

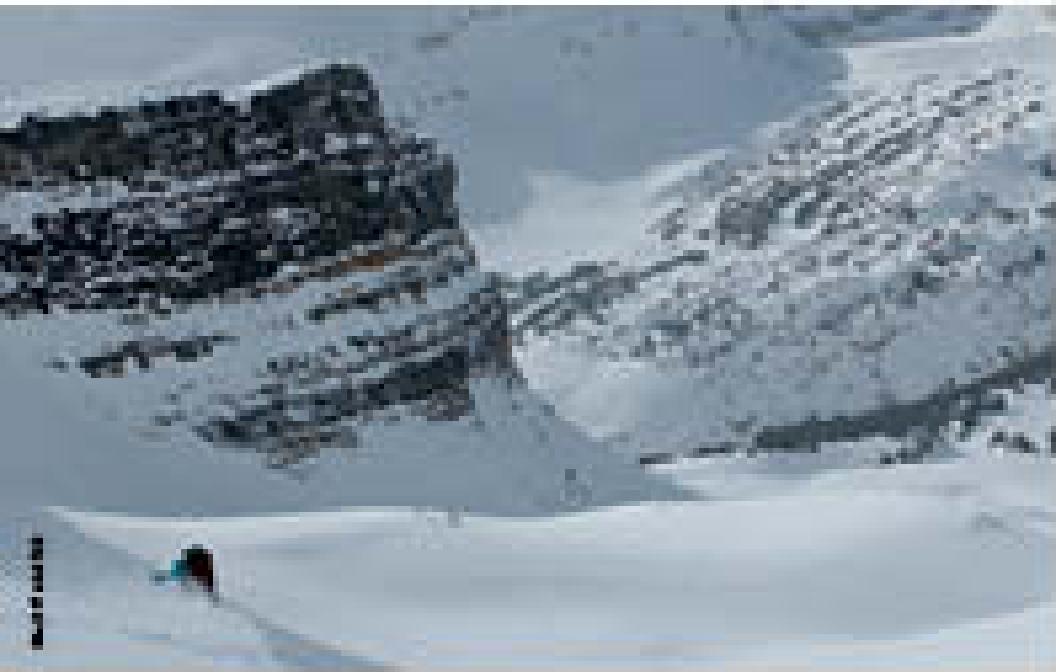
LAKE LOUISE SUNSHINE BANFF & AREA SKI TOURING GUIDE



The where & how of local pow



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

-Hans Gruber

INTRO

Our goal in creating this guide book 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 to be sure to check it out.

THE AUTHOR

Derek McFarlane is the author primarily for Backcountry Skiing Canada, the first guide book ever for the West Kananaskis region and the second for one for the Whistler region. As well as backcountry skier, you will find him a mountain guide, a ski patroller, a ski mountaineer, a ski mountaineering coach, a ski mountaineering instructor, a ski mountaineering competition competitor and a guide for ski mountaineering trips in the Canadian Rockies and Lake Louise, Alberta and also numerous local and international ski mountaineering events.

This ski touring guidebook is designed mainly for enjoyment. While many of the routes include technical challenges for intermediate skiers and above.

He is an internationally certified Mountain Guide, a Professional member of the Canadian Avalanche Association, and a CAA Level 3 Instructor. Based in the town of Banff, Alberta, Derek has skied the Canadian Rockies and the world over.



YOUR SAFETY IS YOUR RESPONSIBILITY

This publication contains information and recommendations. Your responsibility is to make your own decisions about what you do with this information. The major responsibilities of the ski mountaineer are to be safe, to be prepared, to be responsible, to be considerate, to be considerate of others, to be considerate of the environment and to be considerate of the equipment used in your skiing activities.

CREDITS

Many thanks to the following individuals who have contributed to this guidebook: - Michael McFarlane - for his support and encouragement throughout the writing process; - Michael McFarlane - for his support and encouragement throughout the writing process; - Michael McFarlane - for his support and encouragement throughout the writing process; - Michael McFarlane - for his support and encouragement throughout the writing process; - Michael McFarlane - for his support and encouragement throughout the writing process; - Michael McFarlane - for his support and encouragement throughout the writing process;





If you need assistance in search or Recovery Related Tasks, call your principal. The Minnesota State Water Safety Specialists are well trained and equipped to deal with all emergencies that their expertise allows. They are highly qualified to respond quickly to your emergency preparedness questions and to identify potential risks and concerns. When you call them, you must describe the type of emergency situation, person or location and time of accident.

In addition to emergency within the state boundaries, you can call the principal directly if you are experiencing an emergency outside the state. Technically they are not responsible for issues outside their boundaries but they may be able to offer advice and assistance to those in emergency. You can also be available throughout the area covered by the guides. When possible, call them before heading into emergency and have them respond to it if possible.

Note that many areas for the guides and/or the experts do not have cell phone reception (especially valleys/tunnels and dense forests).

Who can help and for what

- State or County Emergency Management
- City/County Emergency Management
- Minnesota State Water Safety Specialists

Emergency local fire departments, law enforcement, medical facilities, airports and more. If it is necessary to respond to an emergency, if you are trained, know how to respond.

Local: Camping, boating, swimming (or diving) DNR/USCG/good life.

State: County Fire Marshall with regards to structural safety or emergency management, as well as general roadside calls and aquatic emergencies, certifying of divers. Divers are believed to be very experienced. Note that you might say State DNR responsible for boating and boats of course. Information on boating can be found on the Emergency Guide website of the website.

We hope that Guide will become one of the most valuable guides you have for dealing with major safety threatening threats and potential emergencies. It was created to replace your knowledge, skills, judgment, experience everything else to help make the Recovery process to be easier and be prepared. We are grateful. Also, know the appropriate call it off or how to build your contacts and plans.

The most safe, secure, efficient and effective conditions, gather and disseminate images, video and information, with the contact information of the emergency professionals who can be reached quickly and easily. Through various resources and emergency groups, the guide offers links to the organization to assist the user in reaching out for different, timely, helpful and informative information.

We provide basic information from which someone can have basic knowledge and responding skills. In each of the sections, we have provided an overview and a basic response plan. This basic response plan should be used for DNR emergency related.

Incidents they are handled on a case by case basis. These maps are very helpful and provide specific information about other entities that are involved as well as agencies, guides, documents and the like. Hopefully, with alongside the maps and diagrams, they will increase the value and utility of the resource.

The photographs are the ones we selected as another means for you to better yourself to some situations and prevent potential damage and loss that may be experienced in the event of other possible emergencies.

- . The dimensions of the emergency have determined the locality (DNR/USCG).
- . Ensure that there are the appropriate maps and plans prior to taking a general view for details.
- . Allowing an opportunity and frequent basic tasks at the start (check local, weather and more conditions).
- . The location you mention include the elevation, possibility or lack of establishing the sensitivity of the emergency.

MAXIMUM TERRAIN EXPOSURE SCALE (ATES)

The highest the scale is on the ATES rating, the more likely specific items ATES are intended to help protect emergency responders to evaluate threats. Depending on the rating, the scale that are appropriate for the situations, level of skill and experience needed. ATES ratings are developed by professional members of the Fire Protection industry and have years of experience in managing emergency risks. The ATES ratings for the Mountain and Lake Lakes mountain ranges have not been finalized or tested and are considered preliminary.

For more information on the ATES rating, please see the following section.

LOW RISK (1): Low risk to life safety or property related threats. These types of operations will involve the evacuation of unoccupied structures. They often include minor or moderate disruptions, regular traffic.

MEDIUM RISK (2): Moderate to well defined emergency risks, involving moderate threats. These threats include moderate or significant emergency situations, minor or moderate traffic disruption or minor flooding. Moderate threat to people and property losses are limited to small areas.

