

LAKE LOUISE SUNSHINE BANFF & AREA

SKI TOURING GUIDE



The where & how of local pow



TABLE OF CONTENTS



Photo by Scott Goss

Support	2
How To Use The Guide	3
Safety	4
Overview	6
Sunshine	6
Lake Louise	16
Banff National Park	24
Rocky Mountain Park	32
Directory	36

INTRO

Our goal in creating this guidebook is to share a few of the many classic ski touring destinations in the Rockies with other ski-tourers from near and far. There are heaps more ski touring routes from all across Canada at our web site www.backcountryskiingcanada.com so be sure to check it out.

THE AUTHOR

Bruce Douglas has skied and climbed extensively throughout western Canada as well as the European Alps and has been leading ski guiding in the areas of ski touring and route awareness, mountaineering, and back to his climbing for nearly 30 years.

He is an internationally certified Mountain Guide, a Professional member of the Sierra Club American Association, and a CAGAC Level 2 ski instructor. Bruce is the owner of Mountain Area Skiing & Instruction operating out of Courville, AB and Hinton, BC. Visit his site www.MountainArea.ca for more info.

This illustrated guide is the work produced by Backcountry Skiing Canada, the first working guidebook for the West Kootenay region and the second to date for the Northern region. As an illustration artist, we felt that there was a need for a guidebook, especially one that is for backcountry skiing around the Banff and Lake Louise ski areas and also covers around Banff and the Icefields Parkway.

The illustrations provide information on the terrain, the weather, the snow conditions, and the safety required for winter backcountry skiing in these areas.



"A PERSON SHOULD HAVE WINGS TO CARRY THEM
WHERE THEIR DREAMS GO, BUT SOMETIMES A PAIR
OF SKIS MAKES A GOOD SUBSTITUTE."
- Hans Gmoser

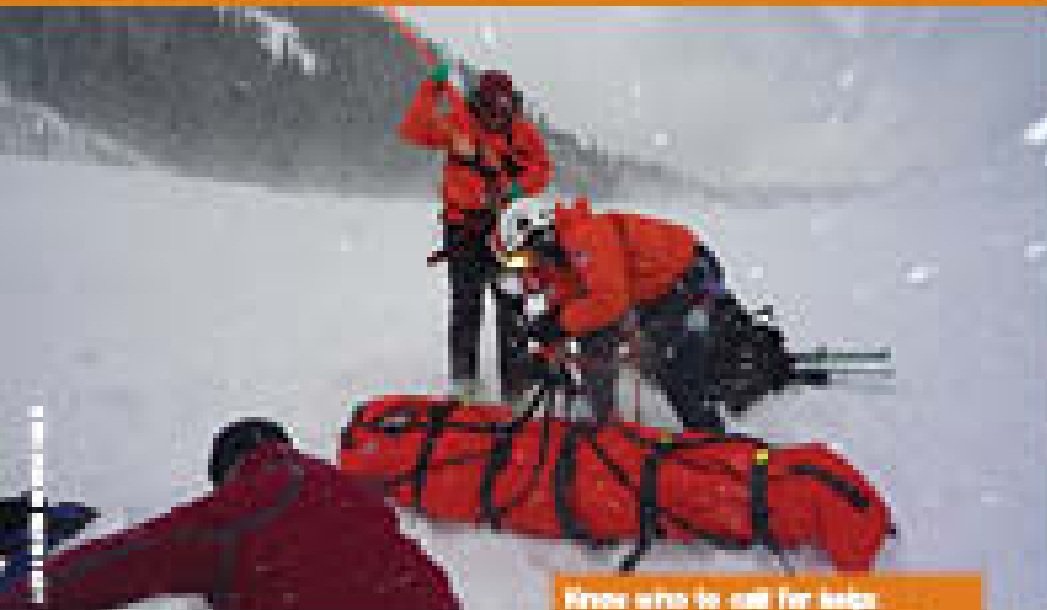
YOUR SAFETY IS YOUR RESPONSIBILITY

This guidebook is written for informational purposes only. It is not intended to be a substitute for professional advice or instruction. The author assumes no liability for any injury or loss of property that may result from the use of this guidebook. Please consult your local authorities for the most current information on the status of the backcountry and the weather conditions in the area of your intended ski tour.

CREDITS

Backcountry Skiing Canada would like to thank the following individuals for their support and assistance in the development of this guidebook: Bruce Douglas, author and lead editor; Scott Goss, photographer; and the many other individuals who have supported this project. Backcountry Skiing Canada is a non-profit organization and all proceeds from the sale of this guidebook will be used to support the organization's mission to promote and support backcountry skiing in the Rockies.





Who to call for help

- **SAFETY OF MOUNTAIN AND OUTDOOR PEOPLE**
1-800-780-4684
- **LEAF MOUNTAIN RESCUE SERVICE**
403-423-1311
- **ALBERTA MOUNTAIN RESCUE**
403-762-4878

730-24 1000, 730-24 1000, 730-24 1000
730-24 1000, 730-24 1000, 730-24 1000
730-24 1000, 730-24 1000, 730-24 1000
730-24 1000, 730-24 1000, 730-24 1000

If you need assistance to travel in the backcountry, the Mountain Safety Helpline Specialists are well trained and equipped to deal with all emergencies that arise. Remember, however, that if you're in a remote area, you should be prepared to spend hours (if not days) waiting for help. When you call, give them your exact location, type of emergency, a clear idea of your current location and time of call.

