate Ayleska from foreseeable avalanches that could kill hundreds of people because it is a "snow condition that may change." This is truly outrageous.

The outrageous nature of the existing bill let alone the proposed amended version of HB491 is demonstrated by the fact that Seibu is required by the U.S. Forest Service to have a snow safety plan. This plan is prepared by the U.S. Forest Service in concurrence with Seibu. One of the stated objectives of their plan is as follows:

One of the prime objectives in winter sports administration is to prevent accidents related to ski lifts, tows, avalanche and terrain hazards.

One of Seibu's stated and agreed to duties is as follows:

Taking reasonable care to identify and mitigate hazards on primary ski slopes.

Thus, the Forest Service is directly involved in monitoring

and requiring safe operation of Seibu's ski area at Alyeska. Most of the ski area is on Forest Service land and is governed by Forest Service Management regulations. All aspects of ski safety are addressed in this plan. These include signs far beyond those included in the present statute including cautionary signs, daily trail and snow condition signs, area map with trail locations, avalanche signs, and trail markers. There are many other provisions of the ski plan that are focused at safety.

The question is this, if Seibu and other ski areas on public Forest Service land are already required to try to achieve maximum public safety, why are they now trying to escape responsibility for what they are required to do? Why should Seibu be insulated for negligent use of our land? The clear import of Forest Service regulation and the Forest Service mandated safety plan is to maximize public safety, not eliminate it. The proposed additions to AS 09.65.135 will cause further erosion of safety procedures at Alyeska and other ski areas rather than enhancing the stated Forest Service goal of maximum safety for recreational users of federal land.

Yours very truly,

Dennis Mestas
MESTAS & SCHNEIDER, P.C.



Alaska Action Trust

P.O. Box 102323 • Anchorage, Alaska 99510
Office: 540 L Street, Suite 104 • Anchorage
(907) 258-4040

FAX TRANSMITTAL

**TO: STEVE KALLICK
REPRESENTATIVE FINKELSTEIN'S OFFICE**

FROM: DEBRA GRAVO, EXECUTIVE DIRECTOR

DATE: MARCH 13, 1992

RE: HB 491

Steve: Following is a draft of proposed language changes to HB 491. I met this afternoon with Representative Choquette, Dana Brockway and John Heiser, Director of Mountain Operations at Alyeska. While they understood our concerns, they opposed the draft language. Accordingly, no consensus was reached. However, the trial lawyers did agree to take a look at some state statutes in Idaho, Colorado and New Hampshire to see if any acceptable compromise could be forged.

March 13, 1992

Representative Dave Choquette
Courthouse, Room 609
Juneau, Alaska 99801

HAND DELIVERED

re: HB 491

Dear Representative Choquette,

As we indicated last week when Mike Schneider, Mark Choate and I visited with you, the trial lawyers oppose HB 491. At that meeting, we indicated some of our concerns with specific sections. I have asked Dennis Mestas, a trial lawyer with expertise in this area of the law, to respond in writing to you with his concerns about the bill as written.

In response to your invitation to provide you with an acceptable rewrite of objectionable language to address our concerns, what follows is a draft of proposed language, the purpose of which is to make HB 491 consistent with the Hiibschman decision. Those sections which are consistent with the Hiibschman decision are not addressed below. New text is underlined and [deleted text is bracketed.]

Section 1. PURPOSE. The purpose of this Act is to make [revise] state law relating to civil liability for skiing accidents enacted by ch. 80, SLA 1980, as interpreted by the Alaska Supreme Court in Hiibschman v. City of Valdez, _____ P.2d _____, Op. No. 3783 (Alaska 1991), consistent with this decision and to immunize only those actions that are beyond ski area operator's control. This legislation shall not be interpreted to immunize ski area operators from duties assumed under contract or agreement with owners, lessors or governmental subdivisions regarding operating and maintenance of ski areas.

Section 2.**WARNING**

Under Alaska law, the risk of injury to a person or property resulting from an inherent risk of skiing rests only with the skier. A ski area operator is not liable to a skier for an injury resulting from an inherent risk of skiing. Inherent risks of skiing include changing weather and snow conditions, bare spots, rocks, tree, [collisions with lift towers or other skiers,] natural variations or steepness in terrain, or a skier's failure to ski within the skier's ability.

Section 3.

(B) natural variations or steepness in terrain. [whether natural or a result of slope design, including roads, catwalks, jumps, or other terrain modifications.]

(E) collisions with tramway towers [signs, posts, fences, enclosures, hydrants, water pipes, other man-made structures] and their components unless the skier is on the tramway.

[(H) snow making or grooming operations;]

If you are interested in additional information, clarification or comments, we would welcome the opportunity to discuss this issue or any other with you.

Sincerely,

Debra C. Gravo
Executive Director
dch/



Hilltop Youth, Inc. A Non-Profit Organization
Dedicated To Developing Recreational Facilities For Our Alaskan Youth

March 30, 1992

Representative David Finklestein
Capitol, Room 15
P.O. Box V
JUNEAU, ALASKA 99811

Dear Representative Finklestein:

The recent State Supreme Court ruling on the unfortunate incident at Salmonberry Ridge Ski Area in Valdez is a blow against every skier in Alaska. AS 09.65.135, "Limitation on Claims Arising From Skiing", was passed because of the spiraling cost of insurance at all ski areas in Alaska. Even so, the cost of insurance at Hilltop Ski Area for instance, which in 9 years has never had a ski related claim, is over \$1 per skier.

The cost of insurance must be passed on to the customer and as insurance companys react to the Supreme Court ruling, every skier will be the loser.

I urge you to support Senate Bill 403 and House Bill 491. The bills will not dilute the requirement for every ski area to provide safe and responsive services but it will protect ski areas against ill conceived claims and keep insurance rates at a reasonable level.

I want to thank you for your careful consideration of these bills.

Sincerely,

A handwritten signature in cursive script, appearing to read "Roger D. Head".

Roger D. Head
President



March 28, 1992

Rep. David Finkelstein
Labor & Commerce Committee
Alaska Legislature
Juneau, AK 99811

Re: House Bill 491; The Inherent Risks of Skiing

Dear Representative Finkelstein:

The Anchorage Nordic Ski Club supports House Bill 491 and urges you to take whatever steps are necessary to see that it is enacted into law. With this session of the Legislature coming to a close soon, we hope you and your committee will take favorable action on House Bill 491 soon.

The Anchorage Nordic Ski Club supports H.B. 491 because we are responsible for the design, construction, maintenance and grooming of many of Anchorage's cross-country ski trails. We operate sophisticated grooming equipment similar to the equipment used at Alaska's alpine ski areas. We run the cross-country ski racing programs for Anchorage's junior high and high school cross-country ski teams. We frequently host national and international events in Anchorage -- most recently, the 1992 Masters World Cup races which attracted almost 600 skiers to Anchorage from 18 countries. Perhaps most important, it is the Anchorage Nordic Ski Club in conjunction with the Anchorage Parks and Recreation Department that makes it possible for over 50,000 Anchorage-area skiers to enjoy free cross-country skiing each year on one of the best trail systems in North America.

The Legislature's failure to enact H.B. 491 could jeopardize these programs. While the Nordic Ski Club carries a substantial liability policy, the mere threat of litigation and the high costs of defense are likely to drive up the club's insurance premium costs. Insurance is already one of the club's single largest expenses. A substantial increase in insurance costs could force the club to operate without adequate insurance coverage or curtail some of its programs. We are a non-profit organization and depend on



ALASKA VISITORS ASSOCIATION

501 West Northern Lights, Suite 201 • Anchorage, Alaska 99503

Tel: (907) 276-6663 • Fax: (907) 258-4036

1991-92

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Tim Worthen

Regency Cruises

Karen Cowart

Executive Director

#92-03

RESOLUTION IN SUPPORT OF INHERENT RISKS OF SKIING LEGISLATION

WHEREAS, the sport of skiing is practiced by a large number of Alaskans and attracts visitors to the state who provide significant contributions to the state economy through the construction and operation of skiing facilities, and

WHEREAS, skiing is a critical element of efforts to increase fall/winter/spring visitation, and

WHEREAS, skiing is an exhilarating sport, the enjoyment of which includes several components: exercise, enjoyment of the outdoors, physical and mental challenges, and the excitement of taking risk, and

WHEREAS, skiing is conducted in an environment that includes natural variations of terrain, weather, and snow conditions and necessary man-made amenities created and maintained by ski area operators, and

WHEREAS, the sport of skiing is accompanied by inherent risks of accident and injury, and

WHEREAS, the Alaska Legislature in 1980 recognized these inherent risks and the individual skiers responsibility to assume them by enacting AS 09.65.135, "Limitations on Claims Arising From Skiing," and

WHEREAS, the Alaska Supreme Court, in *Hiibschman vs. City of Valdez et al*, rendered an opinion that undermines the intent and effectiveness of the act, and

WHEREAS, the cost of insurance and defense from suits involving the inherent risks of skiing are certain to rise dramatically as a result of the ruling, causing increases in ticket prices and threatening the continued operation of some areas, and

WHEREAS, legislation has been introduced to clarify provisions of the act and restore its effectiveness,

NOW THEREFORE BE IT RESOLVED, that the Alaska Visitors Association Board of Directors, on behalf of the membership and tourism industry partners it represents, endorses adoption of revision to AS 09.65.135, "Limitations on Claims Arising From Skiing," and will join public and private organizations in seeking passage of Senate Bill 403 and House Bill 491.

*Adopted by the Alaska Visitors Association
Board of Directors
February 21, 1992
Juneau, Alaska*

F

CLERK'S OFFICE

APPROVED

Date: 3-17-92

MARCH 17, 1992

ANCHORAGE, ALASKA

AR NO. 92--82

A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY SUPPORTING SB 402 AND HB 491 "INHERENT RISKS OF SKIING" LEGISLATION ENTITLED "AN ACT RELATING TO CIVIL LIABILITY FOR SKIING ACCIDENTS AND PROVIDING FOR AN EFFECTIVE DATE"

WHEREAS, the sport of skiing is practiced by a large number of Alaskans and attracts visitors to the State who provide significant contributions to the State economy through the construction and operation of skiing facilities; and

WHEREAS, skiing is a critical element of efforts to increase fall/winter/spring visitation; and

WHEREAS, skiing is an exhilarating sport, the enjoyment of which includes several components; exercise, enjoyment of the outdoors, physical and mental challenges, and the excitement of taking risk; and

WHEREAS, skiing is conducted in an environment that includes natural variations of terrain, weather, and snow conditions and necessary man-made amenities created and maintained by ski area operators; and

WHEREAS, the sport of skiing is accompanied by inherent risks of accident and injury; and

WHEREAS, the Alaska Legislature in 1980 recognized these inherent risks and the individual skiers' responsibility to assume them by enacting AS 09.65.135, "Limitation on Claims Arising From Skiing,"; and

WHEREAS, the Alaska Supreme Court, in Hihschman vs. City of Valdez et. al, rendered an opinion that uncermines the intent and effectiveness of the act; and

WHEREAS, the cost of insurance and defense from suits involving the inherent risks of skiing are certain to rise dramatically as a result of the ruling, causing increases in ticket prices and threatening the continued operation of some areas; and

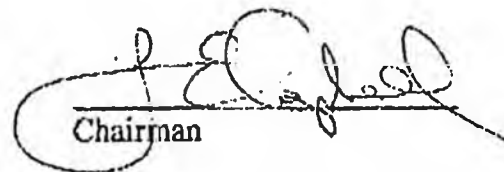
WHEREAS, legislation has been introduced to clarify provisions of the act and restore its effectiveness.

1 AR NO. 92-
2 Page 2

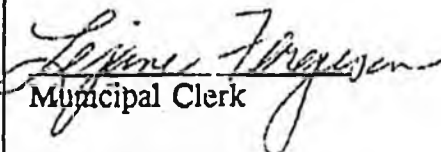
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NOW, THEREFORE, be it resolved that the Anchorage Assembly endorses adoption of revisions to AS 09.65.135, "Limitations on Claims Arising From Skiing," and will join public and private organizations in seeking passage of Senate Bill 403 and House Bill 491.