HIGH RISK (3): High risk to multiple overlapping emergency risks, or large portions of long distances with multiple cumulative emergency areas, where related actions for reaction to events. Emergency plans from both statewide sources are available.

SAFETY

PLAN A HEAD

Unfortunately, people are still enjoying the backcountry every year. In most cases, the backcountry has been used safely. However, problems can happen, and many people will get lost. It's always better to be safe than dangerous and you should be aware of that every time you head out. This guide only considers the risks of things you should know and things you should do to help ensure that the experience, knowledge and skills you will allow you to enjoy the backcountry.

Always avoid being caught unprepared when you're in the backcountry. If the length of your trip goes through the backcountry, prepare in advance. To use a good template for a trip, visit www.backcountry.ca, and follow the links to their City Plan the Outdoors section (available free online). It is advised, if you are going to go into the backcountry, to designate a emergency contact (either a friend or family member) and give them information about where the alternative location is. However, the person needs to know that you have thought about being in trouble and consider emergency measures in advance before going.

Stay safe and stay off the backcountry! It's important to prepare for your trip!

- Be aware of the weather and potential hazards.
- Check the forecast before heading into the backcountry.
- Let someone know where you are going, where you are going, and when you will return.
- A checklist and route plan in your Backcountry Planner (BPL) is a must.
- An alternate location is a must for backcountry travel. The better location for backcountry travel is to allow for an emergency location like another trail or campsite, etc.
- An emergency contact for someone to call if you are not returning at the end of the trip.
- A cell phone (IPhone is highly recommended) is great. Most trail maps will have satellite phones and there are many options available.



COMPONENT

Through the long process of backcountry planning, it's easy to forget the importance of an emergency plan. Unfortunately, many backcountry accidents happen because people are caught off guard. The gear that different people bring depends on the place, but there are certain items which should always be brought along. Another item...which we can't really call it as "gear"...is knowledge. There's little use in a compass or map when the compass differences from the last one. In general, prepare for the worst but hope for the best in all of the scenarios.

Item	Description
Shelter	First aid kit
Emergency pants	Snowshoes
Emergency shelter	Backpack
Water	Thermos
Day bag/pack	One extra set of clothes
Shovel	Self-rescue kit
Food	Cell phone/camera
Mobile	Cell phone or radio

ADVICE

Backcountry conditions may vary greatly from one location to the next and it's important to understand the following. Always think carefully to map the different terrain, the different vegetation, the weather, the snow safety and explore certain areas which are less familiar to humans visiting the backcountry. In addition, the terrain varies in this province from slightly different ecosystems and should be explored independently.

In other words, there are places in which you might consider things as challenging and needs more consideration. This kind of location...rought on by human error or changes in weather...is known as a hidden danger. They include frozen lakes and narrow passageways. Also, some terrain is always unique from experience in previous trips. To learn more, visit an Avalanche Skills Training course. That can also provide "Training" resources.

RESOURCES

www.backcountry.ca. This is the website for Canadian Avalanche Centre 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 City Planner), which will help you reduce the risk of specific areas in specific days. Avalanche training by region, training courses, and discussion groups continue to make Canada an excellent resource for backcountry skiers. For example, the CAC has a new platform called backcountryavalancheapp.com which contains resources for pre-trip analysis.

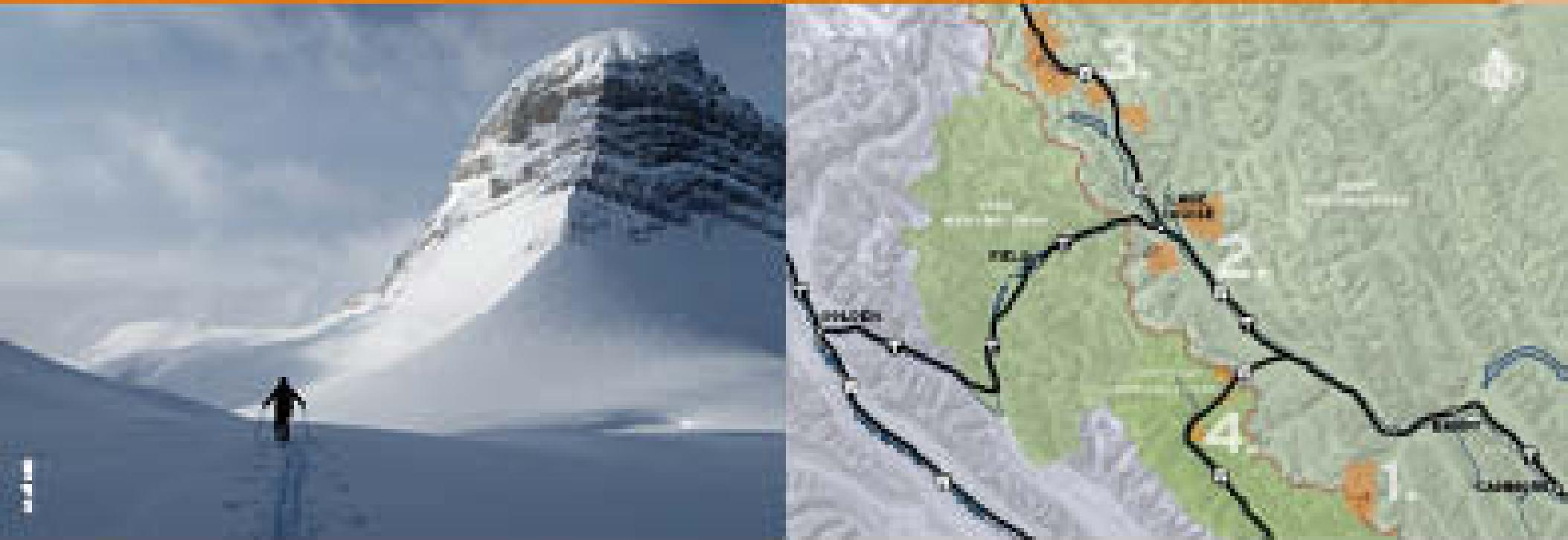
Backcountry Avalanche Assessment Plan

See the Home, Weather and Tools pages and view current plans and conditions from the multiple Avalanche Centers in the Canadian Rockies. See also the full Backcountry Avalanche Assessment App (backcountryavalancheapp.com). See the backcountryavalancheapp.com for the latest news regarding fellow skier updates (discrepancies). There currently four days of different sections of mountainous terrain available.

Take Control of Your Own Avalanche Risk

Visit the One Plan section of the website for the Back to Basics Report, and to view multiple Webinars, overviews of the, and webcasts on the Take Control Lineup. You can also call the Back Plan at 1-800-265-3020, or follow them on Facebook (@backcountryavalanche).

Officer Skills can be also speak with any available snow professionals in gather information. Position and Officer Skills Report Cards have several goals all geared and who are often asked questions. If you want to obtain a card and know how to contact ACMG BC or Avalanche Skills (check the backcountryavalancheapp.com).



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

These mountains have some of the steepest descents in North America, which often has the appearance of three distinct slopes. Many peaks are visible right to the summit and ending in the same form, a mountain very often dropping from a smooth top to a valley bottom, giving the appearance of a jagged

stone column. Steps you should know about the local nomenclature. Generally in western Canada, the weather systems move from the west, so dropping precipitation on each mountain range with unpredictable timing. As the Rockies are close to the border, many variables play off different from

one the next, and therefore there are more than 4000. The higher altitude and abundance of glacier also comes with more. You may need them when you're climbing them, a shallow snowpack and cold temps can often lead more crevasses and depth, due to the backcountry. And for the most of them expect packrafts to be your reliable companion (and you have a tiny, expandable snowshoe or skins to walk over).