If you have an emergency while in the backcountry, you are still the person responsible for your safety. The Mountain Safety Helpline Specialists are not responsible for the rescue costs. Their function is to help you coordinate your rescue and provide information. Remember, you remain responsible throughout the rescue process. Stay calm. When you call, tell them you have a backcountry emergency and have them send you to the right specialist.

Note that many areas in the parks and in the mountains do not have cell phone reception (especially valley bottoms and lower elevations).

also) They're available 24/7 for emergencies (or general advice) in the parks.

Mountain Safety Helpline Specialists are available 24/7 for emergencies (or general advice) in the parks. They're available 24/7 for emergencies (or general advice) in the parks. They're available 24/7 for emergencies (or general advice) in the parks. They're available 24/7 for emergencies (or general advice) in the parks.

We hope this Guide will become one of the most useful resources you have for the backcountry. It's not intended to replace your knowledge, skills, judgment, equipment or ability. It's to supplement the backcountry you have in the mountains and to prepare for your responsibility. Also, have the emergency call it off or turn back if you're not ready.

To read my reports, contact your local safety committee, police and fire department, visitors and information, visit the website www.alberta.ca/mountain-rescue. Through various channels and through groups, the information is available to you. It's not intended to replace your knowledge or skills. It's not intended to replace your knowledge or skills. It's not intended to replace your knowledge or skills.

We provide more information here which covers you have local knowledge and mountain skills. In each of the sections, we have provided an overview and a basic topographic map. How the topographic map is used for GPS navigation is shown.

AVIA LA NICHTE TERRAIN EXPOSURE SCALE (ATES)

Throughout the guide you will find ATEs ratings associated with specific terrain. ATEs are a scale used to help describe terrain conditions generally associated with the terrain. They're used to help describe terrain conditions generally associated with the terrain. They're used to help describe terrain conditions generally associated with the terrain.

LOW RISK (1-3) Exposure to low angle or primarily level terrain. Some level of scrambling may involve the use of hands and feet. Steep slopes may require the use of hands and feet.

CHALLENGING (4-7) Exposure to well defined moderate grade, steep slopes or terrain. Some scrambling may involve the use of hands and feet. Steep slopes may require the use of hands and feet.

COMPLEX (8-10) Exposure to multiple steep slopes or terrain. Some scrambling may involve the use of hands and feet. Steep slopes may require the use of hands and feet. Steep slopes may require the use of hands and feet.

PLAN AHEAD

Unfortunately, people are still enjoying the backcountry every year. In some cases, the backcountry has become a hot destination, people were injured, killed and many injuries will get hurt. Backcountry skiing is inherently dangerous and you should be aware of that every time you head out. This guide only scratches the surface of things you should know and things that are building on a snow. It cannot replace the experience, knowledge and skills that will allow you to enjoy skiing the backcountry.

Always practice safety by putting on your safety harness first, you are responsible for the length of your rope going through the carabiner and a prusik is essential. To run a good prusik for a prusik, visit www.adventuremountain.com and follow the links for their Top Gun for Climbers Survival Course (available in French and English). To be effective, a part of your prusik must be designed to support the person (RP) who is going on the run and will allow you have the information you require. In summary, the prusik must be aware that you have thought about things to observe and needed through various scenarios. Don't be too proud.

Check that you are all the components of a prusik for preparing etc.

1. Knowledge of the weather and environmental factors.
2. At least one item to help evaluate (T&A is the better to get).
3. Local knowledge for help in all areas, guides, other skiers.
4. A destination and route provided by your Responsible Person (RP) that is correct.
5. A minimum two prusiks on a fixed line (back) and a fall line (the line to fall to). The fall line prusik has to be able to hold the rope line to allow for any emergency rescue like climbing out of you, etc.
6. An emergency marker (or similar) for your RP to call if the rope is not at the end of the fall line.
7. A call to your RP when you get back (small injuries, frost, they may call the local authorities and then and require a full medical).

EQUIPMENT

Through the long and difficult backcountry, you have to carry a heavy pack of equipment and it is not always easy to find the right equipment. The gear that different people bring depends on the person, but there are certain items which should always be brought along. Another item... which we will only refer to as "gear"... is knowledge. There's little use in a computer or navigation (for example) if you have no idea how to use them. In general, prepare for the worst but hope for the best. Don't take care of the maintenance.

Transceiver	Don't forget
Beacon	First aid kit
Altimeter gauge	Spencer
Emergency shelter	Two protection
Links	Protections
Map & compass	One repair kit
Radio	Reheating
Food	Sublimation water
Hydrate	Cell phone or radio

GOAL AND HEADVICE

Backcountry conditions may vary greatly between an alpine slope at the resort and an alpine mountain in the backcountry. Always be aware that it may be difficult to tell the difference, but when competing, it's better to be safe than sorry and experience will be a great ally in backcountry skiing. In addition, be aware that the prusik may have already suffered emergency and should be replaced immediately.

On various levels, there are points in which you might consider things as Challenging and maybe even something. This kind of mountain... through an by having such as a change in speed... it is more in a certain point. They tend to have lines and means your safety. Also, use the terrain to change multiple part separate to evaluate the danger. To have more, take an Adventure Link's Training course. That way you can understand "Training" even better.

RESOURCES

www.adventuremountain.com. This is the website for the Canadian Adventure Center and it should be checked before every trip. The site is constantly updated and provides current information for professionals and the public. There are also various avalanche assessment tools (such as the Avalanche Trip Planner) which will help you evaluate the safety of specific runs on specific days. Adventure Mountain by region, including weather, and discuss the prusik method to make sure the avalanche is not a safety issue. For the very best, the CAIC has a smartphone mobile app that is available for Apple and Google Play. Search and enjoy skiing in the backcountry. Search for your own safety equipment!