PASSED AND APPROVED by the Anchorage Assembly this 17th day of March, 1992.


Chairman

ATTEST:


Municipal Clerk

egj/DOCD/AR24

LAW OFFICES

Mestas & Schneider, P.C.

DENNIS M. MESTAS
MICHAEL J. SCHNEIDER

880 "N" STREET, SUITE 202
ANCHORAGE, ALASKA 99501-3298

TELEPHONE (907) 277-4551
FAX (907) 274-8201

March 4, 1992

VIA FACSIMILE AND MAIL
465-3442

David Finkelstein
House Representative
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, AK 99811

Re: HB491, SB403

Dear Mr. Finkelstein:

If Seibu or any other ski area operator is contending they merely wish to reinstate the intent of the previous statute on the basis that: "It was nullified by the recent Supreme Court decision in Hilbschman," that is completely false. The statute was not nullified. The proposed statute contained in the bill goes far beyond the parameters of the present bill and seeks to insulate the ski area users for many, many factors beyond those factors that are the natural consequences of skiing -- that is unavoidable and necessary hazards. Instead, the proposed bill would grant immunity for negligent maintenance, construction and design activities that would virtually insulate the ski area from any liability for operation of the ski area operations. It also adds death to the definition of "injury." Currently only injuries, not death are covered.

On behalf of the Academy of Trial Lawyers, I have been asked to express our strongly felt position regarding the lack of wisdom of amending AS 09.65.135. It is our position that if anything should be done with the statute, it should be repealed. When it was passed, it was a grossly unfair bit of special legislation for the benefit of one of the (if not the) largest recreational corporation in the world -- Kokudo Sangyo, Inc. It has 120 subsidiaries! See attached.

That act was largely the result of one lawsuit which was filed against Seibu. In that case, a 16 year old boy was skiing on the newly opened night skiing area at Alyeska when he skied over an unmarked, unsigned, unlighted 15 foot drop-off that was in a shadowed area in the middle of the night skiing course. The

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shadows that obscured the drop-off were a result of Seibu placing the largest group of lights on the course immediately behind a grove of trees. As the case developed, it appeared that Seibu failed to advise the lighting engineers of the trees' existence (according to the lighting engineer) and Seibu somehow failed to notice the trees when it was placing the lights behind them. This is somewhat difficult to do when each light must be separately aimed with a sighting mechanism on it. Further, neither Seibu nor the lighting engineer noticed the trees and the shadow after the system was built and the area was open. This young boy was paralyzed for life from the waist down when he went off the drop-off and landed on a flat "cat track" - a road.

The drop-off was created by a road cut made by a dozer as it cut through the ridge comprising the ski area between lifts 1 and 4. Seibu left a near 90 degree cut-bank in the middle of the ski area instead of shaving off its upper edge to make a "roll." An expert, who was a former National Ski Areas Association president and extremely revered figure in the national ski industry, testified that the situation was "murderous and totally unacceptable." He further indicated it was far beyond the role (pale) of normal industry standards and was an easily, cheaply remedied situation.

I take the time to briefly set forth some of these facts as you should note that a provision of the proposed bill includes among the "inherent risks of skiing" variation or steepness in terrain "including roads, cat walks...and all man made structures." Thus, Seibu and other ski areas seek to be immunized for design and construction activities which are clearly avoidable, controllable and their responsibility and which are clearly not "unavoidable, natural consequences of the sport of skiing." According to the ski experts in the above case against Alyeska (Schlaak v. Seibu) such design and construction activities involving roads, lights, signs and trail marking are an integral part of the safety considerations that have to be kept in mind in making slopes safe for skiers during the design, construction and maintenance process.

It should be kept in mind that skiing is not much different than driving a car. The same human reactions and human frailties relating to vision, reaction time and attention are present. Thousands and thousands of people are travelling these "ski roads including many, many children." They deserve the same sort of consideration regarding a safe traffic design including elimination of hazards when reasonably possible as well as appropriate signs and warnings of hazards. Virtual cliffs constructed in the middle of a ski run because of improper road cutting certainly do not qualify for the rubric of "inherent hazards of skiing." Nor do

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other hidden hazards known to the ski area which the skier does not and cannot know of, such as snow making equipment.

Further, in this regard, I believe it is appropriate to refer to the recent Supreme Court decision which Seibu and others are apparently so desperate to make an end run around. The case is Hiibschman v. City of Valdez, et al. I am sending a copy of that opinion to you. One of the thrusts of that opinion was that the present statute codified the common law that ski areas were not liable for injuries caused by the inherent risks of skiing. As the Supreme Court noted, it is only in this situation where the injuries or deaths are caused solely by such inherent risks that the lack of liability is apparent. Such risks are the natural and unavoidable risks -- the risks that cannot be controlled.

Perhaps even more importantly, the Supreme Court noted that the legislature in passing "tort reform" indicated a very strong statutory policy was present (as you will no doubt recall) to the effect that each party should only bear its own risk, i.e. the "tort reform" statutes.

Thus, we now have several and not joint liability. While at one point "tort reformers" wanted every party to be responsible for its own fault, now Seibu and others seek to avoid their responsibility which runs directly against the clear intent of legislature in passing "tort reform" and mandating complete several liability. Thus, the Supreme Court noted that it would not be consistent to allow ski areas to escape liability while promoting the concept of true several liability. Here, the ski areas, of course, do not object to several liability, they just do not want to be among the "several."

Finally, we believe HB491 is brought before the legislature because of not only the recent Hiibschman decision but also because of a recent death that occurred at Seibu's resort at Alyeska. On December 8, 1991, Bart Rizer, a 12 year old boy died of hypothermia on an open slope in the bowl at Alyeska. Approximately four feet of snow had fallen in the 48 hours before his death and the bowl had not previously been open for skiing and had not been groomed. December 8, 1991, was a Sunday. On Saturday, skiing had been allowed on the ridge from the roundhouse down where a packed base was present. On Sunday, in the late afternoon, Seibu opened the bowl for skiing even though the bowl had not been adequately signed or roped off so as to warn skiers of extremely dangerous and indeed life threatening snow conditions that were present in some areas. Further, there was not even sufficient grooming done to allow the ski patrol to visually inspect and gain access to all parts of the bowl to check for downed skiers when the final sweep of the hill was made after the bowl was closed at 3:30 p.m. Many

skiers had to be literally dug out of the snow as it was "bottomless powder" up to skiers' chests when off their skis.

While making a run through the bowl shortly before it closed, Mr. Rizer fell while proceeding down a short steep slope known as "Horror Hill" which is virtually in the middle of the bowl and is not obscured by trees. Unknown to Bart was the fact that extremely deep, treacherous snow was on Horror Hill. The snow was so deep that when he fell head first into it he was buried upside down up to his knees and was unable to extricate himself. When the final sweep was made a very short time later, Mr. Rizer was not found and he died of hypothermia after being abandoned on the mountain.

Apparently, he was in a very small hollow where he could not be seen from the only packed area down through the bowl. Seibu had packed one narrow track up through the bowl and therefore, this portion of Horror Hill could not be visualized from immediately below it as it could be when the whole area is packed because the snow was five or six feet deep and the ski patrol would have found it extremely difficult to walk through this deep snow across the bottom of the hill scrutinizing it for downed skiers. Similarly, because of the deep snow, a walk across the top of the hill could not be made without extreme difficulty. Apparently, one ski patrolman may have skied down a small portion of Horror Hill, but did not see Bart due to the snow condition and his location. There is no way that a proper sweep could have been made of this area given the extreme snow and the limited number of ski patrollers. Thus, for no good reason, a very bright and promising young man is dead.

You will note that a portion of the proposed bill is focused at "grooming operations." Further, a portion of it is now focused at every possible snow condition. If this bill is passed as written, it would even insulate Alyeska from foreseeable avalanches that could kill hundreds of people because it is a "snow condition that may change." This is truly outrageous.

The outrageous nature of the existing bill let alone the proposed amended version of HB491 is demonstrated by the fact that Seibu is required by the U.S. Forest Service to have a snow safety plan. This plan is prepared by the U.S. Forest Service in concurrence with Seibu. I have attached a copy of the plan. One of the stated objectives of their plan is as follows:

One of the prime objectives in winter sports administration is to prevent accidents related to ski lifts, tows, avalanche and terrain hazards.

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One of Seibu's stated and agreed to duties is as follows:

Taking reasonable care to identify and mitigate hazards on primary ski slopes.

Thus, the Forest Service is directly involved in monitoring and requiring safe operation of Seibu's ski area at Alyeska. Most of the ski area is on Forest Service land and is governed by Forest Service Management regulations. All aspects of ski safety are addressed in this plan. These include signs far beyond those included in the present statute including cautionary signs, daily trail and snow condition signs, area map with trail locations, avalanche signs, and trail markers. There are many other provisions of the ski plan that are focused at safety.

The question is this, if Seibu and other ski areas on public Forest Service land are already required to try to achieve maximum public safety, why are they now trying to escape responsibility for what they are required to do? Why should Seibu be insulated for negligent use of our land? The clear import of Forest Service regulation and the Forest Service mandated safety plan is to maximize public safety, not eliminate it. The proposed additions to AS 09.65.135 will cause further erosion of safety procedures at Alyeska and other ski areas rather than enhancing the stated Forest Service goal of maximum safety for recreational users of federal land.

Yours very truly,

MESTAS & SCHNEIDER, P.C.

By: Dore' Kenniott
for Dennis M. Mestas

DMM/rk
Enclosures

CORPORATE AND BUSINESS REGISTRATIONS REPORTED BY THE SECRETARY
OF STATE OR OTHER OFFICIAL SOURCE AS OF 12/03/1991:

BUSINESS TYPE: Corporation - DATE INCORPORATED: 06/13/1980
Profit STATE OF INCORP: Alaska

Corporate file #220860.
Business started 1959 by Alaska Airlines. Present control
succeeded Oct 1980. 100% of capital stock is owned by parent company.
KOBAYASHI. Antecedents undetermined.
S SHIMOJIMA born 1930. 1985 to present active here. Prior to
1985 active with parent company in Japan.
TAJIMA, not active here. Active with parent company.

SEIBU ALASKA INC

JAN 14 1992

PAGE 004

OPERATION
11/04/91

Foreign parent is Kokudo Sangyo Inc, Tokyo, Japan, started 1938
which operates as a holding company. Parent company owns 100% of
capital stock. Parent company has 120 other subsidiaries.
Intercompany relations consist of service transactions and long term
loans.

As noted, subject is a subsidiary of Kokudo Sangyo Inc, Duns
number 69-067-5061, and reference is made to that report for
background information on the parent company and its management.

Operates as a ski lodge (95%) and retail ski shop (5%).

Terms are primarily cash; also net 30 days. Sells to the general
public and commercial concerns. Territory: Local.
Season peaks Nov-Jun. Business slow Jul-Oct.

EMPLOYEES: 240 including officers. 240 employed here.

Employees peak to 300 during Nov-Jun and drop to 90 during Jul-Oct.

FACILITIES: Owns 20,000 sq. ft. in 2 story frame building in
good condition.

LOCATION: Rural section on well traveled street. Located at end
of road.

SUBSIDIARIES: Subject owns 100% interest of Alyeska Utilities
Inc, Girdwood, AK, started 1980. Operates as water utility.
Relations consist of service transactions.