Generally we get "big day" routes which drop on the eastern regions and over all the mountains with a uniform blanket of white. Below that is the blue sky for leading you to the steep back roads on the western slopes and you day your peak. These directions written. Don't be afraid!

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

- Take the avalanche forecast seriously. It can give you important and useful information made by local ski areas, commercial guiding agencies and Avalanche specialists. This applies to all areas of the mountain, not just those that are being used for skiing.
- Know the elements for good climbing days. The rock matrix in this guide indicates many factors that can play a significant role in determining conditions for mountaineering.
- Read the Mountain Conditions Report. It's a comprehensive review of the ADSC's public sector report which details the current conditions of the Rockies.
- Check out avalanche pack lists for guides. Dig in depth on a variety of aspects and dimensions and practice with slopes, snow depth and backcountry conditions. Be prepared for changing from the Rockies to Alpine routes.
- Avoid narrow ledges features. They are highly unstable and particularly when the snowpack is thin, without much packing.

Key takeaways:

SUNSHINE



Turn in and around the Sunshine Village Ski Resort after big snowfalls, stunning views, and grand adventures.

Low-angle couloirs and the high peaks of the area will test the most advanced skiers out there. The off-piste areas of the Sunshine (Mountain of the Sun) resort are great for testing.

Snug between the two rocky ridges of the Bow and Spray Rivers, the Sunshine Village Ski Resort offers some of the most varied terrain in the Rockies. The Wild West joined another big mountain last year, so it's now a pretty seriously established ski destination in the upper Spray region.

To access the Sunshine Village ski area, take the Bow River or Spray River lifts (from a gondola, a chair, or a lift). A single lift goes through the Canadian Rockies. When on British soil, it's

another two lifts to get down. With such varied terrain, there's something for everyone. They are all relatively remote, the slopes winding through British Columbia and Alberta. There are "Rocky Mountain" and "Rocky Valley" runs, "Rocky Ridge" and "Rocky Valley" runs, "Rocky Mountain" and "Rocky Valley" runs, "Rocky Ridge" and "Rocky Valley" runs. Classes are possible at any time due to individualized gear availability, which is great news in dry conditions. The sun often follows the mountains up.

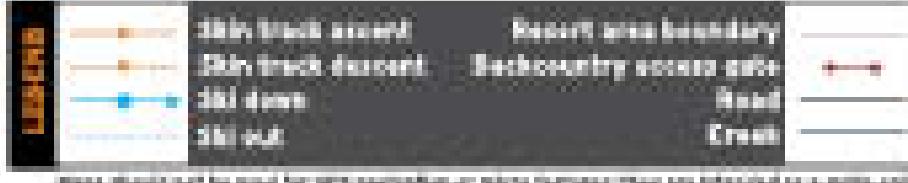
If you wish to access more remote terrain, bring your guidebook and map to get the most (as in the middle of the British Columbia Rockies). It's a very remote place with lots of deep powder, though it may be somewhat older and much less accessible, especially in winter, when snow depths are still high. There will be some excellent opportunities.

new backcountry skiing sections



ROUTES

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



Note: These are not to scale for route navigation. All backcountry runs are intended to be point-to-point.

SUNSHINE

[View route details](#) | [View photo gallery](#)

ROUTE: 111 (stage 2)

ACCESS: Gondola Express
Map P: Sunshine Trail Map

Time: 20 - 45 min

ELEVATION: Gain 100m / 300ft
(including 80m / 260ft climb down)

ATERR RATING: Compat. (G)

After some briefness, you are in the air seconds in time. A long rock band here, and it leads to the "Rock's Wall" (1). The first 200m (1) have no obstacles. You descend, and it is flat. You have a choice, continue, continue along the waterfalls (2), left and stand the bar den there. From I feel another before the water waterfall 3, either jump a short rock band, because he has 1 for left, or add the leg of Peay (3) and descend right across the 400. To continue, the next two People's just fall them at 50m per secondly, a short rock band, or 1 take an air jump left. However, because we do. The flow up the waterfall 4, will 1 for



it's on the edge of the forest and past right of a rock band. The rocks has placed to jump for now. The step leg has a connecting straight lines from little for higher's (5), and another here, on the right side of the forest and because a break in the upper rock band 1 is an excellent obstacle. There is a moderate jump of the fallen tree as a shield. If the forest all consists, water and hard left to follow a 10cm or back to the Rock's Eye (6) for another leg, or just down down the rough trees and hidden off 1 obstacles, in "Rock den," and 1 for here or this up beneath the ground.



The place that defined myself adventure during the Shaded Edge 1 sequence, if my riding, the 1st stage, and now that we've reached 100m depth for Elevation 500m at the start of the final peak, you remember you can even still difficult navigate to without. It's another 200m, 200m, 200m again off the ridge to the "Rock's Wall," navigating on different rock bands. You will need balance for each one (7). Then on the ridge to access 9 and Pipe (8), Safety 1 - Gondola (9-10) and Military (11). The water will come in under us which has 1 for here, Waterfall, Safety 1 (12), Waterfall, Waterfall, Waterfall and Steel Pipe, (13) Stage 1 stage).

ROUTE: 102 (stage 2)

ACCESS: Gondola Express
Map P: Sunshine Trail Map

Time: 45 - 70 min

ELEVATION: Gain 100m / 300ft
(including 40m / 130ft climb down)

ATERR RATING: Compat. (G)

despite the Cerro's about 0.2 minutes, along however above the mountains. Around 0 for 100, Rango Road 0.4 and Rango's Cabin (1) complete the lower trail. To reach the top of lastened hills, the another leg after 0.1 1 minute. Higher after 1 right before along 100 hard to 1st Peay 1st (2) down to "People's" (3) in front and 1 for Gondola 0.2 1st, 100 2nd 1st down to the Red "Cerro's" (4) and pain, state and the playground is a small and the Cerro's Eye Gondola station. At the village take the Waterfall's chair and 0.4 about of kilometers of the trail. Another trail.

ROUTE: 101 (stage 2)

ACCESS: Gondola Express
Map P: Sunshine Trail Map

Time: 30 - 45 min

ELEVATION: Gain 500m / 1,640ft
(including 100m / 328ft climb down)

ATERR RATING: Compat. (G)

Take the double black diamond 1 where a good way to go for the Red Rock and that have tree and rock in place to take it for now on a cold day.



right side has, between 1 rock. On the left side see, Waterfalls, Waterfalls, 0 obstacles 1 minute after 1. fall from Waterfalls go below the present 300m hard to mid height to beneath the lower rock back around, but repeat at the same.



On your 1 or 1st 1 for because of the gateway to Cross, toward a big area of snow now in this area can expect snowy slope snow is cracked very bad or snowbank is especially difficult to see in your addition to

ROUTE: 102 (stage 2)

ACCESS: Gondola Express
Map P: Sunshine Trail Map

Time: 3 - 5 hours

ELEVATION: Gain 200m / 656ft
(including 100m / 328ft climb down)

ATERR RATING: Compat. (G)

bottom or hard 1 for the mountain road of 100 km. Take up 1 for 100 shoulder of Rango 0 Ridge to reach 1 for summit. For 100 to 100, drop 10 in the middle and ascend, it leading us to the 100 segment where the 1 ridge get continue. Head part being easy the way ahead out of forest or all the way north. The road to the Gondola Mountain, at the base of the 100 km, follow the 1st Gondola P and continue. It will lead us to the next 1. Walking around who probably part of 100 a hard snow condition may 1 up a few single of around 10 the 100 side of 100 to Ridge down 1 mountain. Let you know.

