



# TEMSCO HELICOPTERS, INC.

5411 North Tongass  
Highway Ketchikan,  
Alaska 99901

Proposal to lease waterfront  
property:

101 Terminal Way  
Skagway, Alaska 99840  
July 12, 2022

Ethan Berto  
President, CEO  
907-228-0855  
eberto@surveypt.com

Kelly Healy  
Skagway Base Manager  
907-983-2900  
kelly\_healy@temscoair.com



# TEMSCO HELICOPTERS, INC.

July 12, 2022

Borough Manager Brad Ryan  
Municipality of Skagway  
PO Box 415  
Skagway, Alaska 99840

Mr. Ryan,

This proposal is in response to the Municipality of Skagway's request for proposals for a General Waterfront Lease to Lease parcels 11 and 12 according to Appendix A, within a portion of ATS #4, Skagway Recording District, First Judicial District, State of Alaska.

TEMSCO Helicopters, Inc is a full-service helicopter company with over 60 years of operating experience in Alaska. Headquartered in Ketchikan, TEMSCO has bases in Skagway, Juneau, Petersburg and McKinley Park, Alaska. Yearly operations take TEMSCO aircraft around the state of Alaska and through much of the lower 48.

TEMSCO has been a successful and valuable member of the Skagway community since opening a Skagway base in 1985. In 2001, TEMSCO built a world-class heliport and terminal on the lease property and has safely operated there to date. This heliport has added a unique, aesthetically pleasing and professionally operated business to Skagway's waterfront. TEMSCO's presence on the waterfront has led to many contributions to public safety and public projects that have greatly benefited Skagway residents and visitors.

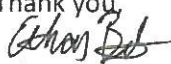
TEMSCO is willing and eager to enter good faith negotiations with the Municipality of Skagway, with the goal of agreeing upon a lease agreement that works for both the Municipality, the Community and TEMSCO.

TEMSCO would like to appoint two representatives to this RFP who may make representations on our behalf. They are as follows:

Ethan Berto-President & CEO  
55 Schoenbar Ct.  
Ketchikan, AK, 99901  
907-617-8881

Kelly Healy-Skagway Base Manager  
101 Terminal Way  
Skagway, AK, 99840  
907-209-4240

TEMSCO believes this proposal can be the continuation of a long running and successful business relationship fostering strong, stable local investment and employment.

Thank you,  
  
Ethan Berto  
CC: Kelly Healy

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2022 SKAGWAY GENERAL WATERFRONT LEASE PROPOSAL

TEMSCO Helicopters, Inc.

# TEMSCO HELICOPTERS, INC.

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## Purpose

The purpose of this proposal is to build upon an already mutually beneficially business relationship between TEMSCO Helicopters, Inc. and the Municipality of Skagway. The goal of this relationship is a successful lease of the property of Waterfront Lease Lots 11 and 12 for the continued use as a commercial and industrial heliport.

Intended activities on the property include helicopter air-taxi operations, aircraft maintenance, helicopter tours, industrial helicopter usage and associated administrative work.

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## Proposed Rent, Term, and Tariff Charges

TEMSCO understands the final terms and conditions of any lease will be negotiated but in general TEMSCO proposes the following terms and understand the Municipality is very familiar with our current lease given the fact the Municipality has reviewed and approved the lease and has required changes to our lease in the past:

**Length:** Maximum of 35 years requested.

**Cost:** Rent based on the appraisal of the raw land. It is understood and accepted that TEMSCO has the right to remove improvements under the current sublease. In theory, TEMSCO could remove all improvements prior the property being appraised and rebuild them after the lease begins. While this could be financially beneficial to TEMSCO it makes little sense to go through this effort if both parties agree the best location for TEMSCO in the community is this proposed location.

**Improvements:** TEMSCO proposes to leave all current improvements to the leased area on the property as it is valuable and commiserate with the proposed use. These improvements include, but are not limited to the following:

- Two story 40' x 80' purpose-built helicopter passenger terminal and office building.
- Seven concrete helipads
- Elevated boardwalks connecting helipads to the passenger terminal
- Above ground fuel system with a cement containment trough that drains into an oil/water separator.

# **TEMSCO**

## **HELICOPTERS, INC.**

TEMSCO also agrees to pay any applicable fees as detailed in Port of Skagway Tariff No. 2 document as of July 12<sup>th</sup>, 2022. Any changes to the Tariff document would require an amendment to the lease agreement and agreement by both parties.

In consideration for the above, any improvements on the property at the end of the agreed term would become owned by the Municipality.

**Development Schedule:** As this lot is already developed by TEMSCO as a heliport, there will be no delay in the commencement of operations due to any TEMSCO related development.

### **Reservation of Rights Re SMC 16.03.160 N:**

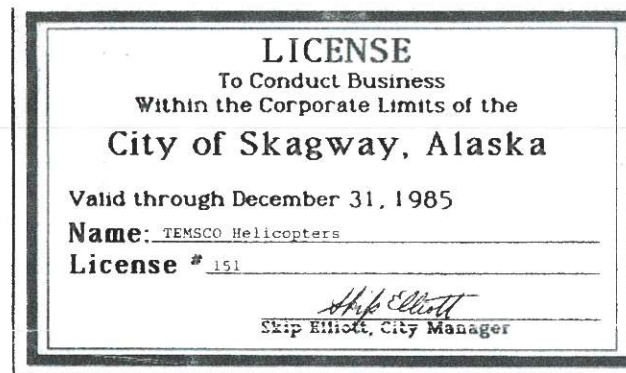
In April of this year TEMSCO requested the Municipality issue TEMSCO a renewal lease under SMC 16.03.160 N. TEMSCO's letter of April 7, 2022 was directed to Manager Ryan made this request, but to which a response was not returned. In submitting this proposal under the RFP TEMSCO requests Manager Ryan and the Assembly again consider TEMSCO's request for a lease renewal under SMC 16.03.160 N. By submitting this proposal TEMSCO does not intend to waive its rights to a lease renewal under SMC 16.043.160 N, and accordingly reserves all right and interest related thereto.



# TEMSCO HELICOPTERS, INC.

## Business Qualifications and Experience

TEMSCO Helicopters, Inc is a full-service helicopter company with over 60 years of operations in Alaska. Headquartered in Ketchikan, TEMSCO has bases in Skagway, Juneau, Petersburg and Denali Park, Alaska. Yearly operations take TEMSCO aircraft around the state of Alaska and through much of the lower 48. TEMSCO currently employs 185 people, many of which are some of the most experienced helicopter pilots, mechanics and helicopter management staff in the state of Alaska.



TEMSCO has maintained a helicopter base in Skagway continuously since 1985, making TEMSCO the longest running air operation based in Skagway or flying in the Lynn Canal region.

In the decades since opening a base in Skagway, TEMSCO has been a successful and valuable member of the Skagway community. In 2001, in response to Community concerns regarding noise TEMSCO built a world-class heliport and passenger terminal on the lease property and has operated there to date. This heliport has added a unique, aesthetically pleasing and professionally operated business to Skagway's waterfront, transforming an under-utilized industrial lot into a vibrant, successful local enterprise. TEMSCO's presence on the waterfront has led to many contributions to public safety and public projects that have benefited Skagway residents and visitors.

Skagway's visitor experience has been greatly improved by safe, world class helicopter tours. Through the decades of operating in Skagway, TEMSCO has given hundreds of thousands of Skagway's visitors a once in a lifetime experience of walking or dogsledding on an Alaskan glacier. TEMSCO holds US Forest Service and Bureau of Land Management permits for glacier landings in the Skagway area, and has 37 years' experience operating helicopters safely from Skagway.

TEMSCO is a founding member of Tour Operators Program of Safety (TOPS) and all TEMSCO tours are conducted under TOPS standards. These are the best management practices for making safety the top priority in helicopter tour operations.



# **TEMSCO** **HELICOPTERS, INC.**

TEMSCO has a designated Director of Safety who oversees the implementation of the company safety management system.

TEMSCO's training emphasizes the utmost standard of professionalism, safety, attention to detail, compliance with the Federal Aviation Regulations (FAR's), and company standards. All pilots are trained as a minimum under the FAR Part 135 flight training standards. Additional training also is required for Crew Resource Management, Aeronautical Decision Making, recovery from adverse weather conditions including whiteout conditions, aircraft performance planning, emergency response training, and on-board passenger briefings.

TEMSCO's pilots are trained under the high standards of FAA part 135 and 133 and are some of the most experienced helicopter pilots in Alaska. TEMSCO's training program rivals many factory schools in depth and flight time for new and returning employees. Many of TEMSCO's pilots and mechanics are carded by the U.S. Government for work under governmental agencies.