First Interstate Bank, Anchorage, AK

01-14(6A0 /101) 00000 690675061 050 161 H

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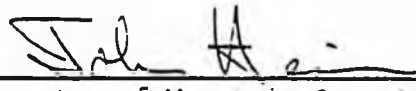
ALYESKA SAFETY and OPERATIONS PLAN


ALYESKA RESORT, GIRLWOOD ALASKA

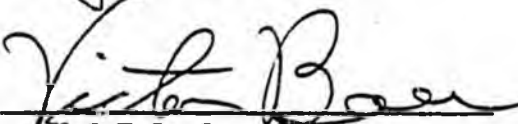
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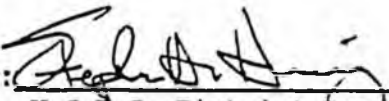
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ALYESKA RESORT, GIRDWOOD ALASKA

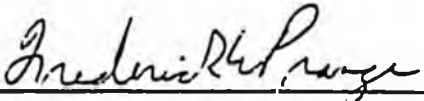
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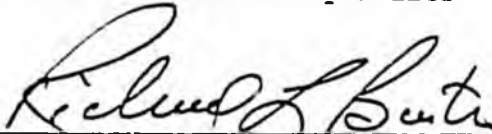
Reviewed by:  Date: 10-24-91
Director of Mountain Operations

Reviewed by:  Date: 10-24-91
Alyeska Patrol Leader

Reviewed by:  Date: 10/29/91
U.S.F.S. Snow Ranger

Recommended by:  Date: 10/29/91
for U.S.F.S. District Ranger

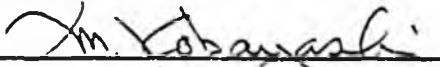
Approved by:  Date: 11/5/91
for U.S.F.S. Forest Supervisor

Approved by:  Date: 11/3/92
Commissioner of Department
Public Safety
State of Alaska

Seibu-Alaska Inc., dba

Alyeska Resort

Permittee by:


General Manager

Date: 10/25/91

ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD ALASKA

SIGNATURE PAGE

Reviewed by: *John Hein* Date: 10-24-91
Director of Mountain Operations

Reviewed by: *James V. [unclear]* Date: 10-24-91
Alyeska Patrol Leader

Reviewed by: *Victor Bauer* Date: 10/29/91
U.S.F.S. Snow ranger

Recommended by: *[unclear]* Date: 10/29/91
for U.S.F.S. District Ranger

Approved by: *Andrew [unclear]* Date: 11/5/91
for U.S.F.S. Forest Supervisor

Approved by: *Richard L. Burt* Date: 11/3/92
Commissioner of Department
Public Safety
State of Alaska

Seibu-Alaska Inc., dba
Alyeska Resort
Permittee by: *M. Kobayashi* Date: 10/25/91
General Manager

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ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD, ALASKA

I. ADMINISTRATIVE POLICIES

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

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ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD, ALASKA

1. ADMINISTRATIVE POLICIES

A. U. S. Forest Service Administrative Objectives and Guidelines

One of the many operational objectives of the Forest Service is making National Forest lands available for public recreational purposes. One of the prime objectives in winter sports administration is to prevent accidents related to ski lifts, tows, avalanche and terrain hazards.

The responsibility for public health and safety within the ski area boundary, including snow stability evaluation, area closures, forecasting, and avalanche hazard reduction is the permittee's (Alyeska Resort). The Forest Service role is to see that the permittee is redeeming his responsibility.

To promote a high standard of safety among the skiing public and the permittee, the Forest Service policy is:

- a. To see that the terms of the special use permit and stipulations of the safety plan are being followed by the permittee with consideration given to existing circumstance.
- b. To conduct periodic compliance reviews and monitor inspections with Director of Mountain Operations, lift foreman, and lift maintenance supervisor on all lifts located on National Forest land in compliance with current American National Standards Safety Requirements for Aerial Passenger Tramways, hereinafter referred to as ANSI requirements.
- c. To monitor and conduct compliance reviews of the permittee's mountain safety programs to assure that reasonable care is taken to identify and mitigate hazards on primary ski slopes.
- d. To monitor and advise in personnel training related to safety of operations involving avalanche hazard reduction, rescue, and lift operations and administrative subparts.
- e. To monitor Alyeska Snow Safety Department in interpreting weather and snow pack data and snow stability evaluation. Snow rangers may also provide advice, as needed, to ski area personnel so that plans can be formulated and executed.
- f. To monitor the permittee's avalanche hazard reduction task for compliance with the Operations and Safety Plan.
- g. To supervise firing of military artillery for avalanche hazard reduction and maintain artillery use and timekeeping records. Snow rangers also assume the responsibility of assuring that methods for proper storage, transportation, and handling of military artillery ammunition are being followed.
- h. To keep records for ammunition accountability. Duds will be recorded as to location, date, and ammunition types;

- i. To monitor with the Snow Safety Department documentation of avalanche occurrence and weather summaries.
- j. To be available to provide coordination, leadership, and technical assistance for the State Troopers in search and rescue in cases involving avalanche, missing, or lost persons if requested.
- k. To issue warning or violation notices to avalanche closed area violators and to make court appearances.
- l. To represent the permittee in matters dealing with the U.S. Army concerning rifle storage, maintenance, ammunition storage and procurement.
- m. To be available when military artillery is needed for avalanche hazard reduction.
- n. To assist and work cooperatively with the Commissioner of Public Safety, State of Alaska by monitoring the permittee's ski operations on State and private lands for compliance with the Operations and Safety Plan. The snow ranger will first report deficiencies and ask for compliance to the ski area. If compliance is not received within a reasonable time period, the snow ranger will report the deficiencies to the Commissioner. (See Appendix K.)
- o. To review the proposed summer trail maintenance and construction schedules and to evaluate all environmental and visual impacts generated by specific projects such as terrain alterations, chairlift construction, etc., prior to granting approval.
- p. To assist the permittee's personnel, as needed, to help determine whether or not area slopes are considered safe for skiing and whether the slopes and lifts should remain open or closed. The snow ranger has authority to close down lifts or ski runs when equipment, avalanche or weather conditions warrant. This action will be discussed in advance with appropriate permittee's managers.

B. Alyeska Resort Administrative Duties and Responsibilities

Alyeska ski area will make every reasonable effort to continue the safety programs outlined in this Plan, whether using company employees, contractors, or persons working for other gratuities. All supervisors will assure that their employees are familiar with each section of this Plan which is pertinent to their job description. The responsibilities of Alyeska ski area include but are not limited to the following:

1. Preparing the Alyeska Operations and Safety Plan with the concurrence of the U.S. Forest Service and making an annual review with the snow rangers.
2. Making all reasonable efforts to recognize and minimize avalanche hazards within the designated ski area. (See Section II Avalanche Hazard Reduction Plan).
3. Providing qualified Snow Safety personnel to carry out avalanche hazard reduction activities that are acceptable to the Forest Service. Qualified gunners and loaders will also be provided to assist with artillery control.
4. Providing an organized, well-trained, and adequately equipped ski patrol to serve the safety needs of the skiing public.
5. Performing documentation of avalanche occurrence, weather summaries, and artillery records in concurrence with the snow rangers.
6. Maintaining compliance applicable in current ANSI Standard B77.1a-19-90 requirements and performing satisfactory preventative maintenance, scheduled maintenance, and regular safety inspections for lifts and tows.
7. Taking reasonable care to identify and mitigate hazards on primary ski slopes.
8. Meeting or exceeding license and permit requirements in matters of public safety, i.e. fire suppression, building codes, health permits, and other similar licenses.
9. Maintain the internal inspection system by assuring that inspection schedules are adhered to and prompt corrective action is taken for identified hazards.
10. Maintain the internal inspection system documentation and corrective action files for snow ranger monitoring.

C. Personnel Required to Operate Alyeska

When area lifts are operating, Alyeska will assure that ONE individual from Area Administration be present or on call plus those needed for Areas 2, 3, & 4.

1. Area Administration:

General Manager
Manager on Duty
Director of Mountain Operations or his USFS
approved designate
Night Supervisor (when applicable)

2. Mountain Operations and Hill Safety:

Patrol Leader or Assistant Patrol Leader. At least the minimum number of patrollers as required under Scheduling and Manpower, pg. 37.

3. Avalanche Hazard Reduction:

Snow Safety Avalanche Technician or a designated USFS approved assistant.

4. Lift Operations:

Chairlift No. 1 - 1 operator + 3 attendants
Chairlift No. 3 - 1 operator + 2 attendants
Chairlift No. 4 - 1 operator + 3 attendants
Tanaka Lift - 1 operator + 2 attendants
(1 attendant - race training only)
Chairlift No. 6 - 1 operator + 3 attendants

Additional attendants may be required when there is downloading of skier traffic on Chairs #1 and #4. There will also be a qualified lift mechanic available on duty.

D. General Duties of Alyeska Personnel

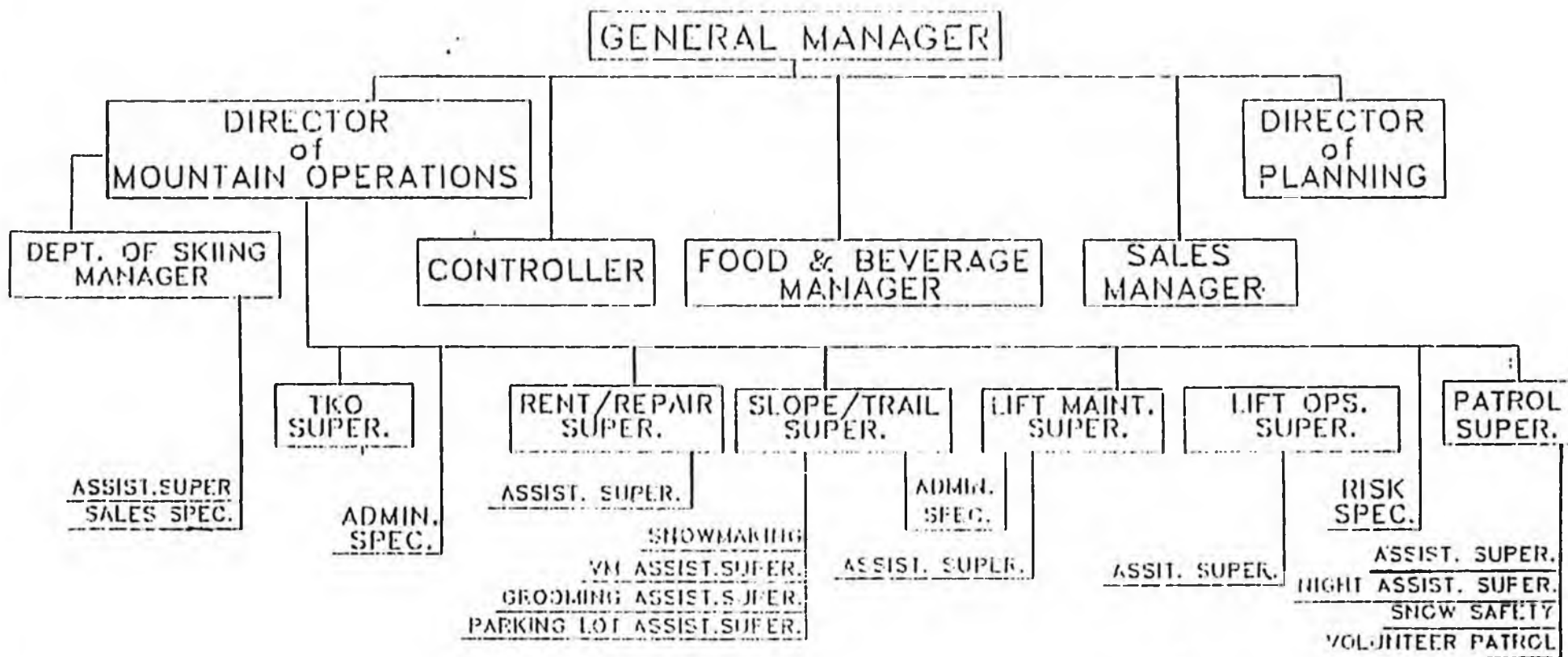
Personnel areas of responsibility are presented here to outline general duties. Refer to Personnel Department for specific job descriptions. A Chart of Organization follows outlining the chain of command at Alyeska Resort.