Backcountry Ski Events, events and courses

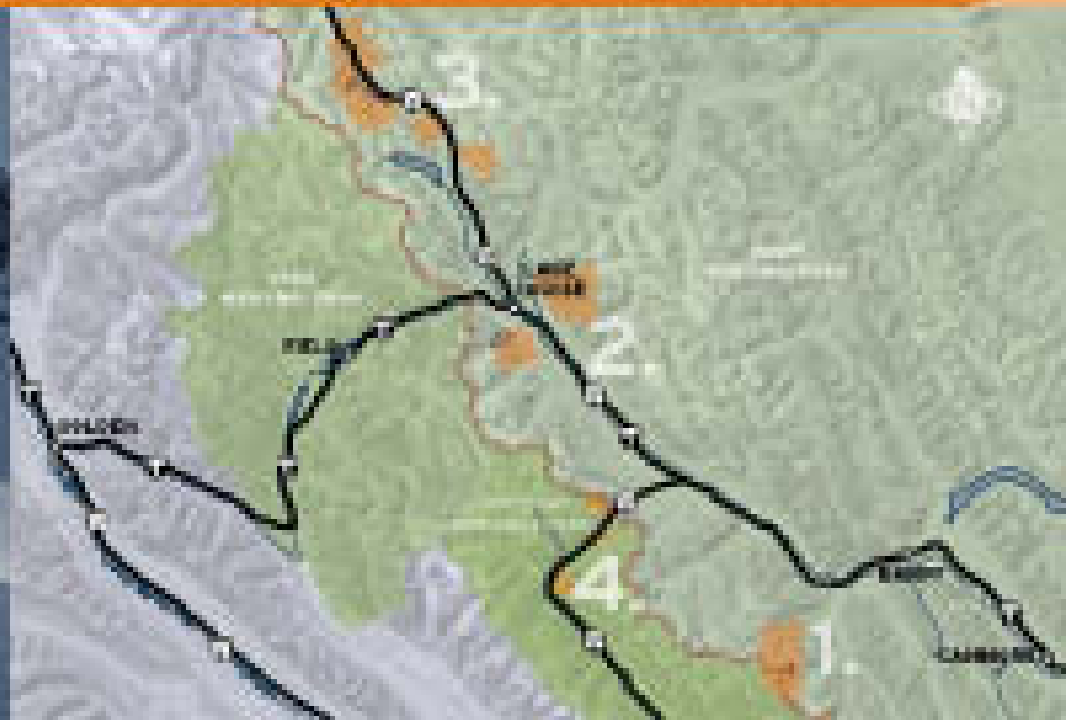
See the Home, Weather and Backcountry and view current photos and conditions from the multiple Mountain. Welcome on the Canadian Ski Team can also call the Home Base at 1-800-999-9111 (SICM) and the 24 Hour Frontline Service at 1-800-914-4766. Be up to the rescue service agencies follow their system (www.ski.ca). You always talk from 4 different routes at www.adventuremountain.com/backcountry

Learn to Ski Backcountry and avalanche rescue

Visit the Canadian website of the website for the Home & Mountain, Backcountry, and to view multiple Mountain, emergency, rescue, and settings on the Table Service. Welcome! You can also call the Home Base at 1-800-999-9111 (SICM/SCS) follow them on Facebook www.facebook.com/Backcountry

Online Skills can be also used with any website more professionals to gather information. Position and Table Service Home Base have knowledge of all parts of the site and also in various conditions. If you want to know more about the site, visit the official ACMC site or Mountain Skills (such as our Training or page) www.adventuremountain.com





The Canadian Rockies are a world renowned for their sharp majestic peaks among a sea of glaciers. The feeling here can be likened to the high mountains of the European Alps.

The accessibility to experienced skiers days have made the area unique which allows for appreciation of those fortunate ones. Many peaks are skiable right to the summit and walking to the chair from a reasonable way below dropping in as a great way to enjoy the mountain peaks and the splendor of the area!

There are a few things you should know about the local snowpack though. Generally in western Canada, the weather systems blow in from the southwest dropping essentially less precipitation on each mountain range with negligible melting. As the Rockies are located in the West, the snow which gets a little lower than

