

Evan Loveless
Executive Director
Federation of Mountain Clubs

Thank you for copying me on your letter to Ms. Tetarenko. I am sorry you have so much opposition to our application.

The Ministry supplied us with a list of all tenure holders, First Nations, TFL Licensees, Guide Outfitters, Trappers, MOE, MOF, and other user groups who we were instructed to send out copies of the management plan and operator input forms. Unfortunately your organization was not on the list. As well the application was advertised in the local newspapers and BC Gazette, back in early December of 2006. Prior to submission of the application a letter of intent to make application was sent out to all on the MTSA supplied list, August 2006.

The majority of these recipients had no issues, and those that did, were addressed.

There was a small overlap with another heli ski operator which neither MTSA nor ourselves were aware of at the time of application. This area has since been deleted from our application.

In the management plan it states, " We appreciate that others use the same lands. If for example, a group of climbers planned on making a winter ascent of a particular mountain peak, we would accept notification of their planned routing and schedule. Our subsequent operations would be altered to keep any flight paths or ski activities a minimum of one kilometer away from their intended routing during the period".

Obviously you feel this is not sufficient for your groups activities.

Further, it appears that your group has used for many years and continues to use helicopters for transport of people, supplies and gear into the area, and also relies on air transport out. "Since the mid-70's, helicopters have provided climbing and skiing groups easier access to the Waddington and surrounding ranges".

This is a quote from correspondence between Nimmo Bay Resort owner and tenure holder, who also uses helicopters to access the area. "We have been operating in the Waddington area for 26 years. Our operations range from sea level to the top of Waddington, the Silverthrone glacier and throughout the coast mountain range. This has been going on for many years. So from sea level on up, we are there, giving our clients the best of BC."

As well on the Canada West Mountain School website advertising guided trips into the area, "Flying past countless glaciers, icefalls and unclimbed granite spires on this approach is almost as good as the skiing that is waiting for you".

TFL 45 encompasses almost all the area that our application falls within. For the summer months when the snowpack recedes, until it flies again in the fall, the thundering of heavy lift Vertol and Chinook helicopters and smaller support aircraft can be heard throughout the area.

To date this winter, and during our investigations of last, we are not aware of any of your groups use of the area. In communications with WhiteSaddle Air this past February, they stated they had not flown in any ski touring groups this season nor did they have any confirmed dates. We asked that they notify us if a situation developed and we would avoid the area. It was thought that this has been the operator used by mountaineering groups, exclusively, so they would be the best point of contact.

All this makes me wonder why you have so much animosity towards our small and limited operations. It is not as if we are the first or only ones using aircraft to access the area. Surely we can reach agreement that allows us all to operate in the Waddington area.

In closing, personally I have been involved in many watershed restoration projects throughout the Knight Inlet area and most of its tributary watersheds. In 1996 we were presented with the International Erosion Control Associations Technical Achievement Award, for some equipment and process we invented for addressing landslide restoration, utilizing helicopters. This Association has membership in over forty countries world wide. Environmental stewardship, is not a new game to me.

Regards,
John Dawson

cc. Diane Tetarenko, MTSA
HeliCat Canada