1. General Manager: The General Manager supervises all departments of Alyeska Resort. He will be available for emergencies, accidents, etc. In his absence, the Director of Mountain Operations, or a designated Duty Manager or designated night manager will assume these responsibilities.
2. Director of Mountain Operations: The Director of Mountain Operations will supervise all phases of mountain activity and will be involved with all safety related aspects of Alyeska Resort.
3. Director of Planning: The Director of Planning will oversee planning and related construction operations.
4. Controller: The Controller will maintain a secure and working system for revenue collecting, cash flow, accounts payable and receivable, audits and all money functions through out the Resort.
5. Food & Beverage Manager: The F & B Manager will operate food service facilities to meet state and local health requirements.
6. Sales Manager: the Marketing Manager will oversee all public relations responsibilities for resort related activities.
7. Risk Management Specialist: The Risk Management Specialist will carry out the risk management policies of Alyeska Resort to actively pursue the reduction of loss exposure and ensure the safety of guests, employees and assets.
8. Patrol Supervisor: The Patrol Leader will direct the ski patrol and be responsible for all hill safety programs and first aid.
9. Avalanche Specialists: The Avalanche Specialists will direct all weather recording, snow stability evaluations, and avalanche hazard reduction with the exception of the firing of the recoilless rifles.
10. Aid Room Attendant: The Aid Room Attendant will work as a liaison between departments relating to skiing operations and as an aid room technician.
11. Night Assistant Supervisor: The Night Lead Patroller will supervise general night skiing, lifts and lighting operations.
12. Pro-Patrol: The Pro-patrol will assist in first aid to the injured, avalanche hazard reduction, and other duties as assigned.

13. Volunteer Patrol: The Volunteer Patrol will assist in the first aid to the injured and other duties relating to slope safety as assigned.
14. Lift Operations Supervisor: The Lift Operations Supervisor will be in charge of daily lift operations and personnel.
15. Lift Operations Assistant Supervisor: The Lift Operations Assistant Supervisor will assist the Lift Supervisor in all lift operations related duties.
16. Lift Operator: The lift operator will be responsible for the safe operation of his/her assigned lift.
17. Lift Attendant: The Lift Attendant will assist the Lift Operator in safe operation of his/her station.
18. Lift Maintenance Supervisor: The Lift Maintenance Supervisor will evaluate and schedule preventative maintenance in a timely manner and will conduct monthly lift inspections in order to promote safe operations of all lifts.
19. Lift Maintenance Assistant Supervisor: The Lift Maintenance Assistant Supervisor will assist the Lift Maintenance Supervisor in all lift maintenance related duties.
20. Lift Mechanic: The lift mechanic will assist in the maintenance and repair of all lifts.
21. Slope and Trail Supervisor: The Slope and Trail Supervisor will oversee the slope and trail maintenance activities
22. Vehicle Maintenance Assistant Supervisor: The Vehicle Maintenance Assistant Supervisor will evaluate and schedule maintenance on all area vehicles and equipment.
23. Vehicle Mechanic: The Vehicle Mechanic will assist in the maintenance and repair of all snow vehicles and machinery.
24. Snow Cat Operator: Snow cat operators will assist in running machinery for snow grooming.
25. Snowmaking Assistant Supervisor: Will supervise snowmaking personnel and operations.
26. Parking Lot Assistant Supervisor: Will cover lot maintenance and parking operations.
27. Skiing Department Manager: The Skiing Department Manager will operate a safe ski school program and supervise all ski instructors.

28. Rental Shop Supervisor: The Rental Shop Supervisor will oversee the Rental Shop and Ski Repair Shop.
29. Ticket Office Assistant Supervisor: Will supervise ticket sales people in selling tickets and being accountable for money taken in.

ALYESKA RESORT CHART OF ORGANIZATION



E. Job Description - General Manager

1. Function: Management of Alyeska Resort operations which include:
 - a. Chairlift skiing operation including five double chairlifts, two surface lifts, ticket office, ski school, ski equipment rental shop, avalanche control program, mountain and equipment maintenance, and business office.
 - b. Hotel operations including front desk service, restaurants, bars, ski shop, and gift shop.
 - c. Master planning and real estate development.
2. Duties and Responsibilities:
 - a. Coordinate operations in individual departments into a smooth-running, unified resort operation. Chair the Managers meetings which will meet regularly to develop resort policies, plans and procedures. The Managers meetings will include the General Manager, Director of Planning, Director of Mountain Operations, Marketing Manager, Food & Beverage Manager.
 - b. Motivate and supervise individual department heads and managers to provide the best possible service to customers.
 - c. Submit and supervise carrying out of an annual budget and taking necessary measures to hold down expenses and meet revenue projections. Troubleshoot problem areas when they arise.
 - d. Initiate recommendations for capital improvements and supervise the carrying out of all capital projects to keep the job and cost on schedule.
 - e. Supervise with the Controller the accounting office operations and review and authorize all expenditures, staff positions, additions salaries, promotion recommendations, and weekly payroll as needed.
 - f. Review rate structures, schedules of operation, menus, advertising, and make recommendations and decisions pertaining to changes.
 - g. Submit periodic reports to head office concerning operation, financial picture analysis, and other pertinent data.
 - h. Act as the company's representative with financial institutions and in the case of tariff hearings.
 - i. Sell the resort's facilities by the following:
 - i. reviewing and approving brochures, films, and advertising programs;

- ii. supervising and participating in a coordinated and aggressive marketing program to the local Anchorage market, intra-Alaska market, Japanese wholesalers, Pacific Northwest wholesale tour agencies, ski organizations, local and outside travel agents;
- iii. meeting with sports and travel writers and disseminate information regarding the Resort's facilities and activities to local newspapers and publications.
- j. Represent Alyeska Resort in all negotiations with Federal, State, and local agencies for licenses, permits, leases, and other services provided by those agencies.
- k. Maintain active interest in current trends and ideas in the hotel and ski industries and management and training techniques. Attend major seminars such as the National Ski Areas Association annual convention and the Pacific Northwest Ski Areas Association meetings as well as meetings of local organizations such as the Anchorage Convention and Visitors Bureau and the Alaska Visitors Association. Disseminate pertinent information to department heads and managers.
- l. Supervise planning and coordination of special ski racing activities with the Alyeska Ski Club and the Mighty Mite organization. Work with the USSA on bids for national and international ski races and assist in finding sponsors. Work with convention coordinator and tourist industry organizations to promote seminars and conventions.
- m. Develop Alyeska Resort into a first-class, year-round, destination resort.
- n. In conjunction with Seibu Alaska's management, direct development and implementation of Master Plan for Alyeska Resort.

Job Description - Director of Mountain Operations

1. General Responsibilities:

- a. Oversee all mountain operations.
- b. In the absence of the general manager, assume the responsibilities of the general manager with regard to the skiing operations.
- c. Carry out any assigned projects within prescribed time frames.
- d. Attend weekly meetings with the general manager to go over pending projects, assignments, and discuss any problems.
- e. Keep the general manager informed on a daily basis of any important matters concerning mountain operations.
- f. Attend meetings and seminars that would prove helpful to the position of Director of Mountain Operations.
- g. Finalize Operations & Snow Safety Plan by August 30 each year and submit to the U.S. Forest Service.

2. Personnel Management:

- a. Schedule a weekly meeting with the department supervisors of the mountain operations to discuss operating schedules, special projects, maintenance and repair projects, and other matters that need attention.
- b. Coordinate operating schedules among the mountain operations departments.
- c. Carefully monitor scheduling of mountain operation departments and review weekly work schedules. When traffic does not warrant a full crew, encourage managers to curtail staff within certain limitations where practical and fair to the company and the employees.
- d. Supervise personnel in the mountain operations and work closely with the management of each department.
- e. Make all personnel supervised fully aware of their responsibilities. Prepare job descriptions and review with each staff member.
- f. See to it that all employees supervised have a copy of the Alyeska Employee Handbook and have read it.
- g. By October 1 of each year, review own job description.

- h. By May 1 of each year, plan vacation schedules, leaves of absence or furloughs in order to cut down any unnecessary labor expense, but at the same time try to prevent hardship to individual employees.

3. Budget and Profitability:

- a. Prepare budgets for various departments and follow through on their application to meet or beat profit goals.
- b. Review and approve staff positions, promotions, or reclassification as budgeted.
- c. Review payroll looking for unnecessary labor expense.
- d. Review and approve invoices for skiing operations with an explanation as to what the amount should be coded.
- e. Scrutinize all operation expenses especially in the maintenance labor and material categories to show good profitability and cut out all unnecessary projects.

4. Mountain Operation:

- a. Supervise the carrying out and administration of the Alyeska Operations and Safety Plan in cooperation with the U.S. Forest Service. The Plan is the basic operating manual for the mountain operation.
- b. See to it that the ANSI-B77 Tramway Code Book is complied with.
- c. See to it that the operation complies with all insurance recommendations for safe operation and that all OSHA regulations are enforced.
- d. Implement a preventative maintenance and repair program for all lifts and equipment. Monitor this program closely.
- e. By April of each year, review lift and mountain operations with all managers. review maintenance and repair projects for the summer season and capital improvement projects with back-up justification, estimated time for completion, estimated cost, and other pertinent information.
- f. By May 1, recommend measures for increased efficiency in each department.
- g. Actively pursue domestic and international ski racing events in keeping with company philosophies.
- h. In case of faulty workmanship, shipment delays, accidents, or other unforeseen situations, instruct managers to keep records of

extra cost of labor or materials that could be recovered through legal action or deducted from an invoice.

5. Security:

- a. Stress to all employees the importance of securing and locking all doors and buildings and keeping track of all tools and investigating thefts.
- b. Oversee resort risk management program and represent the company in the case of lawsuits or insurance claims.

Job Description - Director of Planning

1. General Responsibilities:

- a. Assist the general manager and carry out any assigned projects within prescribed time frames.
- b. Have weekly meetings with the general manager to go over all pending projects and assignments and discuss any problems that have come up. Copy in the general manager and respective department heads on all new policies.
- c. Attend certain meetings and seminars that would prove helpful in planning.

2. Planning and Development:

- a. With direction from the general manager and assistance from other members of the staff, develop a master plan for the Resort's future development and expansion. This plan should be regularly reviewed and changed so that it remains a dynamic and realistic map for Alyeska's future.
- b. On an individual basis, each section of the plan will be detailed in a timely manner to include background, motivation, investment, and payback information. These will be expanded to include architect's or engineer's sketches, final drawings, construction budgets, and progress reports.
- c. Supervise implementation of projects and purchases spelled out in the master plan.
- d. Develop and regularly meet with a panel of customers from the local market to receive input for development and service presently provided by the resort.

G. Mountain Safety Programs - General

1. Facilities, Buildings, and Structures

a. Safety

Alyeska ski area will maintain all Forest Service permitted buildings and structures to those standards of sanitation and safety acceptable to the Forest Service officer in charge and which are in accordance with local, federal, and state laws. Forest Service personnel will periodically inspect and/or conduct compliance reviews to assure compliance with applicable standards. Public health and safety will be given priority in building facilities on National Forest lands. Alyeska personnel are encouraged to inspect their facilities regularly to see that safe conditions exist for the public.

b. Fire Equipment

Fire extinguisher and fire suppression equipment will be provided and adequately maintained by Alyeska in all facilities.

c. Lightning Protection

Although lightning is a rare occurrence in this coastal region of Alaska, abnormal weather conditions may periodically produce conditions in which lightning presents a hazard. When lightning occurs during operation of the lifts, personnel will follow the action plan as outlined in this Plan.