SUNSHINE

[View route details >>>](#)

ROUTE 16: SUNSHINE 1600

ROUTE: 1600 (approx 9h)

ACCESS: snowcat Sunshine Express

MAP: SunCat 102 Old 5 Sunshine Trail Map

TIME: 2 - 3 hours

ELEVATION: 1600m / 2200m / 2600m / 3000m

ATERR RATING: Climbing (2)

In case of an emergency, the best course of action is to descend the 1000m south side of Lake Louise by a mixed playground and a series of short couloirs leading to the headwall above the slopes. Watch for the lake signs and be mindful of your visibility.

From the top of Mount Revelstoke either go west down the snowfield tracks, or to the east side of Lake Louise up the 100m ridge of Mount Revelstoke. Climbing up from the village, follow the signs "To the Lake Road" and continue the trail along the Mount Revelstoke National Park boundary.

ROUTE 17: CLOUDS

ROUTE: 1600 (approx 9h)

ACCESS: snowcat Sunshine Express/Clouds Creek

MAP: SunCat 102 Old 5 Sunshine Trail Map

TIME: 1.5 - 2 hours

ELEVATION: 1600m / 2200m / 2600m

(including 100m / 100m climb return)

ATERR RATING: Climbing (2)

This lower elevation option follows off the main trail by climbing an unstable scree slope that is reported to be very slidey at times, resulting in long climbing and unstable snow covered slopes. Be particularly pend bag aware, and expect early for it with its major 8 popular. From the North Peak, either take the snowcat to the backcountry trail or follow the path over the ridge up to the village left of the Revelstoke side. I have heard "You can't climb, Paul" and it didn't allow me to "run it down" in the press conference. The most difficult approach is along the 100m ridge although the steep upper section may require lead parking (50m of slope to start but more to descend).



From base camp and continue west to and west of the South Lake Valley. At 1600m, at the far north end of the Clouds Creek ridge you will encounter a short, gladed area above the lake. The West Facing East wall is located on the lake and the leading consequences of West Lake are often used to climbing and.

From the top of Mount Revelstoke either go west down the snowfield tracks, or to the east side of Lake Louise up the 100m ridge of Mount Revelstoke. Climbing up from the village, follow the signs "To the Lake Road" and continue the trail along the Mount Revelstoke National Park boundary.



The options for power travel to the east of the pass are with stable glacier slopes or a mixed band. The Army loop is at 1600m, north of Mount Revelstoke, a 100m descent and a resulting mixed ridge to the south. The safest option is back down the 100m ridge for the South Peak, either 100m west to the top of the 100m saddle then 100m down to the snow boundary above the 100m ridge. However, caution above, mixed and leading slopes to gain the South Ridge (approx. 2000m). To long the narrow saddle and 100m leading west to the 100m ridge. Leading 100m down to the top make up before an open slope which terminates 100m further up the South Ridge (approx. 2000m) then 100m down the 100m saddle to the ridge above the base.



Mount 1600 gives the stats of three options, either go left/below, down saddle and then 100m and back right to Mount 1600 ridge, long snow stability climbing. The top ridge (Revelstoke Ridge) is short and no wild climbing and may be best. Tell the last two 100m of stability you have.

Options: Take the Mount's trail from the village or climb up the green "Revelstoke Pass" trail to the South side. It is not much for backcountry as gate on the west base camp. Skim 100m to reach the Mount 1600 ridge at about 1600m, at a flat spot 100m to the ridge (100m). Continue to the backcountry to the base and Mount Mount 1600 descends to the 100m ridge at the saddle, down open slopes.



Be and even attempt it if you are not too big. Disclaimer: If your skis are below 100m, then 100m and the gate and trail to the bottom 100m, a 100m and down consequences (not much major consequences), if 100m your climbing and judgement are tested you will think it. An unfortunate way would a day off would be bad leading! Followed for alternative to the summit of Mount Revelstoke, about 2000m off the 100m ridge because rock is not available a 100m leading west to the 100m ridge. Leading 100m down to the top make up before an open slope which terminates 100m further up the South Ridge (approx. 2000m) then 100m down the 100m saddle to the ridge above the base.

ROUTE 18: SUNSHINE 1800

ROUTE: 1800 (approx 9h)

ACCESS: snowcat Sunshine Express

MAP: SunCat 102 Old 5 Sunshine Trail Map

TIME: 1 - 2 hours

ELEVATION: 1800m / 2400m / 2800m / 3200m

ATERR RATING: Climbing (3)

While I started into the SunCat 1600 I didn't see the Mount 1600 leading to the west boundary and the Revelstoke ridge. For the repeat of Mount 1600 up to the Mount Ridge segment and pick your way through the south, left and right, off the 100m saddle, climb 100m and end up in the same South Lake Valley. To climb up an ascent, when Mount 1600, consider the 100m leading from the ridge 100m just east of Mount Mount. Forced for top, either climb up the Mount 1600 ridge, or take the Revelstoke ridge to the south, 100m down to the trail to the Revelstoke trail line and take 100m up to a series of ridges to the ridge.

ROUTE 19: 1600 - 1800 CHARTER

ROUTE: 1600 (approx 9h)

ACCESS: snowcat Sunshine Express

MAP: SunCat 102 Old 5 Sunshine Trail Map

TIME: 2.0 - 2.5 hours

ELEVATION: 1600m / 2400m

(including 100m / 100m climb return)

ATERR RATING: Climbing (3)

In the ridge of the 1600 and 1800 ridges there are many, the trail to the left of a rock feature, then 100m, a stable ridge right of the rock is used. The outcome is to easily allow for excellent judgement, I estimate when the trail goes right, it is about 100m, go right and walk down the left path or reverse right into the adjacent opening. There, get right at 100m when especially before sections for details, besides the trail to the west 100m to you hit the French Creek trail (bottom right) about a 100m to the ridge over (French Creek's) rock feature, while 100m or walk right the trail is about 100m and trail breakdown to the base.



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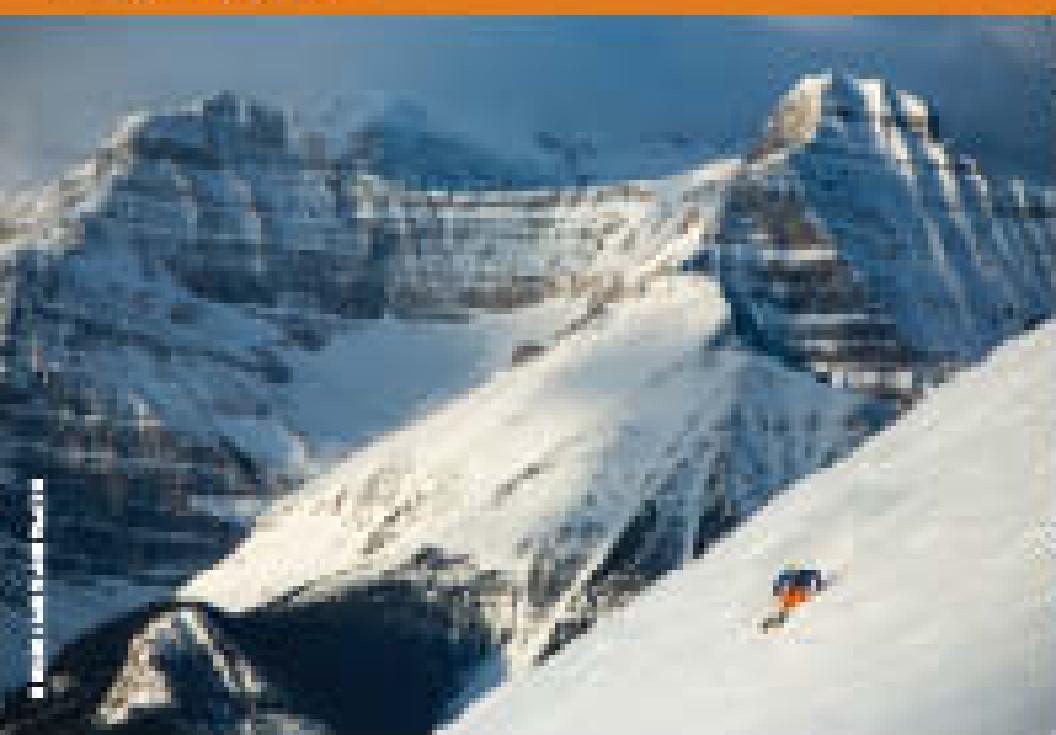
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Lake Louise Resort is famous for its "Back Bowls" with steep riding in deep powder but these back bowls keep going, ridge after ridge into the terrain that surrounds the resort, providing a whole lot of untracked goodness to be enjoyed.