TEMSCO Helicopters, Inc.'s maintenance departments are trained by the manufacturers, continuing their skills at the leading edge of technology, allowing them to maintain our aircraft to the highest levels of safety and reliability.

TEMSCO has successfully built and maintained the facilities in question, and is financially fit and willing to continue upkeep, maintenance and complete any necessary upgrades as needed. Upon request, TEMSCO can produce documentation needed to assert this claim.

TEMSCO is able to maintain proper insurance coverages as listed in the RFP.

## **Business References:**

### **Clint Johnson: Alaska Office Chief, National Transportation Safety Board**

222 West 7th Avenue  
Room 216, Box 11  
Anchorage, Alaska 99513  
Phone: 907-782-4848

### **Jean Pierre Joubert, VP of Commercial Destination Services for Norwegian Cruise Lines**

7665 Corporate Dr  
Miami FL 33126  
305-436-4000

### **Dan Turner and Chris Turner, Owners of Alaska Icefield Expeditions**

PO Box 198  
Skagway, AK 99840  
907-419-0411  
406-461-3096



# **TEMSCO HELICOPTERS, INC.**

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## **Proposed Use and Services Provided**

Through the continued lease of the property, activities on the property will include helicopter air-taxi operations, aircraft maintenance, helicopter tours, industrial helicopter usage and associated administrative work.

While using the waterfront property, and when able to safely do so, TEMSCO will continue to provide the following essential services among others to the community of Skagway and other regional communities. The cost for these services is greatly reduced due to TEMSCO's lease on the waterfront, and the ability to stage multiple helicopters in Skagway.

- Search and Rescue assistance
- Emergency Response
- Utility and Hydro-power support and access
- National Park Service communications, supply, trail and safety support
- Commercial and industrial helicopter charter and aerial crane, servicing communications, infrastructure and other essential services

The lease property will be used as a helicopter terminal for other services, including but not limited to:

- Helicopter flightseeing and tours
- Expedition and recreation drop offs and pick-ups
- Heliskiing
- Helicopter charter flights including but not limited to community or private events, trail support and construction, aerial photography





# TEMSCO HELICOPTERS, INC.

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## Operations Plan

### Helicopter Tour Operations

TEMSCO Helicopters, Inc. is authorized by the US Forest Service and the Bureau of Land Management to conduct guided helicopter landing tours in the Skagway and Haines area. These tours begin and end at the TEMSCO Helicopters, Inc.'s facilities in Skagway.

Prior to all trips, all passengers are briefed by TEMSCO's employees on proper safety procedures including loading, unloading, in-flight conduct, and walking/hiking on glacier ice. All passengers are provided with boots suitable for walking on glacier ice. All guests are escorted to the helicopter, individually loaded, and secured with seat restraints.

All TEMSCO Helicopters, Inc. tours are conducted under the Helicopter Tour Operators Program of Safety (TOPS). These are helicopter industry best management practices for making safety the top priority in helicopter tours.

TEMSCO Helicopters, Inc. complies with the flightseeing/wildlife viewing practices adopted by the Alaska Visitor's Association and all other federal guidelines and recommendations for flightseeing wildlife viewing. These guidelines were established to be sensitive to, and insure the continued viability of area wildlife species.

Tours vary in length and landing locations. Daily operations are dependent on cruise ship schedules and weather.



### Bus Traffic

TEMSCO utilizes shuttle buses and vans to transport passengers to the TEMSCO heliport. Passengers who book their tickets onboard the cruise ships are picked up at their docks at their designated departure time, and are driven to the heliport. While on the bus, passengers receive a safety briefing to include watching TEMSCO's safety briefing video.

# **TEMSCO**

## **HELICOPTERS, INC.**

The waterfront location minimizes bus traffic through arterial streets of Skagway. Buses are able to stay to the south end of downtown, and only make a short transit to the TEMSCO heliport. TEMSCO's proximity to the Ore Dock makes it possible for passengers arriving from that dock to simply walk into TEMSCO's building, avoiding the need for additional bus transfers.

TEMSCO's buses are operated under DOT interstate transportation standards. All TEMSCO drivers hold commercial driver's licenses. Drivers are trained on local routes to avoid congestion, and the heliport's bus parking is set up for the best flow of traffic near the Ore Dock staging area. TEMSCO is a member of Skagway's Tourism Best Management Program (TBMP), and all TEMSCO's drivers follow local TBMP guidelines while operating within Skagway.

### **Charter, industrial and aerial crane**

Non-tour helicopter operations are plentiful from the heliport. These flights vary in length, destination and frequency depending on their purpose.





# TEMSCO HELICOPTERS, INC.

## Flight Routes

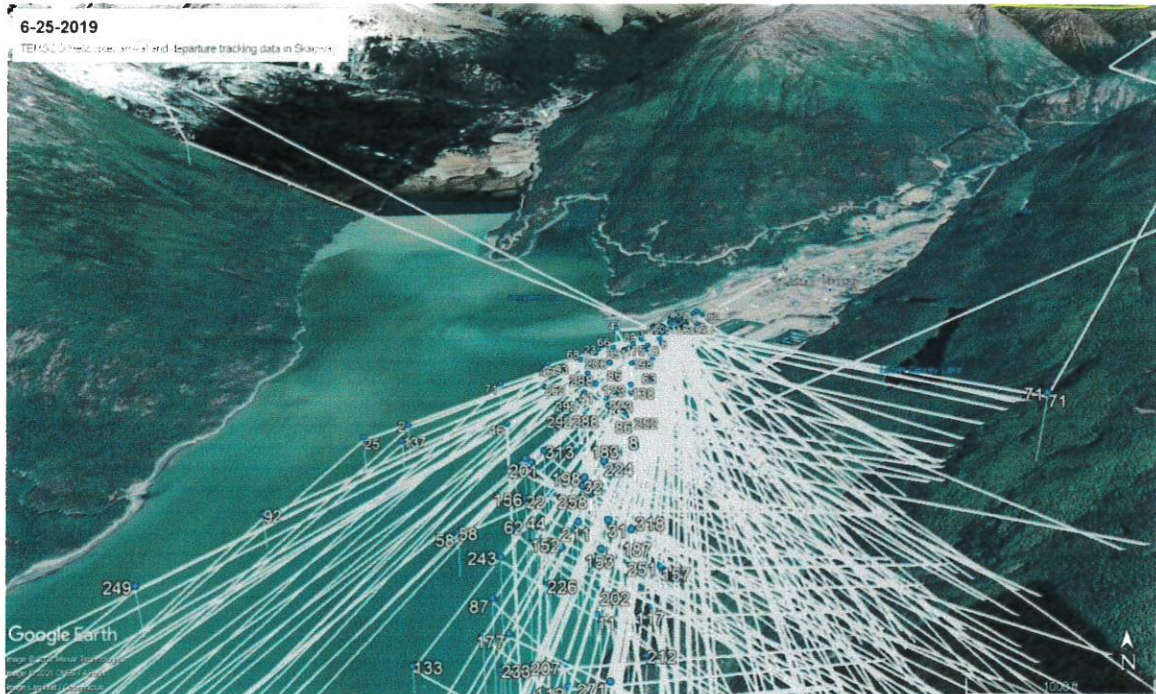
The waterfront location provides the most advantageous location in Skagway for helicopter operations. This has been proven by TEMSCO's long running, safe and low impact operations at this location.

Flight routes have been perfected over the years to minimize impact on Skagway's residents while maintaining proper separation from fixed wing aircraft in the area. Most helicopter departures and arrivals utilize the Taiya Inlet as a path to and from Skagway.

By utilizing the Taiya Inlet as a departure and arrival path, helicopter noise is reduced greatly for the residents and visitors of Skagway. Flying from the waterfront provides an obstruction free path in and out of Skagway. The waterfront also provides much needed separation from fixed wing flight traffic who share the limited airspace around Skagway.

Figures 1a, 1b, and 1c below are tracking data from TEMSCO Helicopters operating from the waterfront on a sample day, June 25, 2019. These figures depict normal flight routes into and out of Skagway's waterfront. Note the lack of flights over Skagway, and the volume of flights utilizing the water as a route. These are the safest and least impactful helicopter routes available out of any location in Skagway.