2. Lift Operations

a. Personnel

All aerial lifts and surface lifts will be staffed and operated by trained and competent personnel. Alyeska is responsible for supervision and proper training PRIOR to placing personnel in a functioning position. Specific training requirements and supervisory responsibilities are enumerated in job descriptions throughout this Plan.

b. Standards

All aerial lifts and surface lifts will be maintained and operated in accordance with ANSI requirements. Lifts will be inspected annually by an engineer registered in the State of Alaska or a tramway specialist acting as an agent for the insurer with Alyeska personnel. Monthly compliance reviews may be made by snow rangers with the lift maintenance supervisor. A qualified wire rope inspector will annually inspect lift cables to determine their condition.

c. Reports and Logs

A comprehensive Daily Operation Log will be kept for each aerial and surface lift detailing operating personnel, weather conditions, daily inspections, maintenance, and all normal or abnormal occurrences.

Wire Rope Logs will be maintained for each lift containing all pertinent information: specifications, splicing, maintenance, inspections, etc. Any accidents or damage involving the cable will be documented and inspected as soon as practical and the U.S. Forest Service will be notified. If damage is apparent, the cable will be inspected by a certified wire rope inspector.

A Maintenance Log for each aerial and surface lift will be kept by the lift maintenance supervisor detailing all maintenance performed.

Accidents involving lifts, loading or unloading areas, or lift personnel will be reported as soon as possible and a Lift Incident Report form completed. All such incidents shall be reviewed by the Safety Committee who will ensure the appropriate documentation has been completed by the persons involved. Snow Rangers will also be informed of these incidents.

d. Lift Signs

~~Signs will be posted in appropriate locations on lifts in compliance with ANSI code requirements. Specific signs are addressed in Appendix C of this Plan.~~

e. Daily Operations

Daily pre-operation inspections will be performed by the operator of each lift to check proper functioning of brake systems, communications, stop switches, chairs and hangers, cable alignment, auxiliary performance, etc. Inspections will be documented on appropriate forms. Snow rangers may spot check these procedures and records making comments and suggestions.

f. Restrictions and Closures

Severe weather conditions such as high winds, lightning, very low temperatures, poor visibility, severe icing, or other conditions which endanger the public or lifts will require cessation of lift operation until conditions moderate. The decision to cease lift operations during marginal conditions requires cooperation between the Patrol Leader, Snow Safety Department, Director of Mountain Operations, and Snow Ranger. To aid in these decisions, anemometers are located at the Skyride and at the top of Chair No. 6 which give wind readings. These should be monitored during

severe weather. Lift attendants and operators should also supply input regarding conditions at their stations.

Restrictions and closures will be determined by the Director of Mountain Operations or his designate.

3. Approved Skiing Devices

Alyeska Resort will provide skiing terrain for the public to enjoy the sport of skiing using alpine or nordic skis, mono-ski with retention strap, snowboards, or sit sleds; sit sleds are designed for and used by disabled skiers. Any person on the above mentioned devices are subject to all mountain safety rules. Other snow sliding devices must be approved by Alyeska management to insure its compatibility with downhill skiing and public safety. Sliding devices other than the above mentioned are considered "snow play devices" and will not be used on the slopes or lifts at Alyeska unless approved by the management. Examples of such devices might be, but would not be limited to; child sleds, recreation type toboggans, pieces of cardboard or trays from the cafeteria.

ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD ALASKA

II. AVALANCHE HAZARD REDUCTION PLAN

A. Avalanche Specialist/Technician Personnel Job Description

1. Reports directly to work as needed by the Patrol Leader and are "on call" when not at work.
2. Makes themselves available when an avalanche hazard exists.
3. Retains a Forest Service approved, qualified assistant capable of taking charge (Assistant Avalanche Specialist) in their absence.
4. Takes responsibility for snow stability evaluations and avalanche hazard reduction tasks.
5. Maintains a current Advanced First Aid and Emergency card or its equivalent, such as a Winter Emergency Care card.
6. Oversees and directs all hand charging and test skiing.
7. Observes avalanche hazard reduction results.
8. Maintains daily weather and avalanche records.
9. Works to control openings and closing of avalanche danger areas and enforces closed area regulations.
10. Takes responsibility for keeping avalanche signs in good repair.
11. Procures all equipment and supplies for avalanche control.
12. Maintains sufficient ammunition and supply inventories in caches and at gun mounts. Maintains ammo cache inventory records.
13. Maintains clean gun firing platforms/supplies being sure they are ready for use.
14. Maintains sufficient hand explosives and supply inventories to meet potential needs.
15. Takes inventory and maintains control of stored hand explosives and supplies.
16. Maintains avalanche rescue equipment being sure it is ready for use.
17. Assists in training pro-patrol and volunteer ski patrol members in avalanche hazard reduction/rescue procedures.
18. Assist in firing the recoilless rifles.
19. Undertake dud search and pre- and post-season work such as gun storage, and other administrative duties.

20. Assists in maintaining master gun book for recoilless rifles and ammunition.

B. Administrative Guidelines

The Snow Safety Department is in charge of snow stability evaluations and avalanche hazard reduction. They will determine the necessity for, and will choose the method or approach required to provide positive avalanche hazard reduction to minimize risks to the public and to the employees.

Although all avalanche hazard reduction programs are the responsibility of Alyeska ski area, the use and firing of military artillery is under the direct control of the U. S. Forest Service.

C. Snow Stability Evaluation

Snow stability evaluation is an extremely complex process. It requires keen observation and assimilation of numerous factors to accurately assess hazards. Factors to be considered are snow cover distribution, current and past avalanche activity, snowpack structure, local meteorological measurements, weather service information, and ski/explosive tests. Snow Safety makes stability evaluations based on this input and together with any administrative contingencies determines the best course of action to take for avalanche hazard reduction and protective measures.

Extensive field observations and accurate record keeping are essential to the forecasting and avalanche hazard reduction program. Problems unique to Alaska such as radical change in climate with increased elevation and frequent seismic activity often demand additional considerations.

1. Weather Instrumentation

It is the responsibility of Alyeska ski area to take daily weather observations and record them on Alyeska, Forest Service, and NOAA forms. Reports will be sent to the Forest Service and Weather Bureau on a scheduled basis.

Weather observation stations will be maintained at the base area, mid-mountain and the top of the highest lift to record temperatures, snowfall amounts, snow depths and precipitation amounts. Wind information is obtained from at least one upper mountain location and the Max's Mountain weather station which is maintained as per cooperative agreement.

A recording anemometer is maintained at the Sundeck to measure wind speeds.

The USFS, SCS and Alyeska Resort will provide and maintain a weather station on top of Max's Mountain as per cooperative agreement.

2. Snow Study

Snow pits can often provide important clues to potential avalanche activity. The profiles obtained by thorough pit study reveal weaknesses and strengths in a constantly changing snowpack. Snow pit studies will be performed and documented when conditions warrant.

3. Terrain Study

Avalanche paths and safety zones are determined through terrain and hazard analysis using historical avalanche occurrence data, vegetative clues, and topographic features. This historical data base helps Snow Safety to implement appropriate avalanche hazard reduction methods, plans, and closure boundaries.

D. Avalanche Hazard Reduction

In the interest of efficient and effective handling of avalanche hazards which could affect public safety, the management of Alyeska Resort has developed an Avalanche Hazard Reduction Plan in conjunction with the U. S. Forest Service. As new forecasting and avalanche hazard reduction capabilities evolve, this plan will be revised. It should never be regarded as a final answer but rather a set of guidelines when dealing with the unique problems which arise in avalanche hazard reduction.

Avalanche hazard reduction stresses snow stability evaluation first, followed by measures necessary to minimize slide risks to the public, structures, and employees. It must be realized that avalanche forecasting even when practiced with "state of the art" technology may not anticipate avalanche activity or magnitude. The force involved, whether released naturally or artificially, represents considerable danger unless there is strict adherence to safety procedures. Special care must be observed at all times to ensure the safety of the public as well as the employees. The snow safety and pro-patrol members will perform avalanche hazard reduction by artillery and avalauncher fire, placement of hand charges, protective or test skiing, and closing of areas deemed hazardous.

1. Artillery

The main focus of the avalanche hazard reduction program at Alyeska is oriented toward use of artillery due to distances involved and inaccessibility of avalanche starting zones to hand control teams. Explosive charges are fired into the avalanche starting zones in an attempt to dislodge smaller, more frequent avalanches than would occur naturally.

a. Personnel:

All participants involved with the use and firing of military artillery will do so only in their capacity as Federal employees. Gunners, loaders, and transporters will receive training and

certification by the U.S. Forest Service. The Forest Service snow ranger and/or his supervisor will be available to fire the rifles upon request from Alyeska.) All firing missions will be supervised in the field by the Forest Service snow ranger or his qualified designee. All participants involved in firing are required to be thoroughly familiar with and adhere strictly to the standard operating procedures outlined in the U.S.F.S. Region 10 Military Weapons Operating Plan.

b. Equipment

- . One 105mm rifle is located on the lower gun platform near the top of Chair 3.
- . One 105mm rifle is located on the upper gun platform below Sundeck.
- . One 105mm rifle is located on the glacier gun platform above the top of Chair 6.
- . Alyeska will perform the maintenance of all firing platforms and ammunition caches.
- . Alyeska will provide assistance as needed for transporting equipment and ammunition.

c. Artillery Duds

Malfunction of the fuse or booster of the artillery projectile upon impact creates a potentially dangerous unexploded warhead - a "dud." Dud occurrences will be fully documented as to location and ammunition type. Alyeska will make a diligent effort to locate all duds as the snowpack recedes. As duds are located, their positions will be accurately recorded. The Forest Service will be notified and arrangements will be made for destruction of the duds by qualified personnel.

Large conspicuous signs will be posted as warning of possible dud encounter. The signs will include instructions to readers in the event they should find a dud. These warning signs will be placed in positions frequented by summer hikers and climbers.

d. Master Gun Book

The Snow Safety Department in cooperation with the Snow Ranger will maintain a Master Gun Book for the record keeping of firing missions, duds, duplicate ammunition inventories, daily weapons checks, weapons and parts inventory, duplicate weapons firing history, blind fire data and essential personnel phone numbers.

2. Handcharge Routes

Avalanche paths accessible to skiers are tested for stability by hand-placed explosives or test skied by teams of qualified personnel under the direction of Snow Safety. This type of avalanche work requires precise planning and good communication.

a. Route Procedures

Handcharge teams will consist of at least two experienced persons. Teamwork, cooperation, and proper planning are a must for efficiency and safety. Each team will carry a radio and each member will have a functional avalanche beacon. Having both a collapsible shovel and probe poles are highly recommended. These may be required equipment for each member during periods of major instability. Each team will communicate results and recommendations to Snow Safety upon completion of its route. Qualified volunteer ski patrollers may be permitted to assist in ski control work; but, this work must be done with direct supervision of snow safety or pro-patrol member in charge.

All test skiing will be performed according to the guidelines and safety regulations established in the U.S.D.A. Avalanche Handbook 489.

b. Explosives

Hand charges will be prepared using techniques outlined in the DuPont Blaster's Handbook. Specific safety guidelines and procedures unique to avalanche blasting found in the U.S.D.A. Avalanche Handbook #489 are to be followed.

Materials normally used in the avalanche hazard reduction program include: cast primers, two-component explosive, blasting caps, standard safety fuses, igniters, and primacord. Handling and storage of these explosives by Alyeska ski area is regulated by the State of Alaska and other jurisdictional units.

Alyeska personnel using explosives for avalanche hazard reduction are required to have the following:

- At least 16 hours of training in snow blasting from a qualified instructor within the last two years,
- Show one season of experience with a snow blasting team, and
- Attend a four-hour course on handling explosives on a yearly basis.

c. Avalauncher

In an effort to partially reduce artillery use, Alyeska Resort is currently developing an avalauncher program. To test versatility a mobile mount will be utilized to fire from a snowcat. Component material used is not rated as an explosive material until it is mixed.

Any avalauncher operations will follow established U.S.F.S. s.o.p. Training will be conducted by qualified, experienced instructors and only certified operators will be used.