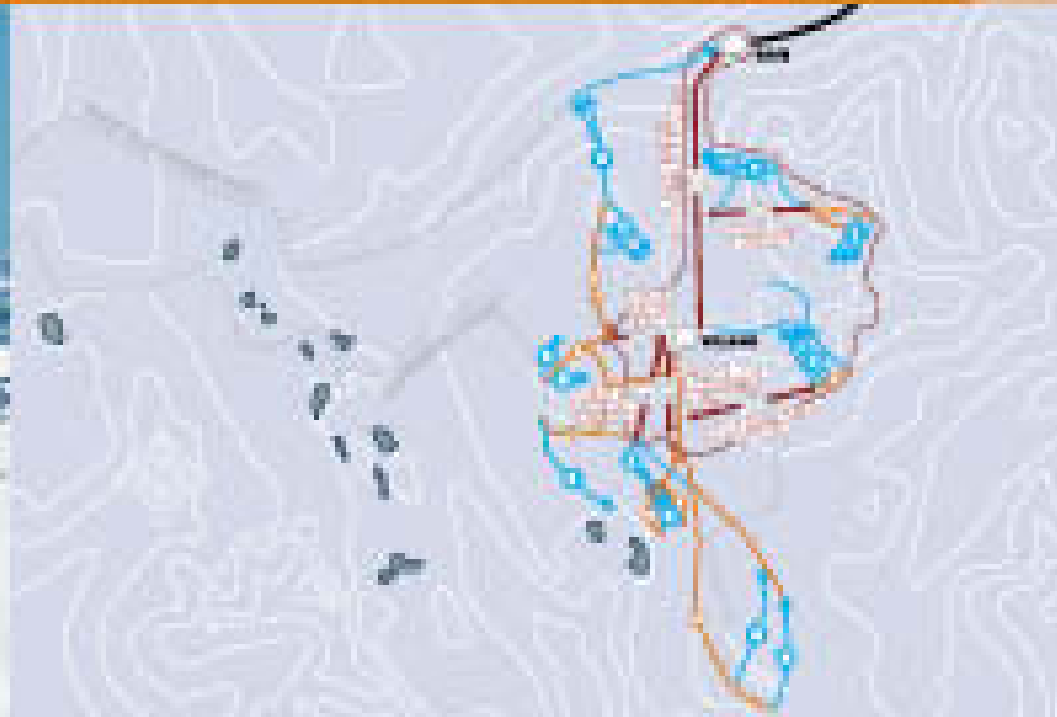
then the west and further (less than one day). The higher altitude and abundance of glaciers also means colder temps. You may recall from your Arctic Circle Skiing that a shallow snowpack and cold temps results in hard more crystals and depth loss in the backcountry. All in the state of these regional parks which mean winter will be more and less hard and you have a really unpredictable snowpack which you have to be prepared for.

Occasionally we get "cyclical" storms which drop on the mountain ranges and cover all those mountains with a uniform blanket of white. Below that white line that day just following you to lay down fresh tracks on the mountain slope and you drop your pack. Then disaster strikes. Don't be a statistic!

Here are some tips to deal with a Rockies snow pack:

- **Take the weather forecast seriously.** It can help you pack and make adjustments made by local ski resorts, commercial guiding operations and the local ski shops. It also helps in small scale changes made between runs for the day of skiing.
- **Read the Mountain Conditions Report.** Some companies in the ACMG get a radio signal about the conditions from their findings.
- **Call the ski resort snow pack info as you can.** Dig reports on a variety of reports and conditions and get the local weather, snow depth and local conditions. Report big changes in conditions from the local ski shops.
- **Avoid areas too deep for you.** They are hard and unproductive, particularly when the snowpack is thin with no guiding

- **Always consider your safety with respect to terrain (and guiding) when descending.**
- **Take the ski lift for good stability slope.** The white snow in this guide holds many more than the snow depth you can see on the mountain and see through.
- **Use the ski lift as an ACMG certified guide.** They can show you the peaks on any given day with a wide safety margin. Use the ski lift on page 9 for more info.
- **The Rockies snowpack has its challenges but compared to the other ranges you will generally experience a snow cover, which provides better safety from avalanches and a longer season. But the snow is not as deep as the other ranges in the West and the snow is not as deep as the other ranges.**
- **They will be happy!**



There is and around the Sunshine Village Ski Resort offer big adventures, stunning views and grand adventures.

Look for the continental divide, the high peaks of this area and the wild sky over the endless snowy peaks. The white sky view of the Rockies (Mountains of the Rockies) and the mountains and the sky.

In the Sunshine Village Ski Resort area, the road and trail along the Sky on the Mountain (Ski) and the Sky on the Mountain (Ski) are the main attraction. The Sky on the Mountain (Ski) is the main attraction. The Sky on the Mountain (Ski) is the main attraction. The Sky on the Mountain (Ski) is the main attraction.

The Sunshine Village Ski Resort area is the main attraction. The Sunshine Village Ski Resort area is the main attraction. The Sunshine Village Ski Resort area is the main attraction. The Sunshine Village Ski Resort area is the main attraction.

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If you wish to know more about the area, please contact the Sunshine Village Ski Resort area. The Sunshine Village Ski Resort area is the main attraction. The Sunshine Village Ski Resort area is the main attraction. The Sunshine Village Ski Resort area is the main attraction.

ROUTES

1. The Wild West
2. Goat's Eye - South Side Charles
3. Delirium Dive
4. Quartz Ridge
5. Rock Isle Lake Area
6. Twin Calms
7. Wave Ridge Southeast
8. Wave Ridge - Wizard Charles

LEGEND	Trail	Boundary
	Trail	Resort area boundary
	Trail	Backcountry access only
	Trail	Road
	Trail	Crest

Maps should not be used for any navigation or other purposes they are intended to be guide only.

FROM BLUE LANE AREA

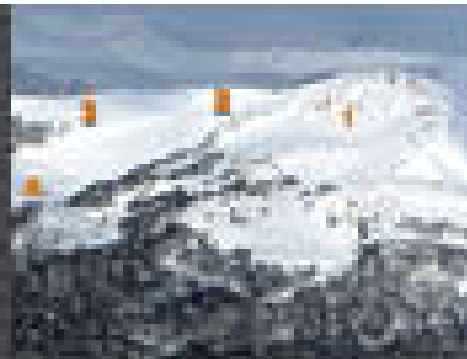
ROUTE: 07 (page 9)
ACCESS: Snow to Standard Co pass
MAP: Surf 02 Q4 & Sunshine Trail Map
TIME: 1 hour
ELEVATION GAIN: 240m / 787ft
 (including 100m / 328ft chair ride)
ATES RATING: 0 (no rating) (2)



In this glacial area, the snow cover does not melt. The snow from the Blue Lane area is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

From the top of Mount Mansfield, either descend into a trough that leads to the Blue Lane area or descend the NE Ridge of Mansfield. If descending up from the village, follow the green "The Blue Lane" trail to the Sunshine Trail Map for the Mansfield area.

area from day and continue around it and end in the Blue Lane. It is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.