**Figure 1a:**





# TEMSCO HELICOPTERS, INC.

Figure 1b:

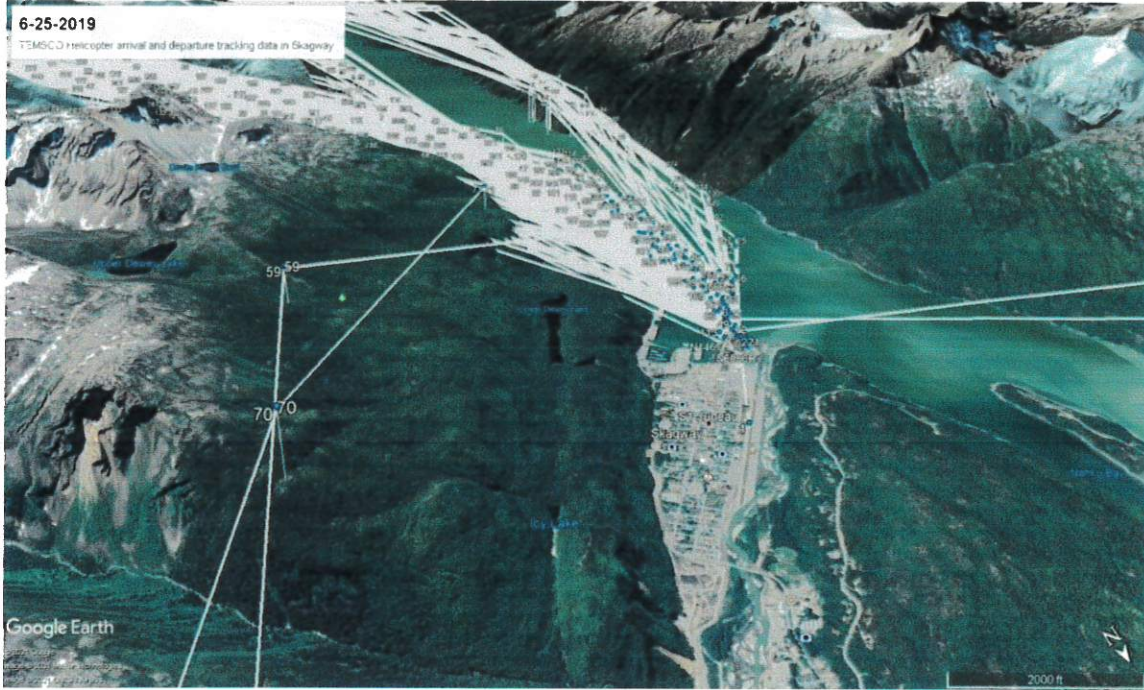
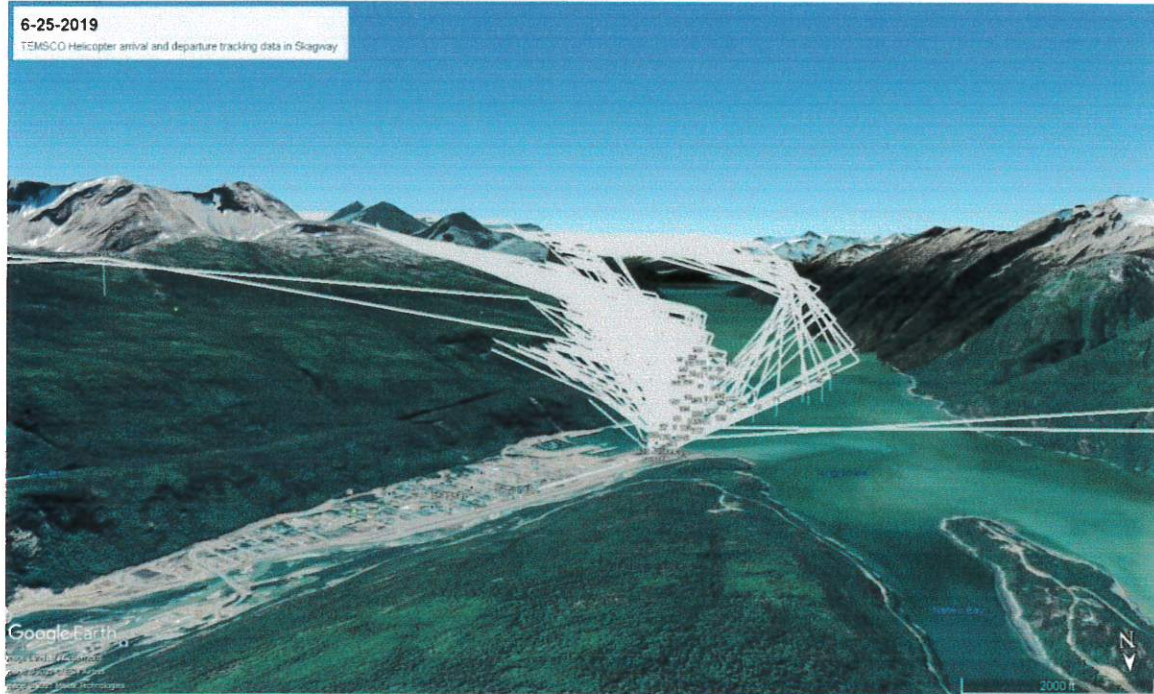


Figure 1c:





# TEMSCO HELICOPTERS, INC.

Figures 2a and 2b below depict the approach and departure from the waterfront, in addition to fixed wing flow of traffic, and obstruction avoidance near the heliport.

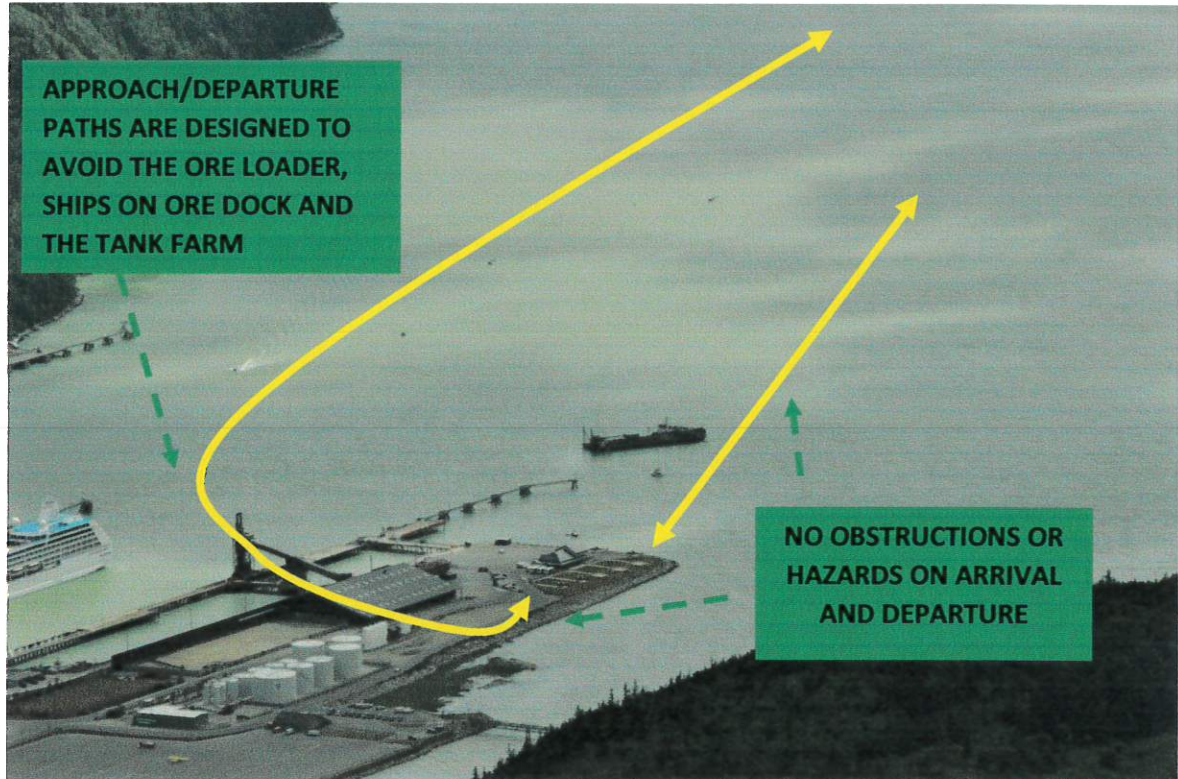
Figure 2a:





# TEMSCO HELICOPTERS, INC.

Figure 2b:



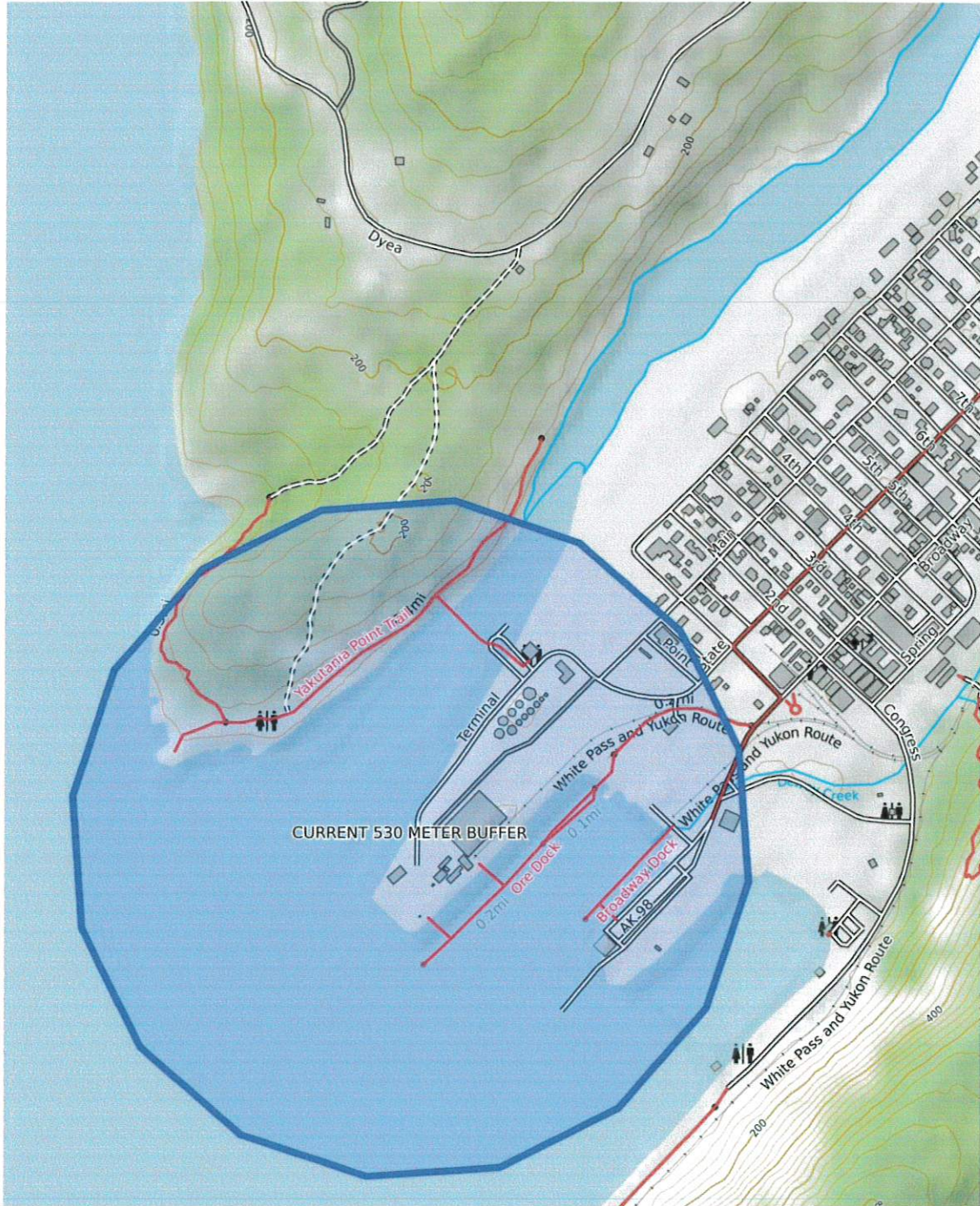
The waterfront provides helicopters with a departure and arrival path that is clear of obstructions and hazards, such as rising terrain, wires, towers, structures, and airplane traffic.



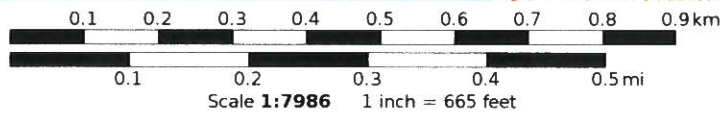
# TEMSCO HELICOPTERS, INC.

## Noise Abatement:

The lease lot location is 530 Meters from the nearest residential structure, maintaining the best noise abatement for the town of Skagway.



Mercator Projection  
WGS84  
USNG Zone 8VML  



# **TEMSCO**

## **HELICOPTERS, INC.**

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### **Environmental Protections:**

TEMSCO has a long history of following all regulations and best practices for protecting the environment in all operations.

- In compliance with Alaska Department of Environmental Conservation and US Environmental Protection Agency regulations, TEMSCO has installed a double walled above ground Jet A fuel tank.
- The above ground helicopter refueling stations and associated pipes are housed in a trough at ground level. The trough drains into an in-ground oil/water separator to keep runoff free from any possible contaminants.
- TEMSCO has established and maintained a Spill Response Containment and Countermeasure plan to include a spill response kit on site, plus local and regional emergency contacts.
- TEMSCO's fuel system is maintained in excellent condition, with a full-time facilities manager on staff year-round. The fuel system is included in TEMSCO's monthly facility inspection, in addition to constant monitoring for leaks or spills.
- After engine shutdown, all TEMSCO helicopters are equipped so excess fuel in the turbine does not drain onto the ground or glacier ice.
- Refueling nozzles are kept in a leak proof containment system when not in use, and excess fuel is drained and disposed of regularly. TEMSCO employees receive in depth re-fueling training including how to avoid spills while refueling aircraft.
- While operating on the glaciers that surround Skagway, all refuse and litter is removed from public lands. Guests are encouraged to use restroom facilities at the heliport. An approved portable toilet system is available for emergency use only located in the glacier shelter. Guides will use the approved portable toilet located in the glacier shelter. The portable toilet contents will be dumped as necessary at a RV sanitary disposal station and refilled with the biodegradable chemicals suitable for portable toilets, ready for use.

TEMSCO is willing to discuss environmental assurances such as bonding, indemnification, and insurance during the lease negotiation process.



# TEMSCO HELICOPTERS, INC.

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## Additional Lease Lot

In addition to the main lease lots 11 and 12, TEMSCO has used the undeveloped lot across Terminal Way for industrial and sling load operations through a License to Use with the current leaseholder. This lot has proven to be important to our industrial and government customers. We propose continued use and leasing of this lot for the betterment of the industrial component of our business.

The lot is depicted as the cross hatched area below, and described as:

“The area between the South End of AIDEA’s chain link fence and the paved road, and approximately 250 feet north of the fire hydrant.”





# **TEMSCO**

## **HELICOPTERS, INC.**

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### **Local Investment and Economic Benefits to Skagway**

The proposed lease and the associated activities will help the Skagway economy in several ways. Given that TEMSCO has a long-term assurance with a lease like this proposal we have several upgrades planned for the existing property as well as other properties in town including employee housing.

#### **Building improvements:**

- Heating and building modernization upgrades
- Installation of solar panels on building roof
- Improved fence and landscaping

#### **Local property improvements:**

- Employee housing renovations and modernization
- AIE partnership investments including housing and properties

**TEMSCO will continue to be one of the largest employers in Skagway. Yearly jobs created or maintained through TEMSCO and our partners' use of the waterfront property:**

- 10 year-round positions
- 65 seasonal and semi-seasonal positions
- 7 additional regional year-round positions

**TEMSCO's past, current and continued use of the Municipal Waterfront benefits many facets of the community and Municipality of Skagway:**

- TEMSCO's lease will generate revenue directly for the Municipality.
- In addition to the lease lot and building, TEMSCO and their tour partners own a tax assessed value of \$2.5 million in Skagway properties, generating substantial tax revenue for the Municipality. The lease of the waterfront lot is imperative to maintaining this community footprint and property ownership.
- Multiple local tour vendors generate revenue for their businesses and the Municipality by selling high priced tours from TEMSCO. A lease for TEMSCO and partners is paramount to maintaining this revenue for local employers.
- Helicopter operations based in Skagway have saved large amounts of money for local charter, industrial and government customers who would have to otherwise pay to fly aircraft in from the next nearest helicopter base (Juneau) to provide for essential services, emergency response, trail improvements, and any other helicopter needs they may have.
- Local employment by TEMSCO and our tour partners allows for economic growth of residents, businesses, and the Municipality through tax revenue and local spending.



# **TEMSCO** **HELICOPTERS, INC.**

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## **Safety and Social Benefits to Skagway**

### **Public Safety:**

TEMSCO is an essential business, whose presence in Skagway has led to many contributions to public safety over the years. TEMSCO has been called on to assist in various local and regional emergencies and search and rescues.



TEMSCO's base in Skagway has greatly improved the safety of travel, recreation, living and working in the Skagway area.