3. Passive Hazard Reduction

During intense storms and when avalanche hazards are high to extreme, the only reasonable way to protect skiers from avalanche hazard may be the closing of parts of the mountain to skiing. The closing of areas and the enforcement of the "closed area" regulations will be the responsibility of Alyeska Ski Resort. Areas may be closed under exigent circumstances by the snow ranger. The snow ranger must confer with snow safety, the director of mountain operations or patrol leader prior to the closure.

4. Special Situations

On rare occasions, avalanches from Max's Mountain may create a hazard to base area facilities. When this hazard is anticipated, Alyeska snow safety personnel will ensure that affected base facilities and parking lots are cleared and secure during avalanche hazard reduction work. Avalanche hazard in the parking lots can be reduced by restricting access; however, the structures that are adjacent to Alyeska Resort property cannot be so easily protected.

Studies of the Max's Mountain avalanche path indicate that a design avalanche (a "100 year" avalanche) could extend well beyond historically witnessed boundaries. Potentially, avalanches could affect the housing units two blocks into the subdivision. Avalanche hazard zoning and disclosure of avalanche hazard to buyers prior to sale, supported by Alyeska, have not been adopted by the Municipality of Anchorage. Developers have been notified of the potential hazard by Alyeska Resort.

When avalanches of design magnitude are anticipated, the Alaska State Troopers will be notified by Alyeska Snow Safety to take appropriate safety precautions for residents within the anticipated avalanche run out zone.

E. Avalanche Alert and Rescue

Avalanche rescue often requires a large number of persons working in a well directed and coordinated effort to give the best chance of recovering victims alive. Successful rescue depends on well trained personnel and fast, efficient response to the situation. Avalanche rescues will be conducted as outlined in the following plan of action. This outline should be familiar to everyone potentially involved in a rescue effort. Copies of the plan will be available for immediate use at each lift station, avalanche cache, the Aid Room and the Business Office.

1. Training

Annual training sessions on avalanche rescue will be conducted. Classroom and field exercises should be used to develop a well trained and coordinated team. Other groups and individuals concerned should be encouraged to attend these sessions. In addition, two (2) simulated

avalanche rescue drills per season plus rescue transceiver practice on a monthly basis should be held for volunteers and pro-patrol personnel.

2. Equipment

Alyeska will maintain three (3) major avalanche rescue equipment caches. Alyeska will be responsible for maintaining the three caches in ready order. Checklists for the contents of these caches are listed in Appendix E.

3. Plan of Action - See Appendix F.

ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD ALASKA

III. ALYESKA SKI PATROL

Preface

The ski patrollers (both professional and volunteers) of Alyeska Resort have the following objectives:

1. To promote safe and enjoyable skiing for the guests of Alyeska Resort;
2. To provide transportation to the base of the mountain and emergency treatment for injured persons on the mountain;
3. To provide the safe evacuation of the chairlifts when evacuation becomes necessary.

This manual outlines the procedures to be followed to accomplish the above mentioned objectives. It is believed that strict adherence to these procedures will provide a consistent, efficient approach to the various situations that may occur on the mountain.

A. Administrative Guidelines

1. Ski Patrol

An organized, well trained, and adequately equipped ski patrol will be on duty during periods of operation to:

- a. Administer first aid and transportation for injured or acutely ill persons within the ski area.
- b. Conduct rescues and searches for persons missing, lost, or in need of extrication within the ski area.
- c. Perform duties outlined in the Plan in a diligent effort to implement all safety programs.
- d. Perform lift evacuations as necessary.
- e. Maintain warning and closure signs, ropes, and barriers in a reasonable effort to reduce hazards on primary ski slopes.

An extensive list of specific duties and responsibilities is found in the following pages.

2. Scheduling and Manpower

Lift operations are determined by many variables at Aiyeska; snow cover, weather, avalanche conditions, crowd size, etc. In an effort to provide adequate ski patrol manpower during these varied situations, the following guidelines have been developed.

<u>Situation</u>	<u>Lifts</u>	<u>Patrolers Required</u>
Weekends	Full Operation	Minimum of 12 w. leaders
Monday and Tuesday	1 and/or 4, 3 & 6	Minimum of 6
Wed.- Fri. and Holidays	1 and/or 4, 3 & 6	Minimum of 6
Bowl and Racing Trail Open	1 and/or 4 & 3	Minimum of 4
Bowl Closed	1 and/or 4 & 3 (See Night Ski Plan)	Minimum of 4
Night Skiing	Full Operation	Minimum of 4
Night Skiing	Chair 3 only	Minimum of 2

B. First Aid and Assistance

Alyeska Resort will furnish qualified, trained personnel and appropriate equipment and supplies necessary to render reasonable emergency care to injured skiers. Emergency care at Alyeska Resort by the ski patrol will be based on the following:

- a. For those holding Advanced First Aid Cards only, care will be based on the current American National Red Cross Advanced First Aid and Emergency Care textbook.
- b. For those holding Winter Emergency Care cards, care given will be to NSPS standards.
- c. For those holding an Emergency Medical Technician I, II or III certification, the level of care and guidelines for certification will be in accordance with the Alaska State Regulations: AS 18.08.080.

1. Equipment

Each ski patroller will carry the basic first aid supplies necessary to provide emergency care as outlined in the recommended list below:

a. Suggested Minimum Supplies for Individual First Aid Kits

- 6 Cravats
- 6 Adhesive Bandages
- 3 Gauze Roller Bandages
- 1 Roll Adhesive Tape
- 1 Knife or Pair of Scissors
- 1 Elastic Bandage
- 6 Butterfly Closures
- 6 Sterile Compresses
- 1 Pencil
- 1 Note Pad

First aid supplies will be stocked in the ski patrol aid room and the Sundeck patrol room.

b. Special equipment will be located as follows:

SUNDECK: 2 long back splints, 1 short back splint, 1 traction splint, 1 shoulder support splint, portable oxygen tank, ambu bag, head stabilization device, a Crash Pack, 4 sleds with splints and blankets, and rescue equipment in the avalanche cache.

CHAIR NO. 6 TOP: 1 long back board, a traction splint, portable oxygen unit, and 2 sleds with splints and blankets.

CHAIR NO. 3 TOP: 1 sled with splints and blankets. Additional sleds may be placed on the mountain at the discretion of the pro-patrol leader.

AID ROOM: 1 long back board, a traction splint, 1 portable oxygen tank, and a Crash Pack. An Aid Room attendant will be available weekends and holidays to assist the ski patrol in handling of victims and to supervise accident reporting procedures.

2. Emergency Care Guidelines

Specific guidelines for Emergency Care and Transportation are as follows:

- a. Patrollers will contact either the medical advisor, patrol leader, or the aid room attendant if any question arises as to first aid procedures to be followed in specific cases.
- b. All cases of actual or suspected spinal injury must be immobilized with a backboard. Removal of spine immobilization by a recognized physician requires strict written documentation. Alyeska Resort personnel are not authorized to remove spinal immobilization. They may assist a recognized physician who assumes responsibility.
- c. In cases of respiratory and cardiac failure, life support will be carried on in accordance with the American National Red Cross or American Heart Association cardiopulmonary resuscitation flow sheet to the level of the patroller's certification.
- d. IV fluids will be administered by qualified medical personnel in accordance with their established guidelines.
- e. Transportation of the injured will be conducted in accordance with the following guidelines:
 - (1) Except with the approval of the medical advisor, aid room attendant or ski patrol leader, all patients will be transported to the Aid Room.
 - (2) Sleds with victims can be run by one patroller, except when snow and terrain conditions necessitate transportation by two patrollers.
 - (3) No patient will be transported until stabilized as outlined in the appropriate manual of reference.
- f. An ambulance will be called with the approval of the medical advisor, aid room attendant, or ski patrol leader, with patient or immediate relative consent or implied consent.

- g. An ambulance will be called for any of the following diagnosed or suspected emergencies:
- (1) Blood pressure crisis.
 - (2) Onset of sudden severe illness.
 - (3) Any suspected spinal injury where the quality of life or limb might be compromised by transport in a private vehicle.
 - (4) Any potential trauma with complication of impending severe shock.
 - (5) Any compound fracture.
 - (6) Any femur fracture.
 - (7) Any severe head injury where brain damage is suspected.
 - (8) Anytime life or the quality of life will be endangered by inadequate care during transport or by the delay of transport.
 - (9) Pt. request.
- h. In the event that such ambulance transportation may be delayed and such delay would increase the danger to life or quality of life, alternative transportation may be used.
- i. In cases of serious or extreme life threatening situations, paramedics who are currently employed by the Municipality of Anchorage Fire Department may render care in accordance with their standing orders.
- j. When the aid room attendant or medical advisor feels that the injuries or illness warrant, and a recognized physician practicing in the state of Alaska is available, the physician may be called to the Aid Room to render assistance. If deviation from standing orders is required or physician cares for patient, documentation by the physician is required, using form provided by Alyeska Resort. Any care, advise or procedure is to be documented.
- k. All accidents, injuries, and treatment will be fully documented on appropriate N.S.A.A. and resort forms by patrollers or aid room staff. Periodic review of these records will be made by the snow ranger and area management in an effort to identify and reduce injurious situations.
- l. Where common safety practices may have been violated resulting in injury, the snow ranger will be notified as soon as possible so that he may review and document the situation.
- m. Keep a list of all lift related injuries for Forest Service review and use.

C. Sweep Procedures

The "sweep" is designed to assure that no one remains on the mountain after closing. Personnel for sweep will be dispatched from the Sundeck to cover the highest open lift. No public skiers will be allowed on a lift after the last chair has been designated. Each patroller must be certain that his assigned sweep area is clear and coordinated with other teams to assure that all areas are sufficiently covered. Patrollers will check in with the Aid Room upon completion of their sweeps; and the sweep leader will notify the operator at the base of Chair 1 or 4 when the entire sweep is complete. The Forest Service snow ranger may spot check the sweep procedures.

ACTION PLAN

Sweep 1 - Silvertip

Check the area between Chilkoot sign line and Silvertip sign line including Black and White Friday Gullies. Check the Gully side of Silvertip sign line and get a visual on Silvertip Face. Traverse back to Ego Flats and look back uphill in the Compression Zone area and clear Horror Hill. Ski Ego Flats to the Creek Crossing and look up the Gully, then meet Sweep 2 and proceed.

Continue to the Waterfall Knoll and take the Easy Trail across National to the top of Tanaka Hill. Clear Tanaka Hill and the cat road to the base. If Sweep 2 is still on the Cabbage Patch, clear before going into the Aid Room.

Sweep 1a - Silver/Face of Max's

If Silver is open, ski the Silver Traverse to Lookout Rock and clear the Traverse. Get a good look at the Gully and Shadows area. (Max's closed, return to Silvertip Face and Ego Flats.)

Face of Max's open - (one or two more sweepers depending on visibility) follow the Traverse past Max's Corner checking high and low to the far boundary area. Zig zag back and forth until all terrain has been covered. Radio for a visual check from the Aid Room or Sundeck as a double check. Refer to Special Situations #2 for bad visibility procedures. Max's Mountain may close before regular sweep if manpower necessitates. Once sweep is on the Cabbage or below, stop and do one more visual sweep to verify the route taken, then clear with Sundeck.

Sweep 2 - Main Bowl Sweep

Check Trapline and traverse across low to the Horseshoe jump and look up at Fairbanks Knoll. Traverse back to Main Street and wait to be cleared by the Sundeck. When cleared ski the Main Bowl Run to Wick's Knoll and look down to the Wier. Traverse back to Alpine Gully and look up at the Five Tower area, look at Eagle Gully left and ski Eagle Gully right

looking up at the South Face. Check the outrun to the old base of Chair

Clear all terrain down to Radiation Grove before proceeding to Creek Crossing. Check off with Sweep 5/Race Trail South.