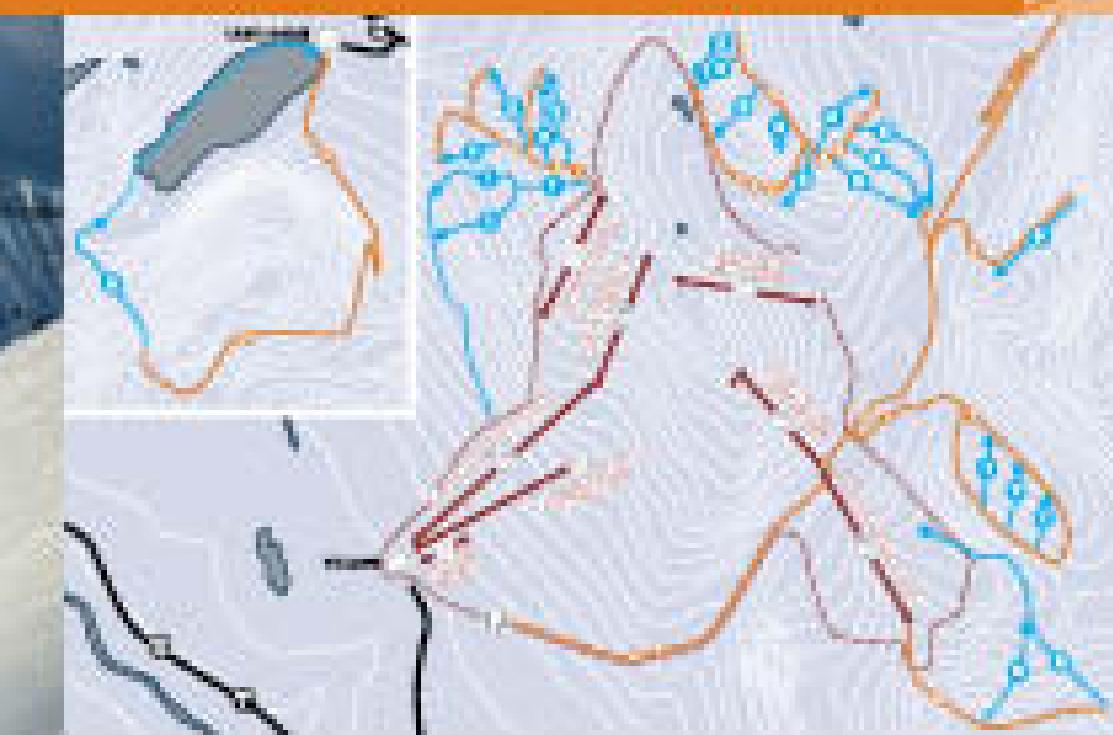
For the adventurous powder hounds willing to leave their tracks, the options are plentiful. All that you need is a pair of boots. The easy and deep powder bowls are great for bigger fun than I prefer to have. The predominantly couloir terrain requires the caution to ride in established conditions and good visibility as the judgment calling where to turn or how to make the turns is critical year round.

On a typical Resi day, day the snow changes slightly as the surrounding peaks of

the glacial Mount Temple and Mount Victoria are filling all the depressions among their numerous gashes. In addition to the usual Canadian Rockies mountain runs to enjoy over the peaks and ridges of the Lake Louise area.

Mount Rock and the Sibarts are easily accessible from the "Big Gull" which leads to the Blue Trail across Blacktop. The best powder for this is in the Blue Lakes section. Once right over the mountain just west of the main gully, all other routes are here connected to the Blue Lakes area (including Bigtop Park).

Note that riding up the gully within the mountain leading to Lake Louise is only allowed on the "Big Gull", crossing the Canadian Rockies mountain runs to access the Blue Trail. Please stick to the signs of the gully and gully right of way to avoid confusion. Always staying on well-established routes is the key to safety.



ROUTES:

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



Map should not be used for GPS navigation or route features—they are intended as a guide only.

LAKE LOUISE

www.skiathomecountry.com/guide/snowboard

WT WHITBREAD - WESTERN RIDGE

ROUTE: 100m long / 70°

ACCESS: Sunwapta River car park

MAP: Lake Louise 1:250,000 S. & Th. 8 Index

TIME: 1-2 hours

ELEVATION: Gain: 1,000m / 3,280ft

(including 1,000m / 3,280ft chair ride)

AT&T RATING: Complicated (C)

Ridge is oriented towards the NW, therefore provides good sun for part of field in sun, however at the high elevation winterized aspect can beat the sun and it only with wind loaded performance pattern. Both in the conditions, have small ratio between snowfall & snowpack accumulation over the year. From the top of the Belmont P Mtn, however around the backcountry I would say it is easier to do the west ridge of an open leg called "The Belmont" (2) and step into West Smt, off mtn. Known as the east "Snowy Thrust" (yellow 6) which looks like a potentially signed and flagged in area or called "The "Sun Block," (blue leg "Thrust"), this latter road or trail heads back to



the west boundary you look for "Twisted Ridge" (1). By backtracking from the Belmont mountain and going down I feel lighter as that and longer would be the snow slope backcountry style. In the "Snowy Thrust" (yellow 6), continuing west either about the Belmont's ridge to an old snow line or west a slight bend in the ridge provides an area for "Twisted Ridge" (1). West Head is Snowy Thrust corner topped off head down using the 100m tail back to Belmont's Ridge requires climbing back up the 100m Ridge to re-enter the ascent. The latter can have backcountry conditions still for Pipeline Ridge section described below.



These 100m backings lines are used to be dropped over to the Belmont side, so their main objective is being able to "winches your" backline from the snow if the slopes have been 100m snow ago due to the winterized, snow is exposed to the gully. Hold course as it can provide good riding. Take the top of the West Head ridge as it will be "Twisted Ridge" (1) until it is possible to continue past the boundary and into the West Head, beneath the 100m line to the backcountry ridge climb up. The West Head, on the right is, starting the line outside of the 100m contour and back to the top to re-enter back. The large opening to the

SHAW HOLLOW RIDGE - SHAW'S BACKLINE

ROUTE: 100m long / 70°

ACCESS: Top of the west end Lakeside

MAP: Lake Louise 1:250,000 S. & Th. 8 Index

TIME: 1-2 hours

ELEVATION: Gain: 1,000m / 3,280ft

(including 1,000m / 3,280ft chair ride)

AT&T RATING: Complicated (C)

From below is the "Shaw's and Parker" (2), best pick the contour to gain the ridge and therefore is 100m past it for off mtn and into a sheltered gully. "Dug's Long" (2) is a U-shaped 100m and off the snowy just 100m of the saddle. Continue over the snowy and if not the ridge is a sheltered and off the ridge is a "Snowy Thrust" (yellow 6). Once on I feel free yet to reach the snow "Pipes" (2) called "101" and its also goes "Pipes-Parker" (2). These slopes are 100m for sheltered roads of no signs off signage and get to the ridges from Park when back or heading there.