### **TEMSCO has responded to many incidents including but not limited to:**

- A downed airplane in the Taiya Inlet in 1997, resulting in numerous fatalities. TEMSCO pilot Chris Maggio, along with help from Ben Tatone and Jim Arthur hovered the helicopter in the ocean to rescue surviving passengers in the water.
- The 1998 Dyea Wildfire, where TEMSCO aircraft assisted firefighters by dropping water on the fire.
- Numerous overboard boaters and fisherman
- Numerous trail rescues, including injured, sick and missing hikers
- A 2016 bear mauling, with the successful rescue of a critically injured individual and the extraction of the remainder of their group from a remote location
- In 2017, a fatal airplane accident where a TEMSCO aircraft was able to successfully fly a critically injured passenger to the hospital in Juneau.
- 2020's winter landslide and flood event in Haines and Skagway
- Numerous sick and injured cruise passengers on tours and in Skagway.



# TEMSCO HELICOPTERS, INC.

## Social:

- TEMSCO's presence on the waterfront has allowed many local projects to take place including the construction and continued access to the Upper Dewey Lake cabin, and maintenance on the AB, Lower and Upper Dewey, and Laughton Glacier trails.
- TEMSCO's world-class facility is a unique draw for residents and visitors, allowing the amazing experience of flying to a glacier or remote location in a helicopter.
- TEMSCO has provided low-cost recreation opportunities for community members for decades, and will continue to support recreation, public events, and local non-profit organizations.



## Visitor Experience:

An economic development goal listed in Skagway 2030 comprehensive plan is to “maximize the benefit of the visitor industry for the community while enhancing visitors’ experience.”

TEMSCO's tours provide once in a lifetime experience to Skagway's guests, and boost Skagway's reputation as a worldwide destination. Furthermore, TEMSCO's tours do this while bringing people out of town and reducing congestion in Skagway. This directly helps Skagway reach stated economic development and tourism management goals.



## Skagway Municipal Code and Zoning

The property in discussion lies within Skagway's Waterfront(W) Zoning district, as lined out in Skagway Borough Code, 19.06.080 and TEMSCO currently has a conditional use permit for our operations in Waterfront Zoning.

**SBC 19.06.080 begins with a description of the intent of waterfront zoning that includes:**

“Intended activities include those that derive major economic or social benefits from a waterfront location, with particular emphasis on industrial, tourism, commerce and commercial enterprises.”

**Under SBC 19.06.080 (2)(a), Heliports are an approved conditional use in Waterfront zoning, see below:**

### 2. Conditional Uses.

#### a. Heliport;

- b. Manufacturing, processing, repair or sales related to maritime activity that requires or benefits from a shoreline location;
- c. Hotels and motels;
- d. Sale and storage of fuels, gases and Class I, II, and III liquids, flammables and explosives, in compliance with applicable fire codes;
- e. Water-dependent or related visitor industry services (not retail);
- f. Residential uses, accessory to waterfront uses listed in subsections (A)(1)(a) through (i) of this section, such as watchman's apartment, owner-operator's home, necessary bunkhouses or congregate residence;
- g. Taverns and bars;
- h. Restaurants serving alcohol;
- i. Service stations;
- j. Community gardens in accordance with Section [19.02.065\(B\)\(19\)](#);
- k. Other uses and structures customarily contingent and clearly subordinate to permitted uses, as determined by the planning commission pursuant to Section [19.04.060](#).

TEMSCO holds a Conditional Use Permit for a Heliport in this location under SBC 19.06.080. In accordance with the requirements in code, the Planning Commission determined that TEMSCO's heliport meets the standards for issuance of a permit. This includes a written determination that the proposed and continuing use is in harmony with the Comprehensive Plan, the Coastal Management Plan, and other officially adopted plans. Since the granting of a conditional use permit in 2013, TEMSCO has not changed any operations, nor has any Municipality changed any formal plans in a way that affects the operation of a heliport in this location.

TEMSCO's use as a commercial enterprise that derives a major economic and social benefit from a waterfront location is congruent with both the letter and the intent of Waterfront Zoning.

# **TEMSCO** **HELICOPTERS, INC.**

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## **Local, State and Federal Law**

TEMSCO Helicopters recognizes the obligation to comply with all federal, state, and municipal laws and regulations associated with the facilities and their proposed use.

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## **Conclusion**

TEMSCO has immense experience operating successfully from the lease lots and looks forward to continuing the partnership with the Municipality of Skagway for an ongoing lease of the property. 37 years of operation in Skagway has shown that TEMSCO is dependent on a waterfront location to provide the best, safest, and least impactful helicopter services to the Community of Skagway. Over those decades, TEMSCO has proven itself as a unique community resource that improves the quality of life, safety and the economy of Skagway.

A lease agreement between TEMSCO and the Municipality of Skagway will be mutually beneficial to the Municipality, TEMSCO, and Skagway's residents and visitors.

TEMSCO has completed a comprehensive alternatives analysis for other sites in Skagway for our operations and have found none that would not either sacrifice safety or cause massive noise issues for the community. Because of this we feel there is no other alternative other than the subject site for our operations. This has further been established by our inclusion in the Municipalities Port Master Plan and the vast public support for our inclusion in the Port Plan.

We look forward to successful discussions on the future of TEMSCO's use of Skagway's waterfront.

Thank you,

  
Ethan Berto



# TEMSCO

## HELICOPTERS, INC.

### Appendix A

#### Company Operating Certificates

US Department  
of Transportation  
Federal Aviation  
Administration

### Air Carrier Certificate

This certifies that

TEMSCO HELICOPTERS, INC.

MILE 5 NORTH TONGASS  
KETCHIKAN, ALASKA 99901

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator

Certificate number HXSA004A

Effective date June 11, 1979

Issued at AL05

Ronald L. Crumbaker  
(Signature)

Manager  
(Title)

Alaska Region, FSDO-05  
(Region/Office)

# TEMSCO HELICOPTERS, INC.

## STATE OF ALASKA AIR CARRIER CERTIFICATE OF COMPLIANCE

Certificate No. **06-262**

Expires: **September 1, 2022**

### TEMSCO HELICOPTERS, INC.

HAS MET THE REQUIREMENTS OF AS 02.40.010 AND AS 02.40.020 PERTAINING TO AIR CARRIER FINANCIAL RESPONSIBILITY OF \$150,000 PER SEAT FOR BODILY INJURY OR DEATH IN A SINGLE OCCURRENCE AND \$100,000 FOR PROPERTY DAMAGE IN A SINGLE OCCURRENCE FOR THE FOLLOWING

FAA NUMBER

PASSENGER  
CONFIGURATION

**ALL AIRCRAFT OWNED AND/OR OPERATED BY  
NAMED INSURED**

**THIS CERTIFICATE MUST BE VISIBLE TO ALL BOARDING PASSENGERS**

Issue Date: **Wednesday, February 02, 2022**

ISSUED BY:

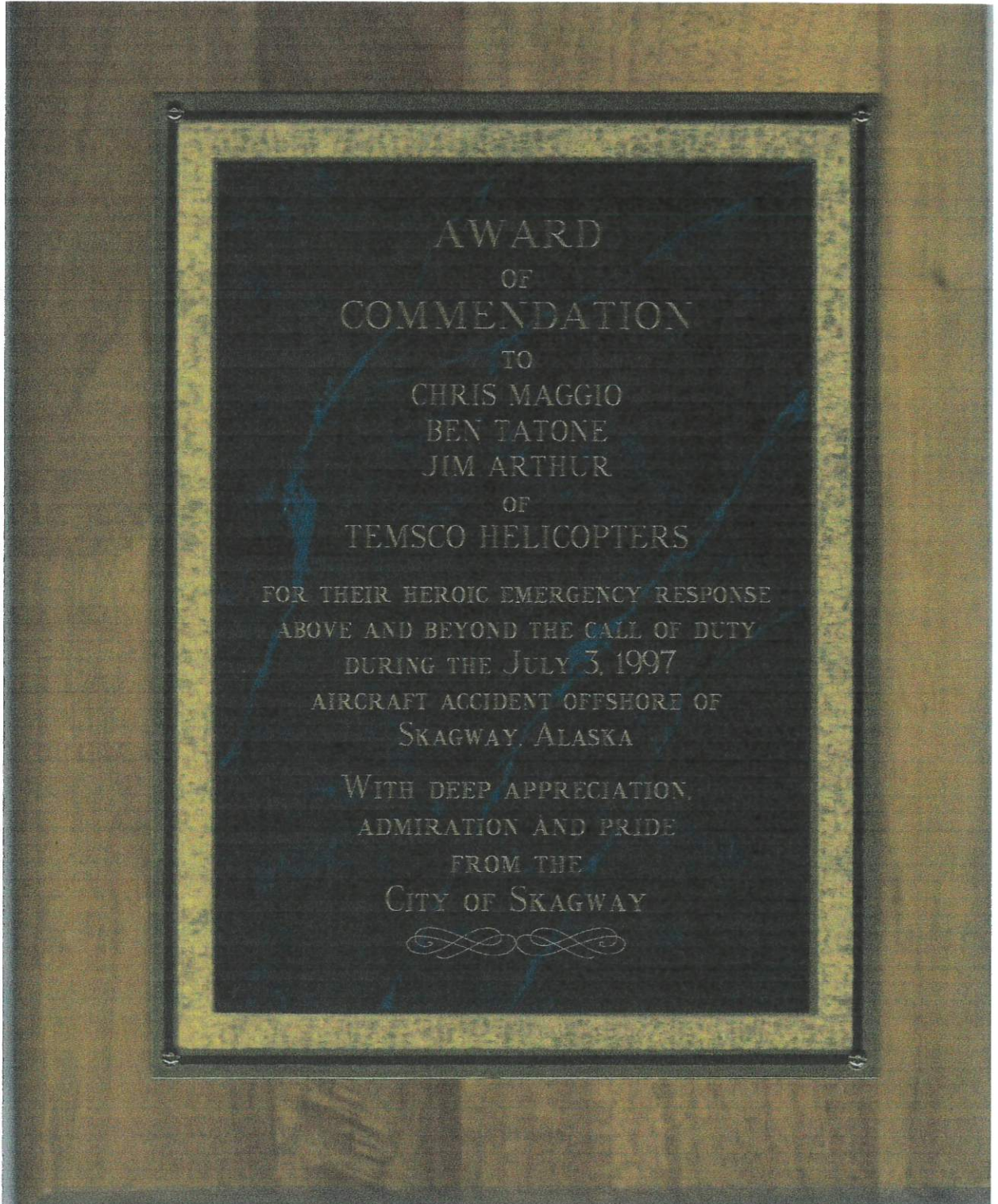
*Jennifer Brallier*  
Air Carrier Compliance Program Manager  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
DIVISION OF STATEWIDE AVIATION  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900



# TEMSCO HELICOPTERS, INC.

## Appendix B

TEMSCO has received local accolades and press coverage for various incidents





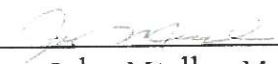
# **TEMSCO**

## **HELICOPTERS, INC.**


### **City of Skagway, Alaska Commendation for Meritorious Service**

### **Temsco Crew**

For assisting Skagway volunteers in their search and rescue efforts following a fatal boating accident on May 6, 1998 in Alaska's Upper Taiya Inlet. The services of the Temsco Crew were instrumental in the successful completion of the operation, and significantly reduced the exposure of local volunteers to the same wind and sea conditions that caused the accident. The City of Skagway is grateful for the prompt and generous offer from the Temsco Crew to place their helicopters at the disposal of our emergency response effort

  
\_\_\_\_\_  
John Mielke, Mayor

Attest:

  
\_\_\_\_\_  
Marjorie Harris, City Clerk



# TEMSCO HELICOPTERS, INC.

VOL. XXI, NO. 1

JULY 10, 1998

85 CENTS

## Fire consumes 85 acres of Dyea valley forest



**FIRE BREAK** - From left, firefighters James Crimi, Matt Taylor and Cheritch White man take a break as a Temsco helicopter heads up the to the fire line to drop another load of water. *Dimitra Lavrakas*

By KYLE HOPKINS

The familiar mountains above Dyea belched flames July 1.

Seven miles from Skagway - a mere two miles from the trailhead of the Chilkoot - a growing cloud of orange and black smoke twisted and folded around A.B. Mountain, rising from a fire one-hour old.

The fire began about two in the afternoon, and the first fire engine arrived close to 3 p.m.

After burning five days and consuming 85 acres, the fire had been fully contained the morning of July 7 by a combined state and local effort, said Steve Halloran, City of Skagway public information officer. Alaska Forestry Division personnel will remain at the site to put down any resurgence, according to the National Park Service.

Forgiving and relatively moist weather aided the control effort July 5-6. The Chilkoot Trail is now open, with the caveat that hikers must reach Sheep Camp, 13 miles up the trail, in their first day of hiking. No day hiking is allowed.

The fire is about one-third of a mile from the trail at its closest point. The Park Service said the trail is not in danger.

\*\*\*  
The blaze began in or around a two-story home, on property overseen by longtime Dyea resident Bob Hackett. The building burned to rubble early during the fire, it had been home to a family of three.

No injuries were reported. Chris Maggio, a Temsco Helicopters' pilot, and passenger were among the first to spot the burn.

"I saw the fire and thought Bob [Hackett], was just doing a burn pile. It was dry and I thought it best to report it right away," said Maggio.

Trail ranger Nancy Schave reported the fire at 2:15 p.m. She spotted it while conducting a Park Service "bushwacker" tour in Dyea.

\*\*\*  
By nightfall, 25 firefighters were at the burn, which Deputy Fire Chief Casey McBride called one central fire with various hot spots.

"We're most concerned with it heading over the Dyea Ridge," McBride said July 1. "We're setting up to protect Dyea campground

See **WILDFIRE**, p. 9

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*In Appreciation of our Emergency Response Volunteers*

*1998 Dyea Fire*

*Temsco*

*The City of Skagway is proud of our Volunteers!*

*John Mielke*

*Mayor John Mielke*





# TEMSCO HELICOPTERS, INC.

July 10, 1998

THE SKAGWAY NEWS

Page 9

## WILDFIRE: Battle won after 6 days

*Continued from p. 1*

and the National Park Service building."

The deputy chief added, "I'm no expert, but my best guess is we've got days of this."

Both the City of Whitehorse and the City of Haines offered assistance.

Firefighters wore only dust goggles at the burn. Volunteer firefighter Kelly McCleary said her blood oxygen ratio tested at 97 percent after leaving the scene, emphasizing the personal risk taken by volunteers.

\*\*\*  
The fire continued to swallow up hillsides, as the south wind swept it along. The blaze ranged from 400 feet to 1,200 feet above sea-level.

NPS evacuated a southern section of the Chilkoot, and a Temasco Helicopter began dumping water on the fire at 5 p.m. Local volunteers, in addition to the volunteer firefighters, gathered at the station to lend a hand.

Hackett said firefighters initially would not let him near his home.

"They wasn't going to let me up here," he said, yards away from the fire's origin. "Two guys got hold of me." He was worried about the rest of his holdings.

"There are 400 gallons of stove oil and a propane tank, and I want to watch this stuff," Hackett said. He later carried buckets of water to hot spots burning near his buildings.

Firefighters say 20-30 acres of forest were consumed early July 1, and total burned area crept upwards of 40 acres by July 2.

At 6 p.m., NPS Public Information Officer David Estinger said he recommended no families return to Dyea. Later, residents were allowed into the area for an hour to gather belongings. Most would move back into their homes the next day.

\*\*\*  
At 6:45 p.m., four planes flew in from Whitehorse. Three bombed the blaze with fire retardant, while another acted as spotter. The planes

basketball court to the softball field across the street, he explained his situation to curious locals.

Staying in Skagway temporarily to work, he said, the young man had been lodging at the Dyea Campground. Told to evacuate, he and other displaced campers set up tents along the ball field fence.

Later, he was joined by other Dyea campers - some with permits to hike the Chilkoot - and they moved the make-shift tent city just outside the recreation center, where they had access to toilet and shower facilities.

\*\*\*  
A woman snoozed face-down on her sleeping bag, at the re-center "tent city" on July 2.

Inside the old school gym, a fit, graying couple gathered up their shower bags. They had just returned from hiking the 33-mile Chilkoot and gave their perspective on the blaze.

"We smelled it [the smoke] at Deep Lake," said Matt Simon. Simon and his wife, Mary Anne, began hiking the Chilkoot Trail late Friday, June 26. The first night of their hike, they reached Finnegan's Point, mile five. Had the pair started Wednesday morning, they would have been forced to continue hiking to Sheep Camp - another seven miles.

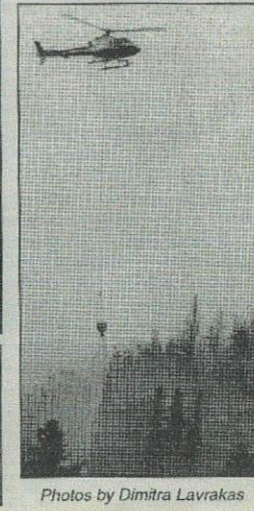
Despite entering the trail days before the blaze, the couple could smell and see smoke a full 23 miles into the Chilkoot. Mary Anne Simon said she noticed smoke at 5 p.m., about two hours after the fire began.