Meet Sweep 1 at the Creek Crossing. Take the Canyon cat track back to the Waterfall, go down the Cabbage Patch and into the Aid Room. When all Bowl sweeps are clear, call clear to the Sundeck.

Sweep 3 - Mighty Mite/Race Trail North

Start at the top of Chair 6 and clear the open area from top of lift 6 down the upper north rope line and ski to the Sundeck clearing the Kitchen Wall and Mighty Mite. Check with the Sundeck to verify that Chair 1 has last public chair to the top and clear the cat track for the Bowl Sweep. Cover area between North Edge boundary and Chair 1 lift line to Picnic Rock. Clear behind Picnic Rock to Top of Lolo's. Stop, look, call, and listen down Lolo's. Traverse to Dogleg, traverse back to Lolo's Exit and clear traverse past the Cave to Midway Chair 1. When all sweeps arrive at Midway Chair 1, clear the Midway lift attendant. Ski or visually check the Chair 1 lift line below Midway Chair 1. Hold position until cleared by sweep 5. Continue once cleared, down von Imhof Trail to the Switchback and look down Sourdough then continue to Midway Chair 4 terminal and wait for the rest of the sweep team. When all sweeps arrive, clear Midway Chair 4 attendant (if Chair 4 is open) and continue down the Race Trail to the Chair 3 road. Ski past the top shack of Chair 3 checking the lift line and Confidence area. Swing wide to the far side of Perseverance and cut back to the Chair 3 cat track covering the lower part of Christmas and Confidence on the way and ski into the Aid Room. Clear the Chair 3 operator and the Sundeck when all Race Trail sweeps arrive.

Sweep 4 - Race Trail Center

Cover everything between Chair 1 and the South Edge to Midway Chair 1. When all Race Trail sweeps arrive continue down Denali, Steilhung, and down to Midway Chair 4. When all Race Trail sweeps arrive, continue to the Aid Room via the main Racing Trail. When all Race Trail Sweeps arrive clear with Sundeck.

Sweep 5 - Race Trail South

Ski down the South Edge looking over the South Face. Call the Bowl Sweep for a visual clearance if necessary. Wait at the Midway Chair 1 road until all sweeps arrive. Check off with Sweep 2 and continue sweep through base of 6 terminal. Clear operator if Chair 6 is open. Continue down the Canyon side checking the top of the Slot. Ski the Steilhung past the top NASTAR shack and check the bottom of the Slot. Meet the other sweeps at the Midway Chair 4 road. Continue down the Race Trail to the Toilet Bowl cutoff and into the Aid Room. When all Race Trail sweeps arrive, clear with Sundeck.

"Super" Sweep

Whenever possible, a "Super" Sweep will remain at the Sundeck to coordinate sweep teams and render assistance if necessary. When Race Trail and Bowl Sweeps are clear, "Super" Sweep will be called down and lift operations will be cleared for the day or night.

Special Situations:

1. Two-Person Race Trail Sweep. The Race Trail Sweep can be done with two people by dropping Sweep #4. More traversing is necessary by Sweep 3 (north side) and Sweep 5 (south side) but the same territory can be covered adequately.
2. Bad Visibility. During periods of bad visibility (fog, blowing snow, etc.) visual clearances are impossible. Much more traversing, yelling "Sweep!, Ski Patrol Clearing," stopping and listening are necessary. (additional manpower may be necessary)

F. Marking and Fencing Guidelines

Diligent efforts are made by Alyeska Resort to reduce hazards and promote public safety on primary ski slopes by various methods: temporary closures, signing, fencing, warning ropes, marking, public education, and safety violation enforcement.

Marking will be accomplished by bright flagging, bamboo poles, painted posts, signs, barrier fencing, or brightly colored warning ropes. Placement of warning ropes and markings vary continually throughout the season as well as from one season to the next. As a result, no set plan can be devised. Constant observation, sound judgement, and close cooperation among all responsible parties is a must. This cooperative effort must be the foundation on which our hazard marking program is built.

Skiing by its nature creates constantly changing situations involving risks and hazards to the participant. Mountain terrain, developed or not, presents innumerable potential hazards. Rapidly changing surface conditions and visibility continually alter the level of risk or hazard to the skiers.

1. On primary ski runs obvious hazards which are clearly visible need not be marked; but, obscured hazards do need to be marked.
2. The ski area will take reasonable care in trail grooming, signing, and hazard marking so as not to force skiers to run into other obscured or visible hazards.

The ski patrol under the direction of the patrol leader will be responsible for marking hazards and maintaining mountain signs and ropes on a daily basis.

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IV. LIFT OPERATIONS

Administrative Guidelines

1. Lift Maintenance Standards

All aerial and surface lifts will be maintained and operated in accordance with ANSI and State of Alaska, Department of Labor requirements. Lifts will be inspected annually by a qualified Alyeska-designated engineer, and Alyeska personnel. Records will be maintained for compliance reviews. A qualified wire rope inspector will annually inspect lift cable to determine its condition.

2. Reports and Logs

Accidents involving lifts, loading, or unloading areas, or lift personnel will be reported as soon as possible. A Lift Incident Report will be completed and the snow ranger will be informed as soon as practical. Reports will be submitted to the snow ranger when incidents are of mechanical or physical nature.

3. Daily Operations

The operator will make daily pre-operation inspections of each lift, checking the following:

- a. Proper functioning of brake systems.
- b. Proper functioning of communication systems.
- c. Proper functioning of stop switches.
- d. Condition of chairs and hangers.
- e. Condition of cable alignment.
- f. Condition of auxiliary performance equipment.
- g. Ramp conditions.
- h. Any other items that involve the safety of personnel and the public.
- i. Proper lift signs in place.

Inspections will be documented on Operator Report Forms. The snow ranger may spot check these procedures and records. He may offer suggestions and/or comments.

4. Personnel for Lift Operations:

Chairlift No. 1	1 operator + 3 attendants
Chairlift No. 3	1 operator + 2 attendants
Chairlift No. 4	1 operator + 3 attendants
Tanaka Lift	1 operator + 2 attendants (1 attendant - race training only)
Chairlift No. 6	1 operator + 3 attendants
Relief Crew	Lift Maintenance Supervisor or Mechanic

Additional attendants may be required when there is downloading of skier traffic on Chair Nos. 1 and 4. There will also be a qualified lift mechanic available on call.

5. Restrictions and Closures

Severe weather conditions, including high winds, lightning, very low temperatures, poor visibility, severe icing, or other conditions considered dangerous to the public or adverse to the lift operations, will require cessation of lift operations until conditions moderate. The decision to cease lift operations during marginal conditions requires cooperation between the patrol leader, snow safety specialists, director of mountain operations, and snow ranger. Lift attendants and operators supply input as adverse conditions develop at their stations. If conflicting viewpoints arise, the Director of Mountain Operations or his designate will decide on restrictions or closures.

6. Action Plan - Electrical Storms

In the event of an electrical storm during lift operations, the following procedures will be followed:

- a. Any area personnel noticing electrical activity will immediately inform his/her supervisor of the activity. The director of mountain operations will be notified.
- b. All lift stations will cease loading and advise the public to seek sheltered areas (away from ridge crests and open areas) indoors if possible.
- c. All persons will be off-loaded from the lifts and all machinery will be shut down as soon as practicable.
- d. Weather service will be contacted to determine the intensity and duration of the storm.
- e. Lift operations will resume no sooner than one-half hour after the electrical activity.

7. Communications - See Appendix D.

8. Avalanche Alert and Rescue Plan

If you are the first person to receive an avalanche rescue call or a report of an avalanche, follow the six steps listed:

- a. HOLD THE WITNESS!
- b. ASK WHERE - is the avalanche?
- c. HOW MANY - people may be involved?
- d. NOTIFY - the ski patrol.
Sundeck - ext. 266 and FM radio.
Aid Room - ext. 219 or 271 and FM radio.
- e. RESTRICT - Loading of lift to rescuers only.

f. AWAIT - instructions.

REMEMBER - DO NOT LET THE WITNESS SKI AWAY!!

See Appendix F for phone numbers of qualified rescue leaders.

9. Snow Safety Department Time Guideline: See Appendix B.

10. Lift Downtime

Notify other mountain personnel of problems causing lift down times and keep all personnel informed of the situation periodically.

11. Evacuation

When the decision is made to evacuate a lift, the person in charge of the evacuation will inform all lift stations. The lift will not be restarted until this person has determined that the lift is clear and has given permission to run the lift. (See Appendix I.)

12. Grooming

Before starting any lift in the morning, the operator will notify all stations via radio of intended lift start-up. Cat crew will reply if not clear. Attendants should take down all bamboo and mazes after closing so that the cats can groom ramps and maze areas.

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V. NIGHT SKIING OPERATIONS

1

A. Administrative Guidelines

The purpose of this night skiing operation plan is to establish practical and functional guidelines that will help provide reasonable safety for the skiing public during night operations at Alyeska Resort.

1. Night Skiing Terrain

Trails lighted and open for skiing during night operations may include the South Edge, Top to Midway, the Racing Trail, and trails serviced by Chair No. 3. These trails will be patrolled and maintained for night skiing. Responsibility for skiing within the well-lighted open areas in a safe manner has to be borne by the individual skier. Alyeska Resort makes all reasonable efforts to mark obscured hazards on primary runs, sign and/or rope closed areas, and enforce safety. The skiing public can assist in these safety programs by skiing safely with respect for reduced night "seeing" conditions and irregular surface conditions due to innumerable variations in terrain and slope.

2. Signing

The sign line along the North Edge down to Picnic Rock through the Dog Leg marks the northern boundary of skiing included in night operation. Areas of the South Face and Bowl that are closed to night skiing will be indicated by manually flipped signs, closed for night operations. All slopes outside these boundaries are closed to night skiing and violations will be enforced.

A sign stating "South Face and All Unlit Areas are absolutely Closed to Skiing During Night Operation - Area Not Patrolled - Violators Will Lose Skiing Privilege" will be located at or near the top of Chairs 1 and 4.

3. Lift Operations

Chair 1 and/or 4 and 3, which run for night skiing, will be staffed by competent personnel thoroughly trained in all night lift operations, night avalanche rescue, and emergency lighting systems. The night supervisor of night lift operations and personnel will be on duty during the night skiing operations. In addition, a qualified lift mechanic will be on duty or on call, on premises during night operations. This person may be needed in the case of mechanical difficulty with lifts, power outages, or other situations which may interfere with operations.

4. Ski Patrol

During night skiing operations, the Night Assistant Supervisor will be in charge of ski patrol and related responsibilities as outlined previously in Ski Patrol Job Descriptions in the Operations and Safety Plan. This patroller will be assisted by at least three qualified ski patrollers. If only Chair No. 3 is operating, only two patrollers are required to be on duty.

2. Action Plan

In the event of light failure during night operations, the following procedures will be followed:

- a. The pro-patrolier in charge will determine cause and duration and initiate appropriate action.
- b. Lift stations will cease uploading except for qualified rescue personnel.
- c. If downloading is necessary, auxiliary power can be utilized to clear the mountain.
- d. Flares will be placed lighting the most appropriate way down.
- e. Skiers will be held at the top (and mid stations if applicable) and be removed from the mountain in the manner judged most prudent by the night supervisor.
- f. Snow cats will stand by to offer assistance where needed.
- g. After all skiers have cleared the mountain, a thorough sweep will be performed. Additional manpower may be called in to provide sufficient coverage.

3. Night Rescues

In the event of a missing person report during or after night skiing operations, the appropriate form will be filled out gathering all pertinent information. After a thorough search of the area indicates a person is indeed missing, the night supervisor will notify the Alaska State Troopers. The Alaska State Troopers are responsible for all rescue operations.

Avalanche rescues will proceed according to the procedures outlined in the Avalanche Alert and Rescue Plan.