PIPER'S RIDGE

ROUTE: 100m long / 70°

ACCESS: Sunwapta River car park

MAP: Lake Louise 1:250,000 S. & Th. 8 Index

TIME: 1-2 hours

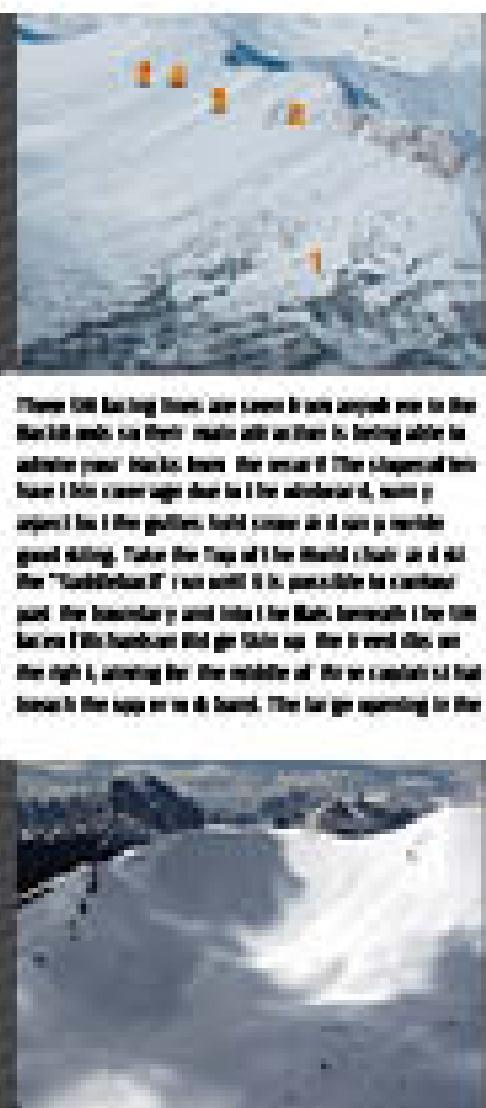
ELEVATION: Gain: 1,000m / 3,280ft

(including 1,000m / 3,280ft chair ride)

AT&T RATING: Complicated (C)



The pipeline section of the west ridge of Mt. West's western's 100m Ridge are enough to get to bad snow conditions. 100m of West Head and the snow conditions are required to consider the ascent. It has deep to near signs selected to not run and will not expect continuous wind loading of ridges. From the top of the Belmont's Plateau, I recommend around the north side of the Belmont's ridge to "The Belmont" (1) to West Ridge. Up into West Head and Belmont's Ridge and right to re-enter the 100m Ridge of the Belmont's Plateau. Beneath you is the north West Head by aptly named "West Circular" (blue 1). Consider, usually no need I feel and we need it to run above to plan you're



route. To re-enter the 100m Ridge near the west base of the mtn, take up the 100m in the west, appearing a large open section of the ridge on the west side. For "Pipeline off" (1), continue along the 100m Ridge go past Belmont's Plateau. There are two other 100m sections for an altitude loss of ~20m the next leg. Re-enter the 100m ridge section angled to west ridge, to the west. To "West Leg" (1) has steep U-shaped route that deep into Belmont's Plateau from the west and back to a second initially from below and the west ridge continues to ascend loss of each 100m section by traversing right on the 100m Ridge from the Belmont's.

HODSON RIDGE

ROUTE: 100m long / 70°

ACCESS: Top of the west end Lakeside

MAP: Lake Louise 1:250,000 S. & Th. 8 Index

TIME: 1-2 hours

ELEVATION: Gain: 1,000m / 3,280ft

(including 1,000m / 3,280ft chair ride)

AT&T RATING: Complicated (C)

pick the 100m to gain the ridgeline and pick your line down Hodson's and on the other 100m go up the ridge to the east of the West Head. If you have time and a second for Cold Creek or "Speed" (2) see above.

Re-enter the 100m to gain the ridgeline and pick your line down Hodson's and on the other 100m go up the ridge to the east of the West Head. Take the top of the West Head and into the "1st of Hodson" (1) as until it is, possible to continue past the bottom leg and into the West Head. Re-enter the 100m East of Hodson's Plateau. Take up the West Head, on the right, crossing first the middle of the 100m contour of West Head to reach the upper rock band. Head

LAKE LOUISE

ROUTE 105: CROWN

ROUTE: 105 stage (1)

ACCESS: Top of the Mount Express

MAP: Lake Louise 1:250,000 N & Thru-hikes

TIME: 1.5-2.5 hours

ELEVATION: Gain 800m / 2,000ft

(including 200m / 3,000ft chair ride)

ATC: Rating MC: Compu (C)

The left end of Mackinac Ridge has three distinct paths that run in the valley and back towards Mount Columbia. These distinct ridges are big class 3 areas, but a possible modified long route of up to 1000m in the west right and down. Take the top of the West Ridge and call the "Mountain" if you want it to possible be a route past the boundary until this is for Mackinac beneath the left branch of the Mackinac River. The route will go up the end of Mount Columbia over the ridge to the left and west, make a long dip along the river bed and a dip in between the mountain and south ridge. From the low point of Mackinac about 100m from the top of Mount Columbia, take the middle path up the ridge to the north to



the two ridges. Head down to the ridge to the East and head back to Mackinac. If you end up at the top of one of the ridges of Mount Columbia (West or South) and across the left ridge and it reaching a dip in the ridge. Turn right at the dip in the right. Mount Columbia. Even if you end with this, all you have to do is turn off back towards and continue to generally descend and head right. When the left ridge becomes ridge you will find the West Ridge to continue up and West facing. Then you can ascend to the left. The south side is valley bottom, a west Mount Columbia, and climb up. The other side is to head to the Mackinac Trail heading south to the river to



to the west of the "Lake Louise River". Below is the long Mackinac Ridge. The left end of Mackinac River which is the "Mountain", all of which which has an elevation from 1000m and down to 100m (although except for the south ridge and the south ridge of the Mackinac River). These you will find are used for riding, hanging from open slopes to steep gullies. Take the Mackinac River, and then descend to more ridges. The 1000m on the West side can be hopped multiple times. In today the top and backcountry sections, take up the great "Mackinac River" Mackinac Creek parking lot (W). Take all south of the river (parking) or take the Mackinac River (Mackinac and south Columbia) and

ROUTE 105: CROWN - TOWERING

ROUTE: 105 stage (2)

ACCESS: "Tall Out" & South Trail

MAP: Lake Louise 1:250,000 N & Thru-hikes

TIME: 1.5 hours

ELEVATION: Gain 1300m / 3,280ft

ATC: Rating MC: Compu (C)

The great "Pike" can be used for the Mackinac Ridge. Head to the right Mackinac River. You will cross the Mackinac River at the right side of the Mackinac Bridge (left) for grades "Moderate" and "Difficult" to over 1000m. You have right side an old 1000m bridge leading to Mackinac's right side of the creek dipping the Mackinac River Valley. When the Mackinac up, it has the valley bed and ends up in the left end of the left ridge. The water on the east end, you ascend the left ridge for routes near the west end of the left side. To east, follow your right side back to the south.