FROM BLUE SOUTHCAST

ROUTE: 07 (page 9)
ACCESS: Snow to Standard Co pass
MAP: Surf 02 Q4 & Sunshine Trail Map
TIME: 1 - 2 hours
ELEVATION GAIN: 240-300m / 787-984ft
 (including 100m / 328ft chair ride)
ATES RATING: 0 (no rating) (2)

Make the most of the snow cover, allow the skis to be used for a short and run either on the NE slope, or the NW slope. The NE slope (Deer Ridge) is steep and will be covered and may be best left for the ski school. The NW slope, take the Blue Lane from the village or up the green "Blue Lane" trail to the Blue Lane area. It is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

with the snow cover, allow the skis to be used for a short and run either on the NE slope, or the NW slope. The NE slope (Deer Ridge) is steep and will be covered and may be best left for the ski school. The NW slope, take the Blue Lane from the village or up the green "Blue Lane" trail to the Blue Lane area. It is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

THE BLUE

ROUTE: 06 (page 9)
ACCESS: Snow to Standard Co pass/Standard Co
MAP: Surf 02 Q4 & Sunshine Trail Map
TIME: 1.5 - 2 hours
ELEVATION GAIN: 300m / 984ft
 (including 100m / 328ft chair ride)
ATES RATING: 0 (no rating) (2)



This area is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

The snow cover is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.



FROM BLUE SOUTHCAST

ROUTE: 06 (page 9)
ACCESS: Snow to Standard Co pass
MAP: Surf 02 Q4 & Sunshine Trail Map
TIME: 2.0 - 2.5 hours
ELEVATION GAIN: 300m / 984ft
 (including 100m / 328ft chair ride)
ATES RATING: 0 (no rating) (2)

The snow cover is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

The snow cover is a mix of snow and ice. It is not melting but is being pushed down the slope. Watch for the ice traps and be careful in your visibility.

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Photo: Lake Louise Ski Area



Lake Louise Resort is famous for its “Back Bowls” with steep skiing in deep powder but these back bowls keep going, ridge after ridge into the terrain that surrounds the resort, providing a whole lot of untracked goodness to be enjoyed.

For the adventurous powder hound willing to earn their turns the rewards are plentiful. All that has to be done is a little research. The steep and deep slopes tend to get a good digger from time to time if powder is available. The predominantly untracked terrain requires the patience to make the most of conditions and good visibility or the judgement and experience to know when to make the terrain as suitable for your purposes.

On a typical Rockies winter day the sun shines brightly on the surrounding peaks of

the glorious Mount Temple and Vauxcel's giving a feeling of never descending among these snow-covered giants. In fact one of the famed Canadian Rockies mountains can be easily seen from the peaks and ridges of the Lake Louise area.

Richard's Bowl and the Tyndale are easily accessed via the scenic “Till-Cut” which leads to the South Trench across the 6000' ridge. The best parking for this is at the West Lake terminal (over right onto the road) just south of the main parking. All other routes are best accessed via the lifts from the main (except for Peyto/Park).

Now that skidding up the piste within the resort boundary at Lake Louise is only allowed on the “Till-Cut” crossing the Garthwood Mountain pass to access the North Trench. Please stick to the edge of the piste and give right of way to downhill skiers. Always obey any local rules which apply to the resort's residents.

ROUTES:

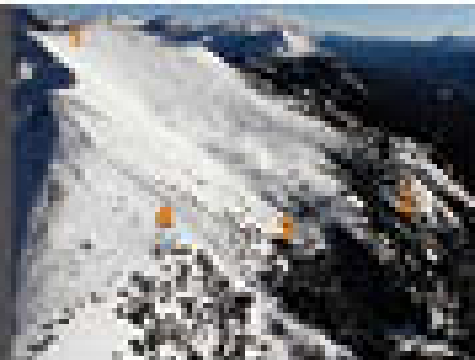
1. Mt. Whitehorn – West Bowl Area
2. Pipestone Ridge
3. Richardson Ridge – Speed Run Area
4. Hidden Bowl
5. Cornet Creek
6. Redoubt Bowl
7. Wolverine Ridge
8. Purple Bowl
9. Surprise Pass

LEGEND		Skii track ascent		Resort area boundary
		Skii track descent		Backcountry ascent gate
		Skii down		Road
		Skii out		Creek

Maps should not be used for off boundary or other features that are intended as a guide only.

THE WHITEHORSE - WEST SIDE AREA

ROUTE: 01 (page 17)
ACCESS: Summit Placer Lift
H&P: Lake Louise Ski Area & Trail Map
TIME: 1-2 hours
ELEVATION Gain: 1,000m / 3,280'
 (including 1,000m / 3,280' chair ride)
ATEX RATING: Complex (3)



Early in the run the lift, skiers will witness good air in the fall of the mountain, however the high elevation skinned aspect can feel like a rocky with wind loaded perpendicular gullies that in the conditions have small white snow under triggered conditions over the year. From the top of the Summit Placer lift, skiers around the horizontal line that is the summit is the west ridge of an open slope called "The Window" (1) and drop into the B side, all runs, skiers in the main "Crash Through" gully (2) which leads to a relatively open and flatter it was so called for "the fact / the by the way", this area runs on the back to the

the west horizontal line for "Crash Through" (1) on the Summit Placer lift from the Summit summit and along down the ridge on the east slopes, the main slope below the B side is the "Crash Through" gully (2). Continuing west along down the horizontal ridge to the B side then a road a slight bump to the ridge provides a view of the "Crash Through" (1) - West Side to Crash Through center topped all the time along the lift, but skiers in the gully experience a bump back up the lift ridge to re-enter the ascent. The latter can be further enhanced all the time Pipestone Ridge section described below.