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

A. Administrative Guidelines

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2. Signing

The sign line along the North Edge down to Picnic Rock through the Dog Leg marks the northern boundary of skiing included in night operation. Areas of the South Face and Bowl that are closed to night skiing will be indicated by manually flipped signs, closed for night operations. All slopes outside these boundaries are closed to night skiing and violations will be enforced.

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During night skiing operations, the Night Assistant Supervisor will be in charge of ski patrol and related responsibilities as outlined previously in Ski Patrol Job Descriptions in the Operations and Safety Plan. This patroler will be assisted by at least three qualified ski patrollers. If only Chair No. 3 is operating, only two patrollers are required to be on duty.

In addition to normal first aid supplies, patrollers will carry headlamps at all times while on the mountain during night operations.

The sweep procedures at the close of night skiing will be performed by the patrollers: Top to Midway, Racing Trail, and Chair 3 sweeps will be run according to the guidelines in the sweep procedures in this Safety Plan. Night closure areas behind Picnic Rock and the Bowl will be swept if sufficient personnel are available.

B. Night Lift Evacuation

Manual evacuation of lifts during night operations will be performed by the patrol and competent area personnel according to the evacuation plan in this Safety Plan. All headlamps available will be issued to evacuation team members who do not have them, and evacuation teams will acquire search beacon lamps from the rescue cache before proceeding with evacuation as needed. If the night lights are out, bamboo poles with attached flares will be placed in the best areas to aid in illumination.

1. Night Lighting Failure Plan

Due to the possibility of power outages, emergency lighting equipment will be available at various locations:

a. Sundeck - Rescue Cache:

6 headlamps
6 search beacon lamps
100 bamboo poles with 30- or 40-minute flares
Extra batteries
Extra 30- or 40- minute flares

b. Lift Stations - Chairs #1, #3, and #4

All stations will have a search beacon lamp available. Top and bottom terminals will be equipped with emergency/automatic lighting systems; and pistol flares will be available from Sundeck as needed. Mid stations of lifts #1, #4 and the top of lift #3 will also be stocked with pole mounted flares.

Snow cats with high-powered search beacons will be available to the top and base terminals of the lifts during night operations when they are grooming.

c. Aid Room

6 Headlamps
6 Search Beacon Lamps

2. Action Plan

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ALYESKA OPERATIONS and SAFETY PLAN
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VI. SUMMER LIFT OPERATIONS

PREFACE

Summer conditions differ greatly from winter conditions. We have increased daylight hours; a change from skier traffic to pedestrian traffic; the disappearance of snow cover; a milder climate; shorter hours of operation; fewer passengers; and fewer lifts in operation.

This section defines the changes in operating procedures that will be made during the summer season to meet these conditions. The summer season normally begins on Memorial Day and lasts until the end of September. It is separated from the winter season by a period during which all services to the public are shut down.

A. Administrative Guidelines

1. Instruction to Crew

a. Getting Ready for the Public:

- (1) Three times per week report to work one hour early and pick up garbage and empty trash cans around the hotel, base of Chair 1, ticket office and parking lots.
- (2) Sweep out the shack at the base of Chair 1 every day.
- (3) Rake gravel path from the ticket office to the base.
- (4) Pick up all cigarette butts.
- (5) Sweep both loading and unloading areas.
- (6) Water plants and grass when the weather is dry.

The same clean up is required at the top of Chair 1.

b. Tickets:

All tickets must be torn in half. Whole tickets can also be redeemed in the Gift Shop. The bottom half of the ticket (Limits of Liability) is returned to the customer.

c. Who Can Ride the Chair:

The final determination on whether or not someone rides our lift, is the responsibility of the lift supervisor on duty. If it is determined that a customer will create an unsafe condition for themselves or someone else, they will be denied access to the lift.

It is possible to slow down or stop the chair for someone with an obvious disability. It is our responsibility to tell them about the uneven terrain at the top of the mountain, flights of stairs, etc.

d. Briefing Your Riders:

Try to explain everything clearly and concisely prior to loading public at the base. A demonstration of loading procedure should be shown to each group loading the lift. All hand carried articles should be in the inside hand to enable customers to grip the chair when loading. Emphasize that they must get off at the top. Also emphasize that the midway station is closed.

The people at the top will have to repeat most of the unloading instructions.

Do not load someone smoking a cigarette, lit pipe, or cigar.

e. Slows and Stops:

Never hesitate to slow the chair or stop it if you anticipate trouble loading or unloading someone. Their safety comes first.

f. Tourist Stranded at Midway:

- (1) NEVER LEAVE YOUR STATION. Tell next person loaded on the chair to tell the stranded person to "Stay put and help is on the way."
- (2) Advise your supervisor. If unable to locate your supervisor, enlist the next company employee you see who is familiar with the chairlift. Send that person up with a radio if possible.
- (3) Advise the top.
- (4) The "rescuer" will contact the base upon arrival at midway.
- (5) Stop the lift to enable the stranded person to load on a chair safely.
- (6) Proceed with normal operations.
- (7) NEVER LEAVE YOUR STATION.

g. Weather:

Keep in touch with the base and ticket office concerning the weather. If cool or nasty, recommend ponchos.

h. Closing:

Before calling last chair, call the ticket office and check for stragglers. One half (1/2) hour before closing, base attendants should inform customers of time limitations. On some occasions demand and special functions will result in the extension of operating hours. Top attendants and Skyride employees should do a sweep of the immediate area to inform customers of last ride down.

2. Lift Operations

Chair No. 1 or No. 4 will operate at 300 feet per minute for foot passengers and skiers. Chair No. 6 will operate with a crew of one operator and two attendants. Chair No. 1 and No. 4 will operate with a crew of one operator and one attendant at the drive terminal and two attendants at the return terminal. In addition, when skiers are permitted to board at Midway Chair No. 1, there will be an attendant at Midway. The director of mountain operations or designate, lift operations supervisor, or qualified lift

mechanic will be on duty in the area and in communication with the lifts by radio or telephone. Refer to Page 5 for compliance with personnel needed to operate the lifts.

3. Skiing

Skiing may be permitted during the summer as long as there is enough snow to cover most of the area open. When Chair No. 6 is operating, there must be enough snow or artificial snow mat to safely get on and off the lift at the ramps. Skiers on Chair No. 1 will be required to remove their skis and ride as foot passengers. Unless low skier turnout or inclement weather indicates need for only two patrollers, all summer ski operations require a three patroller minimum. Regular "Bumps" will be held at the top of whatever lift is operating. After skiing has closed for the summer, no passengers will be allowed on the lifts with skis.

4. Avalanche Hazard Reduction

The avalanche season is considered to be over in the summer and the equipment and manpower is not available to do active hazard reduction. Therefore, control measures will be passive. The pro-patrol leader and/or snow safety will determine if any hazard exists in the Bowl and will close all or part of this area to skiing if it does. In addition, the North Face will remain closed.

5. Signs

The following signs will be posted when public skiing is permitted:

- a. The permanent sign line on the North Edge and Center Ridge gate will remain in place.
- b. There will be a sign near the Creek Crossing and Midway Chair No. 1 advising skiers not to ski below these two points.
- c. Any organization holding a race camp will be responsible for fencing, signs asking the skiing public to ski outside of race course routes, or otherwise closing off areas for race practice.

In addition, these signs will be up all through the summer:

- a. At any unattended terminal of any operating lift, there will be a sign warning people not to board the lift. A physical barrier such as easy fencing should also be erected to preclude entry.
- b. Any sign called for in the Sign Plan and relating to a lift that is operating will be in place.
- c. Two Dud Warning signs located at the base area at the Bowl and Race Trail.

B. Chairlift Evacuation Plan

Because of potentially severe mountain weather (winds, rain, fog, cool temperatures) it is imperative that Alyeska provide a fast, safe, and efficient method of chairlift evacuation. Because power outages could necessitate emergency clearing of the lifts, auxiliary internal combustion engines are maintained as standby power units. In case of power failure or other electrical problems, these units can be put into action within ten minutes. However, if a mechanical failure occurs such as cable derailment, manual evacuation of the lift would be necessary. The director of mountain operations (or designated alternate) will make the final decision on when a manual evacuation is necessary and will be in charge.

General Chairlift Evacuation

Every effort will be made to run a stalled chairlift before evacuating it. The director of mountain operations or person acting in his place will make the decision to evacuate a lift. If a lift evacuation is necessary, every available Alyeska employee will be called on for assistance and at least 20 Alyeska employees shall be trained to assist in a manual evacuation prior to the summer season. The lift evacuation will proceed as outlined in Appendix J, Chairlift Evacuation Plan, Item 2.

Full time mountain supervisors or on-duty lift operators will be qualified evacuation leaders in the absence of the director of mountain operations.

It may be necessary to assist some passengers into the evacuation device, and for this purpose, key mountain personnel will be trained in this procedure.

Once on the ground many evacuees may need help getting to four wheel drive pickup points. It may be necessary to tie in fixed ropes to provide a way down steep sections, or to provide transport in either Cascade toboggans or Stokes litters to pickup points.

Four wheel drives can reach the following points:

Sundeck area
Top of Dogleg
Midway Lift 1
Upper and Lower Von Imhof to Denali
Midway Lift 4
Sourdough at Lift 1, Tower 9
Top of Chair 3, under Lift 1
Lower Chair 3 road, under Lift 1

Depending upon snow melt and wet conditions into the summer season, roads at times are not passable by four wheel drives. For this purpose, the permittee will keep a snowcat tracked and ready through the summer season. Snowcats can also drive some terrain where roads do not exist. Vehicle maintenance personnel will be available to be snowcat operators when need dictates.

The permittee will maintain a current four wheel drive call-out list and employee call-out list to help provide vehicles and manpower to assist in an evacuation.

When the decision is made to evacuate a lift, the lift operator will act as evacuation leader until relieved. The evacuation leader will inform the operator terminal not to restart the lift without his specific okay. The lift operator will inform the front desk to: (1) Implement the employee evacuation call-out list, and (2) Implement the four wheel drive call-out list. These people and vehicles will be directed by the evacuation leader to report to points on the mountain for assisting public downhill.

Names of all public evacuated will be recorded to check against those who may be reported missing. All personnel assisting in the evacuation will report to the evacuation leader and be dismissed before leaving the resort.

ALYESKA OPERATIONS and SAFETY PLAN
ALYESKA RESORT, GIRDWOOD ALASKA

VII. SLOPE AND TRAILS PLAN

A. Grooming Guidelines

1. The grooming department is supervised by the Slope and Trails Supervisor. This person is responsible for all hiring, scheduling and training of this department.
2. In all aspects of grooming, safety must be considered the top priority.
 - (a) Grooming will be conducted in areas cleared of public. Exceptions will be approved by grooming shift boss and the patrol leader and reasonable guards or warning devices must be posted to ensure public safety.
 - (b) Vehicles shall be kept in safe operating condition by the maintenance staff and operators cooperatively. Each snowcat will have the following safety equipment: safety belts for the operator and all interior seats, fire extinguisher, horn, back-up alarm, cab beacon, and flashlight.
 - (c) Grooming Assistant Supervisor will insure all snow cats are run in a safe and prudent manner by qualified operators only.
 - (d) Avalanche hazards may be present to varying degrees in areas to be groomed. The grooming supervisor and or grooming shift boss will communicate with snow safety to verify safety during these questionable periods. This hazard may preclude grooming altogether during some high potential avalanche cycles.
 - (e) All groomers will be issued avalanche beacons and will be trained in their use.
 - (f) Alcohol and drug use are inconsistent with any equipment operation.
3. Training of operators will encompass:
 - (a) Reading of Employee Manual.
 - (b) Reading of Operations & Safety Plan.
 - (c) Reading of Operator's Manual for all pertinent equipment.
 - (d) Actual on-the-hill training in grooming techniques and routes will be conducted by the slope and trail supervisor, assistant grooming supervisor and senior operators.
 - (e) A review with snow safety department of Alyeska snow safety programs, including avalanche beacon drills and avalanche rescue lecture.