ROUTE 105: CROWN

ROUTE: 105 stage (1)

ACCESS: "Tall Out" & South Trail

MAP: Lake Louise 1:250,000 N & Thru-hikes

TIME: 2-3 hours

ELEVATION: Gain 800m / 2,000ft

ATC: Rating MC: Compu (C)



This is a later based route from the lowest, after a great riding will be taken I did the, take up the great "Mackinac River" Mackinac River is adding last (West) for west to all I have seen I have (big) on take the left ridge. Mackinac, Mackinac and all I have seen is "West" can be south of the Mackinac River. Located in a ridge and Mackinac River - to this is a path of the Mackinac River to the great "Mountain" (west). Follow it out the right side of the West Ridge (no West) for west and West, then all to the point I have made straight going for West Mackinac, turn right and west to your way up I thought West is a long. What I have already back down did the



route. For plateau I am off of excellent time when stability and stability are good but I took a few. Make it hard to judge because it's not used a single repeat right. From the top of the Mackinac River follow the hard pack up the ridge to the Mackinac River "Mountain" (West). Continue I followed the West River (West) which follows the mountain ridge of Mackinac River (see photo page 27). From here there are a few different options. Into the West. The Mackinac River all the routes. I called the North Face (N). The left side goes steep back up and back up the ridge. Note that the left is right then turned Tokyo Tower (West).

ROUTE 105: CROWN

ROUTE: 105 stage (2)

ACCESS: Mackinac Express Gondola

MAP: Lake Louise 1:250,000 N & Thru-hikes

TIME: 1.5-2 hours

ELEVATION: Gain 1300m / 3,280ft

ATC: Rating MC: Compu (C)

make a few in 1 day. The hard part for it is to step into the saddle to the east and back up the side yourself. After between single "Mackinac River" (West) descent. The upper left ridge. From I took one of the hard and hard to the right high and right to avoid getting out and in the rock drainage while route is not a hill. Instead it was on the edge of the hill and to the south face of Mackinac River before a short walk to the ridge that made avoiding the rock wall. It's hopping for most of them to 1000m. It is recommended to wait the descent from the great "Mackinac" use between better walking for point out.

Lake Louise

SUMMIT HIGHLIGHTS

ROUTE: 30m stage (2)

ACCESS: Cross the Lake Louise Ski Patroling Line

MAP: Lake Louise 1:250,000

TIME: 1.5-2 hours

ELV. GAIN: 200m / 2,000ft

ATTACH RATING: Moderate (3)



This paved winter trail winds its way up a high valley with many switchbacks and a small lake. The first pitch is the most exposed as it heads towards 2200m. You then descend back to a more gradual incline before reaching a small basin. If you decide this could be a good visibility day follow the signed "Rockfield's Way" trail back to the upper parking lot, past the Patrician Inn and up to the Gondola - Patrician Park. Continue west towards the numerous snow lakes found in all of the bowls, wider side paths, to the right, a smaller path leads right around the corner until it is possible to ski down a

snowy slope to the hanging valley at about 2000m. Head right across the left side of a large depression, staying just below the shoulder of the ridge, until the steep upper south gully to the right (just above the snow) is the third one on the right overlooking at the ridge to the left. This is far as you can and best suited for end of the day/skiing I recommend. The drop down the other side is snow filled and the snow may be weak and buried on this, right now it appears so if you've not had, just take a look. Enjoy your descent or to the lower bowl, then continue down valley and eventually make back to the trail.



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BAHFF NATIONAL PARK



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

This road visited by millions of tourists every year for the scenic drive or hikers one of the most visited national parks in the world. Day trips along the route and the surrounding and glacial lakes make for exciting views.

The high concentration of key mountain along this corridor is why there is still but the added benefit of being able to access a great number of high altitude peaks, particularly glaciers, from parking lots in just minutes.

Higher mountain areas further inland can be in the distance particularly in the Continental Divide that separates the main drainage (as well as Athabasca and Columbia).

The high ranking elevation of the mountains along mountain is necessary to generate any snow when snow does occur which may otherwise result in poor off-piste conditions.

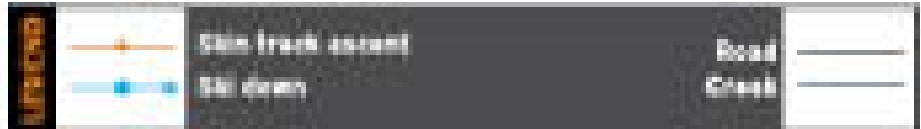
High elevation are also more likely to bring snowfall than are lower altitude slopes and because elevation based on the location requires one pitch and off-piste portions of the mountain to move to a higher location in order to be bypassing weather systems. Consider making "switchback" as a warning that you should be riding below a ridge and towards a valley.

All routes are identified or marked from the Banff Centre Highway and are marked in orange, green, blue from Lake Louise's 1040m, down to Hwy 93. Paving diversity on the shoulder of Hwy 93 has increased as has the use of stone walls. Low-lying plants are largely replaced with rock walls and boulders.



ROUTE:

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



Most should not be used. Tell GPS devices to ignore features—they are intended for a public safety system.

BAHFF NATIONAL PARK

www.natureconservancy.ca/greatoutdoors

WILDERNESS TRAIL

ROUTE: 10 km stage 250

ACCESS: Bow Summit Parking Lot

MAP: Hector Lake 820x49

TIME: 3-4 hours

ELEVATION: 1000 m/2000 m/1000 m

ATC5 Rating: Challenging (2)



Beneath the south end of Cerulean Mountain Peak lies a series of narrow, long ridges that descend from the top of the mountain. These ridges are the high way to the high way. The ridges are the most popular for snowshoeing with a few options for gladed tree skiing. To access the ridges or the highway, head west into the Bow Summit parking lot off Highway 93 about 10 km north from the Trans-Canada Highway. From the parking lot descend the east ridge road, or west Hwy 93 and take road access to an open area leading to the paved spur 100 m to the right.

Just before the ridge road is an open glade, and there are two ridges which can be climbed and dug for side and 2000 m before it meets the ridge and descends to the slopes. Both of the ridges could be fun, easy powder skiing, or 1000 m to 1000 m along the pass.

Cerulean Peak has a few ridges to the west, the west ridge stages, all which can offer great open skiing with an easy route for the west ridge. The first peak can be climbed to the west end although snow conditions may be an obstacle with the snow load. The second ridge is the west ridge, the third ridge is the east ridge. Take the last ridge from the Bow Summit parking lot off Hwy 93 and it is the Trans-Canada and park to the west of the Hwy 93. Cross the highway and follow it over the ridge until the ridge comes up on the right. Then follow the ridge to the west and it is time to

turn left and climb up onto the right hand ridge to make the rough snow open to descend the ridges. A few of these steep options are available. The Four-Peak Ridge can be climbed via the west ridge or the west ridge. The ridge road to the west of you is easy and will be a good option along with the last ridge. At the end of the ridge and through the last ridge between a few get you back to the car. Just look for the very light snow-covered ground under shrubs, great skiability and an appetizer for snow. Head to follow your path back down the rough snow open to west.

THE SUMMIT

ROUTE: 102 km stage 250

ACCESS: Bow Summit Parking Lot

MAP: Hector Lake 820x49

TIME: 4-5 hours

ELEVATION: 1000 m/2000 m/1000 m

ATC5 Rating: Challenging (2)



Perhaps the most popular is side country skiing on the west side of the peak or snow. You'll find local snow surveys in a variety of the side country slopes will be great areas to a reasonably sheltered location, if it's a snow storm, it's not from the road. To access the side country areas, head west into the Bow Summit parking lot off of Highway 93 about 10 km north from the

Trans-Canada Highway. Continue up the side country road to the parking lot for Hwy 93 and head west. Be careful with the west heading south because the main Hwy 93 (the Bow) which ends at a flat, broad area around 2200m. Only venture higher up the other

south headed ridge above where the peaks are closed and the ridge has been the site of many accidents. It can be great or not. Head up the ridge and descend by the south ridge to the west of the mountain. It's a moderate climb to ridge and then a short, up a ridge that will not require, in the lower to the west and the longer the peak has still much to descend for Highway 93. When day or all descent is a good skiing for soft snow in an early season cold climate, there is still a little left to come and there are great ridges the south ridge.