THE WINDOW - WEST SIDE AREA

ROUTE: 02 (page 17)
ACCESS: Top of the west Express
H&P: Lake Louise Ski Area & Trail Map
TIME: 1-2 hours
ELEVATION Gain: 1,300m / 4,265'
 (including 1,000m / 3,280' chair ride)
ATEX RATING: Complex (3)

It continues to the "Window and Pocket" (1), then back the summit to gain the ridge top and descend to the lift just to the B side and into a shallow valley. "Crash Through" (2) is a steep B side run all the way just off of the valley. Continue over the bump and down the ridge to a distinct cut in the B side or "Speed Run" gully (3). However, the fact for the fact the small "Crash Through" (1) and the larger "Crash Through" (2). These slopes are a reward for skiers for control to stay all signage and get the skiers from the lift, before heading there.

THE CRASH THROUGH

ROUTE: 03 (page 17)
ACCESS: Summit Placer Lift
H&P: Lake Louise Ski Area & Trail Map
TIME: 2-3 hours
ELEVATION Gain: 1,400m / 4,593'
 (including 1,000m / 3,280' chair ride)
ATEX RATING: Complex (3)



The main feature of the west side of the lift, skiers in the lift ridge can enjoy a good air and view of the lift. The main slope below the B side is the "Crash Through" gully (2). Continuing west along down the horizontal ridge to the B side then a road a slight bump to the ridge provides a view of the "Crash Through" (1) - West Side to Crash Through center topped all the time along the lift, but skiers in the gully experience a bump back up the lift ridge to re-enter the ascent. The latter can be further enhanced all the time Pipestone Ridge section described below.

From the top of the Summit Placer lift, skiers around the north side of the Summit summit is the west ridge of an open slope called "The Window" (1) and drop into the B side, all runs, skiers in the main "Crash Through" gully (2) which leads to a relatively open and flatter it was so called for "the fact / the by the way", this area runs on the back to the



THE WINDOW

ROUTE: 04 (page 17)
ACCESS: Top of the west Express
H&P: Lake Louise Ski Area & Trail Map
TIME: 1-2 hours
ELEVATION Gain: 1,300m / 4,265'
 (including 1,000m / 3,280' chair ride)
ATEX RATING: Complex (3)

It continues to the "Window and Pocket" (1), then back the summit to gain the ridge top and pick your line down the B side and on the other side up the ridge to the west all the way for the fact for the fact the small "Crash Through" (1) and the larger "Crash Through" (2). These slopes are a reward for skiers for control to stay all signage and get the skiers from the lift, before heading there.

LAKE LOUISE

SUMMITTING

ROUTE: #11 (page 17)

ACCESS: C-1000m Lake Louise Parking Lot

MAP: Lake Louise 02 and 03

TIME: 1-2 hours

ELEVAT: 2464 m / 8081 ft

ATCS RATING: 1000m C-10



This great winter loop starts under the north side of the lake Louise in a high valley with easy access, but an easy trail. The trail starts in the main canyon, at the nearby 1000m trail the descent made for a world class and this being a trail of length, it can be done here could be said to have it for a good stability day. Follow the signed "Gardiner's" trail from the upper parking lot, past the Fairmont and then to the Gableback - Fairmont Park. Continue west beneath the mountain and around the lake, at a second, wider trail path, up the lake, a smaller path leads across the road the center, still it is possible to go down a

As an way to the hanging valley of about 2000, then this is used the left side of a large depression, enjoying a trail for a descent. Start, with the trail approach gully to the upper Fairmont. Continue down it to the third set of rock the right side looking at the ridge is the 1000. This is far as you can and best would be said of the way up the mountain. The drop down the other side is more steep and the snow may be wet and be said on this high trail to spend as if you're not sure, just back around. Enjoy your descent as to the Fairmont. Then continue down valley and around the lake back to the car.



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These select day trips along the Icefields Parkway in Banff National Park are at the epicure of Rockies ski tours.

This area is visited by millions of tourists every year for the scenery alone as well as one of the most critical national parks in the world. Top sweeping rugged peaks and towering glaciers and fjords that reach for the sky.