"Distant mountain ranges became obscured - like they were in a fog," said Matt Simon. He said other hikers reported they could also smell smoke on Wednesday night in Lindeman City - mile 26 on the trail.

\*\*\*  
At 5 p.m., Thursday, city volunteer firefighters continued to battle the blaze. Two personnel planes eventually arrived, along with two shipments of state equipment. With additional state workers, local volunteers scaled back their efforts. There was still no clear sense the



## FIRE ON DYEA RIDGE



Photos by Dimitra Lavrakas

blaze, but also to watch spending.

"It's not a case of money is no object [for the state]," Ward said.

A forestry helicopter coordinator was positioned at the airport, keeping track of water drop logistics.

With the primary blaze quenched, there were still many hot spots. Firefighters continued the difficult process of extinguishing the fingers of flame that dotted the perimeter of the burned area.

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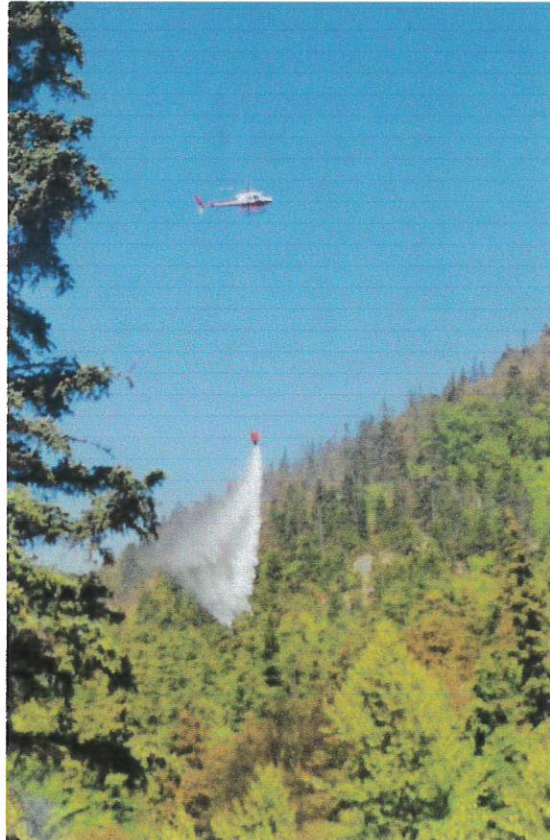
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and food to the cause.

\*\*\*  
On Saturday, July 4, two of the three residents who live along the edge of the fire have returned to their homes. A local fire department official reported Hackett returned to his home as well.

The Dyea campground remains closed, with fire crews repeatedly using the area.

On July 4, with the Chilkoot still





# TEMSCO HELICOPTERS, INC.

[ktoo.org](http://ktoo.org)

## PHOTOS: Haines community bands together after devastating floods and landslides

*KTOO News Department*

1 minute



• A helicopter prepares to take off with state geologists hoping to assess several threats to the community on Sunday, Dec. 6, 2020, in Haines, Alaska. (Photo by Rashah McChesney/KTOO)

Search and rescue teams have descended on Haines, a small Southeast town of just over 2,500 people that was devastated by



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FOURTH OF JULY SCHEDULE on back!

Ad comp  
TemSCO Helicopters  
Box 434  
Skagway AK 99840

## THE SKAGWAY NEWS.

Serving Skagway, Alaska

Published Twice Monthly

VOL. XXVI, NO. 12

JUNE 27, 2003

\$1.00

### Two lose lives in small plane crash Low visibility in White Pass fog a possible factor

By DIMITRA LAVRAKAS

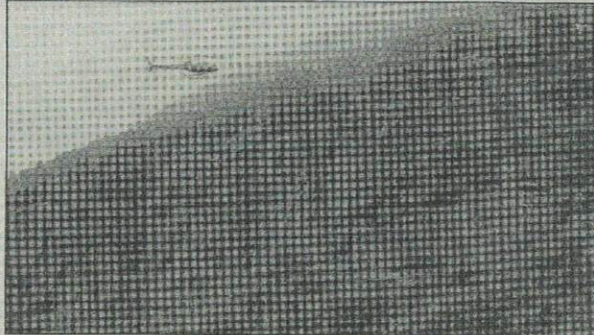
A small, private Cessna aircraft crashed about 11 a.m. today on a mountainside in the White Pass, 12 miles north of Skagway, at an altitude of approximately 3,500 feet. The plane lay beached on a ledge 500 feet above the Klondike Highway. Two people were in the plane, and showed no signs of life according to first responders who happened to be nearby.

"We were having lunch in the truck on the road, and Thor saw him clip the mountain with his wing tip, and we all got out of the truck and heard him crash with a big thud," said Keith Knorr, foreman of the state Department of Transportation and Public Facilities' road crew in Skagway. "Ray (Hosford) and I drove to the top of the hill and saw him. Thor (Henrickson) went to get

Henrickson climbed up to the crash site, said Knorr, and although they knew Skagway Search and Rescue was on its way, they wanted to see if they could stabilize the pair. It took the men 20 minutes to climb the steep moraine, Knorr said.

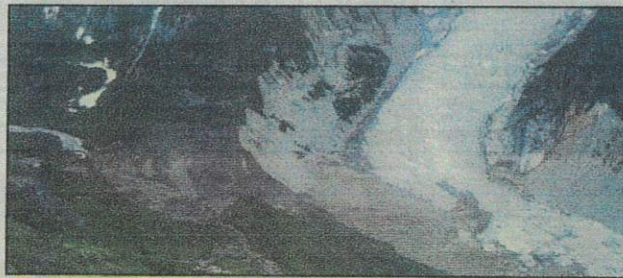
When rescuers reached the scene 24 minutes later, the fog continued to lift and descend, and a heavy rain to fall.

Later that afternoon, Skagway Police Chief Dennis Spurrier confirmed the couple had not survived. He said they appeared to be from Kansas as their Cessna 172 was registered there. They were on a flight plan from Juneau to Whitehorse, Yukon Territory. The names of the deceased were not released because next-of-kin have not yet been notified.



A TEMSCO Helicopter looks to hover and let off one responder near the plane crash site Wednesday morning in the White pass. The plane is the white object in the upper right corner. *Dimitra Lavrakas*

### ABOVE THE FLOOD



The collapse has left has the appearance of a crater seen high above the glacier.



The debris field and more ice moved into the glacial lake, headwaters of West Creek.



Photos by Stan Kartis  
Special thanks to TemSCO Helicopters and  
City of Skagway for use of these photos



Left, West Creek overflows its banks into the old Hanousek homestead, and right, cars downstream at the Chilkoot Trail parking lot in Dyea sit in water from the rising Taiya River.

### MORaine: 'Spectacular geological event'



# TEMSCO HELICOPTERS, INC.

## FIRE DEPARTMENT CITY OF SKAGWAY

P.O. Box 421 Skagway, Alaska 99840-0421  
501 State Street  
907-983-2450 FAX 907-983-3450

*Smoke Detectors and Sprinklers Save Lives*

Dave Herbig  
Temsco Helicopters  
PO Box 434  
Skagway, AK 99840

July 14, 1999

Thank you for donation of helicopter transportation to and from the Ferebee Glacier on June 12, 1999. Without your continuing support for Search and Rescue, the cost of training would be much greater. We have developed a solid glacier rescue program due largely to the access you have so generously provided in the past and present.

During our day on the Ferebee, besides great weather, 15 Search and Rescue members had a full day of training. We improved general travel skills with crampons and ice axes over various types of terrain, made and set natural as well as man made fall protection for traversing and ascending steep slopes and practiced single person rescue of an unconscious person (a demanding rescue).

Thanks again for making it a great day.

Sincerely,



Wayne Greenstreet  
Rescue Captain

### Choppers help SAR

We would like to thank Dave Herbig and TEMSCO Helicopters for hauling Skagway Fire Department's search and rescue squad into and out of the Ferebee glacier. The three days spent on the glacier doing a comprehensive glacier rescue course has broadened our ability to perform rescues throughout the Skagway area. We can't thank you enough for your donation of the time, crew and helicopters it took to get 14 people and gear there and back. The transportation you provided made this course possible. Thank you again for helping to make this a very successful experience for us all.