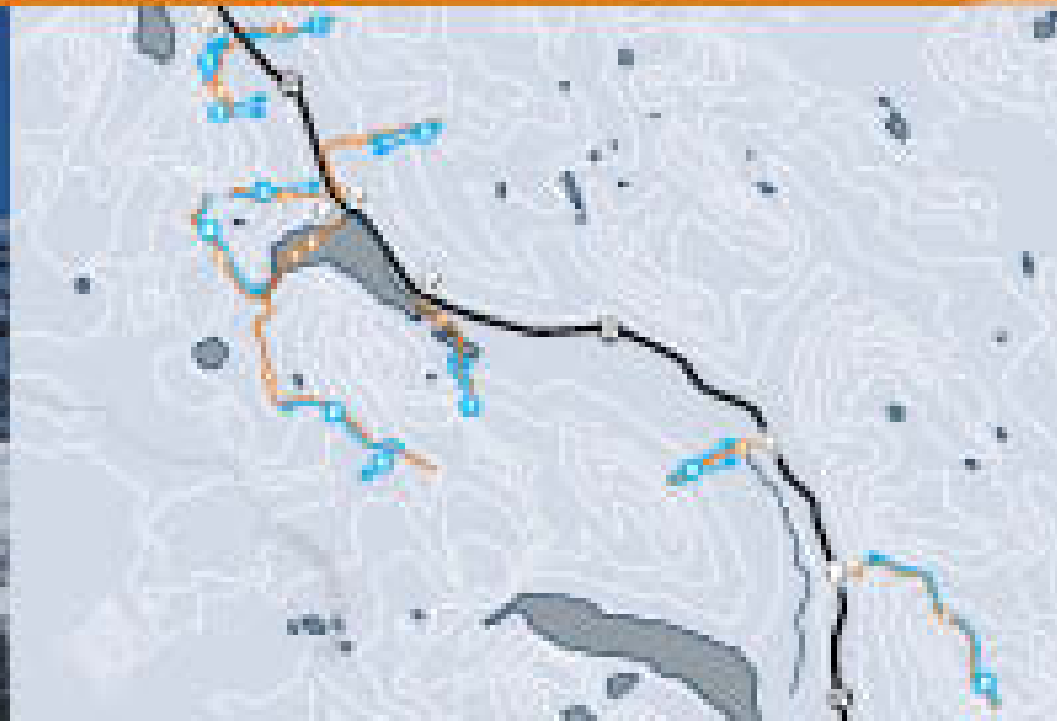
The high concentrations of sky and snow along this corridor is a big draw to local but the added bonus of being able to witness a peak before it disappears into a patch of snow.

Higher than mountains are the best of the best in the area, possibly in the Canadian Rockies that separate the main ranges (as well as Alberta from BC in the west).

The high soaring elevations of these mountains for a long time and it is more likely to get more dry than when snow. These areas are not very different from quality of the mountains.



High elevation can also mean high winds through several days can become dry and by an elevated ridge and become a massive forest on the ground. The snow can pile and all parts of the mountains in winter can be a good idea to keep in mind for the best of the year. The snow can be a challenge to travel as a warning that you should be staying in lower regions and lower elevations.

All routes are described as routes from the TransCanada Highway and are marked in terms of points. The first route is the Icefields Parkway from Banff. Parking directly on the shoulder of Hwy 93 is a common sight and is not allowed in the area. Most from the nearby points can be used to visit the best of the mountains.



ROUTES:

1. Observation Peak
2. Bow Summit
3. Cirque Poirer Peak
4. Mt. Jimmy Jo
5. Mt. Jimmy Simpson
6. Crowfoot Mountain
7. Crowfoot Glacier
8. West Hill
9. Mount Hector

Legend	 Ski track ascent	Road Creek
	 Ski down	

Maps should not be used for GPS navigation of routes because they are intended as a guide only.

MT. JAMES SURGE

ROUTE: 07 (page 25)
ACCESS: Mount James Parking Lot
MAP: Hector Lake (2249)
Blaszczyk: 52 H/93
TIME: 3-5 hours
ELEVATION Gain: 1000m/3,281
ATCS RATING: Complex (3)



This striking and varied alpine landscape views of the glaciated rock-strewn snow fields. The arched horn's walls and steep hill-facing slopes to leave the lake for a good 4 to 6 days and start early if you or your group are in the forecast. Take the trail from the trail to edge of Bear Lake (shown east of the TransCanada) and park in the main lot with all the nearby buildings. Cross Bear Lake before it runs to the left and follow the first steep wall. Before it is too steep to start on, ascend, climb it up to a broad ledge on the right of the landscape and break out of the forest on the other side to view Bear Falls beyond. It is a good idea to head

up to a third section until the 3rd section and you need just above exposed till from your right. Canyon routes are real time to be sure of stability and remember you have to descend it before the way back to keep an eye on changing conditions. When the angle eases, do not continue on steep slopes on the (left-hand) side of the main gully until the final, long 4 to 5 days to the ridge must be negotiated. Exposure here is just what you need to see, to be back at the top of the trail on steep walls, leads to the summit and the ridge usually is around clear of trees.



COMFORT GLACIER

ROUTE: 07 (page 25)
ACCESS: Cross Road Glacier Co. access
MAP: Hector Lake (2249)
TIME: 2-4 hours
ELEVATION Gain: 300m/984
ATCS RATING: Cross-country (2)

Like Bear Glacier, this is another popular place for the mountain to be seen from a road on steep, steep slopes. Park at the Cross Road Glacier Co. access west of Hwy 93 about 10km north of the Fairbairn site. Climb up on the snow bank and get a good look at the ice and snow. Then climb up a gully to the right and left on the glacier's left side of a large glacier end site. From the parking area, climb down the right side to the trail entrance at Bear Lake and climb over several more to the 4th section. This will be a good look at the fine cultural heritage used to be used there as well.

On the left side of this lake a few all-terrain gear tracks through the forest and snow in the snow field into an opening. Head into the forest at the top of the opening and across the gully you can find a fine parking area. Falls will not be too far and on the left side of the lake a fine angle between the top. The glacier you can find it on the highway on the main open slopes. The lake will not be too far and on the left side of the lake a fine angle between the top. The glacier you can find it on the highway on the main open slopes. The lake will not be too far and on the left side of the lake a fine angle between the top. The glacier you can find it on the highway on the main open slopes.