Sincerely,  
Wayne Greenstreet,  
Captain Rescue Section  
Carl E. Mulvihill,  
Fire Chief

# TEMSCO HELICOPTERS, INC.

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## Appendix C

### Various aviation experts have spoken to the benefits of a waterfront location for TEMSCO's heliport



February 26, 2021

From: Dan Cerkan, Balefire Safety Systems, Inc.  
To: Municipality of Skagway, P.O. Box 416, Skagway, AK 99840

Subj: TEMSCO HELIBASE

Dear Assembly,

I am writing to you in regard to the TEMSCO helibase located in your community. It has come to my attention there is discussion on moving the base, possibly to the local airport. This would be a mistake and make air travel more dangerous in the Skagway area and negatively affect the community environmentally. Please let me explain myself below.

I am a rotary wing and fixed wing aviator with 30 years of experience, over 20 of them flying in the United States Marine Corps. I have been an Aviation Safety Officer and Accident Investigator for 24 years. I am currently the lead safety, operations and maintenance auditor for Balefire Safety Systems. I am a certified International Standard for Business Aviation Operations (IS-BAO) check auditor, Helicopter Association International Program of Safety auditor, Tour Operator's Program of Safety and Wyvern auditor. Why am I telling you this? It is because I see 15-20 flight departments each year where I conduct full systems audits (safety, operations, maintenance, environmental, security, etc.). I see the good, the bad and the ugly and it is my intention to identify and put safety controls into areas that are hazardous to reduce the risk to as low as reasonably possible. We all want everyone to get home in the evening in the same or better shape than they arrived for work!

I had the pleasure of auditing all of TEMSCO tour operations bases in July, 2019. Mr. Joel Kain escorted me to these bases and gave me unfettered access to their operations. I actually flew many of their tours. The audit of Skagway was a large part of the scope of the audit. When I arrived, I was impressed with the planning of the base, keeping it away from the town (I love your town!), away from the airport – fixed wing and rotary wing find it difficult to live together – and the planning for the helipads, fueling storage and processes, passenger handling, environmental planning, noise abatement, and many other aspects of the base. The positioning of the helibase gives it good clearance from fixed wing tour routes and general aviation traffic into and out of Skagway Airport. The airport is an uncontrolled field so pilots can't rely on Air Traffic Control for deconfliction. I thought the planning of the base, the thought behind just

Balefire Safety Systems  
1760 Yada Place, Larisbad, CA 92008  
Phone: 760-846-0207 E-Mail: dan@balefiresafety.com



# TEMSCO HELICOPTERS, INC.



about every aspect of helicopter operations and the reduction on their impact to the community was top notch. Just about every helicopter company I have audited that operates out of an active mixed-use (helicopters and airplanes) airfield always has medium to high risk safety concerns. Most of these have been taken care of with the planning and location of the TEMSCO Helibase.

Aviation is a dangerous business! Let's not make it more dangerous for TEMSCO and the community by relocating them. I implore you to allow TEMSCO to continue working out of their current location. It is the best and safest option for TEMSCO and your community!

I am available for any questions or comments you may have. Thank you for allowing me to address this subject. My contact information is as follows:

Dan Cerkan  
[danc@balefiresafety.com](mailto:danc@balefiresafety.com)  
760-846-0207

Dan Cerkan  
President  
Balefire Safety Systems, Inc.

Balefire Safety Systems  
1760 Yada Place, Carlsbad, CA 92008  
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# TEMSCO HELICOPTERS, INC.

## AIRPAYNE AVIATION CONSULTING

William D. Payne  
Rancho Murieta, CA 95683  
(916) 764-9596  
[Airpayne1@aol.com](mailto:Airpayne1@aol.com)



Municipality of Skagway  
P.O. Box 416  
Skagway, AK 99840

February 17<sup>th</sup>,

2021  
To the Skagway Assembly:

My name is William Payne. I am currently an aviation safety compliance auditor for the International Business Aviation Council (IBAC), the Helicopter Association International (HAI), the Tour Operators Program of Safety (TOPS), and a compliance assessor for the Airborne Public Safety Association (APSA). I have worked in aviation for over 50 years. I have also completed several TOPS audits on the TEMSCO operation in Skagway.

I have always been impressed with the design of the Skagway heli-base. It was purposefully designed as a heliport and passenger terminal. The spacing and orientation of the helipads, the fuel system layout, fire suppression system and the visibility of the surrounding area is remarkable. It is one of the safest heliports I have ever inspected.

TEMSCO operates year-round and has always made itself available to the community for search and rescue support. They have responded to railroad accidents, plane crashes, overboard fishermen, sick or injured hikers to include visitors and residents. They have been a vital asset to the community.

During the summer months, TEMSCO helicopters depart and return every 15 to 30 minutes. The flights can be as many as seven helicopters per flight. That equates to as many as 200 operations per day. The flight path in and out of the heli-base currently does not conflict with the nearby airport or fly over any noise sensitive areas. This creates minimal chance for airspace conflict or noise abatement issues.

Should the operation be relocated to the airport, the risk factors for possible conflict will increase. TEMSCO will not be able to utilize their existing flight routes in and out of the airport. Their facility will not be able to provide the same amount of visual separation that they now have. They will be in conflict with the fixed wing traffic. I understand there are hourly scheduled airplane flights, airplane cargo flights and fixed wing tour flights. I have examined an aerial view of the Skagway airport, and can see there will also be a noise impact on the surrounding neighborhood that currently does not exist. Federal Aviation Regulation Part 91.126 b (2) states that, "each pilot of a helicopter or powered parachute must avoid the flow of fixed wing



# **TEMSCO** **HELICOPTERS, INC.**

aircraft". This regulation pertains to operations at an airport in class "G" airspace. Skagway is in class "G" airspace. This will be very difficult to comply with considering the frequency of all of the flights competing for the same airspace.

Such a move from their existing facility will increase potential for airspace conflict and will decrease the level of safety currently provided.

Sincerely,



William D. Payne

# TEMSCO HELICOPTERS, INC.



To: Skagway Borough Assembly  
From: Katherine Hilst / Safety Design Consulting LLC  
Date: February 17, 2021  
Re: Temsco Skagway Base Lease Continuation

To whom it may concern:

I am writing in support of a long-term extension to the Temsco Skagway heliport lease because it is not only a world-class helicopter in design and function for the Temsco operation, it is a premier example of a heliport designed to fit with the needs of the community in which it operates.

I started flying for Temsco in 1990, both in Juneau and in Skagway. At the time, the helicopters in Skagway were operating at a different location right downtown. The move to build the new heliport provided the opportunity to create a tailored base that fit the technical needs for helicopter pad spacing, fueling, passenger handling and noise abatement while still meeting the needs of the local community, other aircraft traffic and customer experience. The current Temsco Skagway helibase is a model of great planning, efficiency and above all safety.

I became the first safety manager for Temsco in the mid-90's. For the past 25 years, I have worked in aviation safety in many different capacities: as a helicopter pilot, safety manager, helicopter company owner/operator (NorthStar Trekking in Juneau), aviation attorney and as an aviation safety auditor, conducting audits for the Tour Operators' Program of Safety (TOPS) and for the International Standard for Business Aviation Operations (IS-BAO). In addition to my aviation safety consulting business, I am the Operations Manager for the IS-BAO program which is part of IBAC (the International Business Aviation Council).

As an auditor for TOPS, I have audited Temsco's tour operations many times. The current Skagway base was the product of some of the best safety design planning I have seen for a heliport. The spacing of the helipads is ideal for a heliport, and the fuel delivery system is first in class. Every element was considered and implemented in a way that makes the heliport function extraordinarily well. It is situated to minimize conflicts with other traffic in the local area which is important given the confines of the valley behind town as the terrain rises to the ice field. The heliport is situated in a location that eliminates obstacles in the helicopter flight paths, allowing them to fly away from more populated areas, thus lessening noise impacts. The design of the heliport also provides excellent passenger flow and control inside the building and on the ramp, and it provides a dispatch/control center for the operation that is also among the best of its kind. Visibility and communications are maximized for the operation by the design of the heliport building.

The original commitment from the town of Skagway to work with Temsco to create this world-class heliport has always impressed me and Temsco has continuously worked to maintain and



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improve the functioning of this base. It takes extraordinary efforts, skill, foresight, resources and commitment to create a heliport that is as safe, efficient and well-designed and that also takes into account all the elements noted above that exist in this current space. I strongly urge the City of Skagway to stand by that commitment to the excellence that is exemplified in the Skagway Temsco helicopter base and renew their long-term lease.

Sincerely,

*S/ Katherine Hilst*

Katherine Hilst  
Owner / Aviation Safety Consultant  
Safety Design Consulting, LLC  
[www.safetydesignconsulting.com](http://www.safetydesignconsulting.com)