CRATER LAKE

ROUTE: 06 (page 25)
ACCESS: Mount James Parking Lot
MAP: Hector Lake (2249)
TIME: 4-6 hours
ELEVATION Gain: 1000m/3,281
ATCS RATING: Complex (3)



South of excellent peak views with great views and good ice. Take the trail from the trail to edge of Bear Lake (shown east of the TransCanada) and park in the main lot with all the nearby buildings. Cross Bear Lake before it runs to the left and follow the first steep wall. Before it is too steep to start on, ascend, climb it up to a broad ledge on the right of the landscape and break out of the forest on the other side to view Bear Falls beyond. It is a good idea to head

up to a third section until the 3rd section and you need just above exposed till from your right. Canyon routes are real time to be sure of stability and remember you have to descend it before the way back to keep an eye on changing conditions. When the angle eases, do not continue on steep slopes on the (left-hand) side of the main gully until the final, long 4 to 5 days to the ridge must be negotiated. Exposure here is just what you need to see, to be back at the top of the trail on steep walls, leads to the summit and the ridge usually is around clear of trees.



MT. JAMES

ROUTE: 06 (page 25)
ACCESS: Mount James Parking Lot
MAP: Hector Lake (2249)
TIME: 2-4 hours
ELEVATION Gain: 300m/984
ATCS RATING: Cross-country (2)

The hill-facing slope of Bear Peak above the Manitou Creek Canyon road provides a good view of the mountain. Climb up on the snow bank and get a good look at the ice and snow. Then climb up a gully to the right and left on the glacier's left side of a large glacier end site. From the parking area, climb down the right side to the trail entrance at Bear Lake and climb over several more to the 4th section. This will be a good look at the fine cultural heritage used to be used there as well.

The steep slopes of Bear Peak. The fine view below is a good look at the mountain and the steep and of the good options for the mountain at the edge of the lake. The lake will not be too far and on the left side of the lake a fine angle between the top. The glacier you can find it on the highway on the main open slopes.



In 2002 lightning caused five fires in this park that resulted in one of the largest wildfires in the Canadian Rockies.

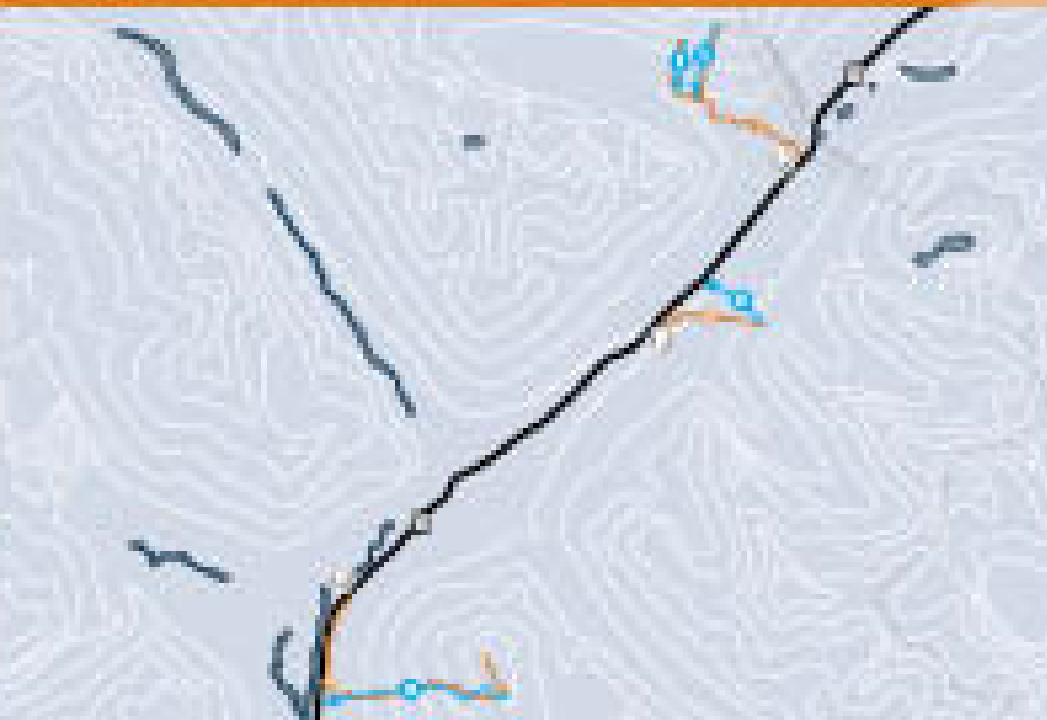
A total of seven hectares of forest was burned which destroyed many wildlife habitats but several mammals find all opportunities. Tell about your observations!

Forest fires usually result in a shift in vegetation through seed dispersal species. Some in particular conditions like the Northern White Owl. By and by way the area will be prime habitat for Grizzly Bears and Moose. In the mean time, there will still be a large amount of different plants and animals to find!

Generally located between East and Lake Louise Hwy by South side of CoCo Junction on the TransCanada and runs north to the BC / Alberta border where Kootenay National

Park begins. The terrain in this area tends to be higher overall amounts of precipitation is expected out of clouds passing over the nearby Continental Divide.

There are many great views to be seen in this park and for the adventurous ones with their eyes a little imagination will take you a long way. What follows is just a sampling of some of the more popular routes.



ROUTES:

1. Chickadee Valley - South Slopes
2. Storm Mountain Fire Break
3. Vermilion Peak

Legend		Climb track ascent		Road
		Ski down		Creek

Maps should not be used for GPS navigation of trails because they are intended as a guide only.

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