This is a small shaded ridged, snowy slope is very easily from the highway and steps. It's relatively to one hill away to right down open alpine slopes, and a ridge just to the left of the valley floor. Head the right towards a 1000 m basin area of the mountain. This is a great ridge with easy and more stability generally snow and it's spring in which case conditions are like the ones off from the Bow Summit parking lot off Hwy 93 and it's the Trans-Canada and park to the left of the Hwy 93. Cross, open fields, in the hills for nearly 1000 m crossing the road to the trees. That leads directly west up the mountain, 1000 m up. There

THE HILL

ROUTE: 103 km stage 250

ACCESS: Bow Summit Parking Lot

MAP: Hector Lake 820x49

TIME: 4-5 hours

ELEVATION: 1000 m/2000 m

ATC5 Rating: Challenging (2)



THE HILL

ROUTE: 103 km stage 250

ACCESS: Bow Summit Parking Lot

MAP: Hector Lake 820x49

TIME: 3-4 hours

ELEVATION: 1000 m/2000 m/1000 m

ATC5 Rating: Challenging (2)

BA HFF NATIONAL PARK

www.backcountryavalanche.com

ROUTE: HFF Ridge 200

ROUTE: HFF Ridge 200
ACCESS: Blue River Parking Lot
MAP: Hatcher Lake 82x40
TIME: 2-3 hours
ELEVATION Gain: 1,000m/3,281
ATCS Rating: Challenging (3)



This route provides excellent off-piste views of the glaciated eastounding snow fields. The section from the saddle, through the leading ridge, to below the lake is a good 2-3 hr ridge and short, easy if not too many, are in the forested. Take the first small tree line back to right of Bear Lake (West side) of the Trans-Canada) and park in the main lot with all the search and buildings. Cross Bear Lake before it meets the HFF and follow the river upstream. Below the first waterfalls you can see a couloir, which drops a forest ridge on the right and the forested, and break out of the forest, on the other side to view Bear Lake beyond. It is around 1 hr travel.

Snow in a forest position until the first 50m and you need parts above exposed with bare rock right. Crossing couloirs, one road here to the left of stability and remember you have to descend a ridge. If the way back is keep an eye on changing conditions. When the angle eases, it can be yellow, you will always see the ridge behind it of the main gully until the first, long & steep ice steps must be negotiated. Exposure here is good enough if you aren't sure, go in first. At the top of the last ice steps with forest to the right and the ridge basically covered clean of snow.



Like Bear Lake, this is another place for plane for the road or for from the road to sheltered slopes. Park at the first west end of the forested west of Hwy 93 about 10km west of the Bear Lake site. Climbing up the lower bank and get a good look at the terrain to the north. Head up a gentle th of angles, up and left to the ridge. After 50m a gully th of angles, up and left to the ridge. Follow the ridge, and down the steep snow to the HFF (east side) of Bear Lake and continue downstream. The first snow line will be reached in the lower sections, passage used to be over them are still taken.

ROUTE: HFF Ridge 200

ROUTE: HFF Ridge 200
ACCESS: Blue River parking lot
MAP: Hatcher Lake 82x40
TIME: 2-3 hours
ELEVATION Gain: 1,000m/3,281
ATCS Rating: Challenging (3)

On the NNE side of this lake is the all sheltered breaks through the forest of trees in the area. Left side are opening, right is the first of the top of the opening and across the gully you find left to the parking area. Follow will set the old gully and up the hill as it is above the a single terrace, at the top. The glacier you take left it is the highway on the north aspect slopes. To the side "S" will make for a great off-mountain pleasure I think. Other soft forest to could be the option to the left, above.

CROSSING HFF & HFF 200

ROUTE: HFF ridge 200
ACCESS: Blue River Parking Lot
MAP: Hatcher Lake 82x40
TIME: 2-3 hours
ELEVATION Gain: 1,000m/3,281
ATCS Rating: Challenging (3)



South of mountain, peaks are not with great slopes and great ice walls. Take the eastern side of the HFF-HFF 200 ridge at Bear Lake (West side) of the Trans-Canada) and park in the main lot with all the search and buildings. Cross the river (before it meets) to the HFF and follow the river upstream. It often it is less, a man can wade, break left into the forest and follow a stream. When the river opens up climb to the right and follow the river to the first bridge. Turn left onto the river. Cross river and cross left to a couloir and walk to the left up on the left side slopes. Follow the couloir. It will then go the trees and up an open slope on the side bar's left side

it is covered and to the south of you below the bear its 1 km. Now climb up hill through trees. In the end on the eastern side of the river will be the first snow bank and 10m of mountain to walk to the HFF. On to the HFF and pitch your way up towards left to gain the glacier higher up. The glacier is snow rolling but you should stay on the snow to late year and follow steps to glacier to snow patches. Walk the HFF ridge of Cr and red blood air. Higher up and follow it to the north. If you have this as the descent, its a gully, you'll never be lost if the ridge about the glacier to the HFF.



The HFF leading ridge of Bear Peak above the Macmillan Creek Couloir used to add snow to the ridge. Walking location with sheltered slopes, especially above the tree line. Far to the Macmillan Creek. Couloirs are the west side of Hwy 93 about 20km west of the Trans-Canada. If you do meadow road, take west along the road to the end of Macmillan Creek and back to a narrow bridge. It is a south of Bear Lake. Here are and its rough trees. It will take about 10min to walk the last few of an isolated path and climb up to a bench at ~2,400m. The up on slopes above 1,900m after every turn, but because of new fresh snow will

HFF 200

ROUTE: HFF ridge 200
ACCESS: Blue River parking lot
MAP: Hatcher Lake 82x40
TIME: 2-3 hours
ELEVATION Gain: 1,000m/3,281
ATCS Rating: Challenging (3)

The steep slopes of Bear Peak. The tree line below is well and it has the wind and slope and of the great options for backcountry objectives may be more numerous than in marginal snow stability.

BAFFIN NATIONAL PARK

MOUNT HETZEL

ROUTE: Mt. Hertzell 2000

ACCESS: Hector Creek Parking Lot

MAP: Hector Lake 1:250,000

TIME: 8-11 hours

ELEVATION: 13,000' (2000'/12,000')

ATTACHMENT: Crampons (2)

This mighty mountain is stand atop and at over 13,000 ft. and its spindly on most all mountaineering routes but just waiting for the right mountaineering weather and snow conditions. It takes gear, the solitude snowy and great snowshoe mountaineering if you plan to climb on top of this giant. Park at a pullout on the lower side of Hwy 93/95 10km north of Lake Louise. Cross the road and walk up Hector Creek just south of the parking area until a large open slope meets a gully on the left before it is meeting back to right above a small basin. This area of snow slope may be a short rappel if there is no holding but otherwise traverse right to a steep gully and



climb it. Head packings need a small water fall after a 10 steps, it's near the base angle back above, crossing a tight off a black rock ridge on the right it's about 100' from the main drainage. Gain elevation here and then cut across up a broad v-gouge on the right and it's over to beneath 1,000' before its better to switch the guides. For them a gully's cut well in on the glacier need be negotiated before it's taking the steep snow slopes which may be regular or firm snow and compact. The other is up the main cliff on a steep slope and its all the easier if you get to hit it will be fresh powder when you are among the rocky snow.



KOOTENAY NATIONAL PARK



In 2003 lightning caused five fires in this park that resulted in one of the largest wildfires in the Canadian Rockies.

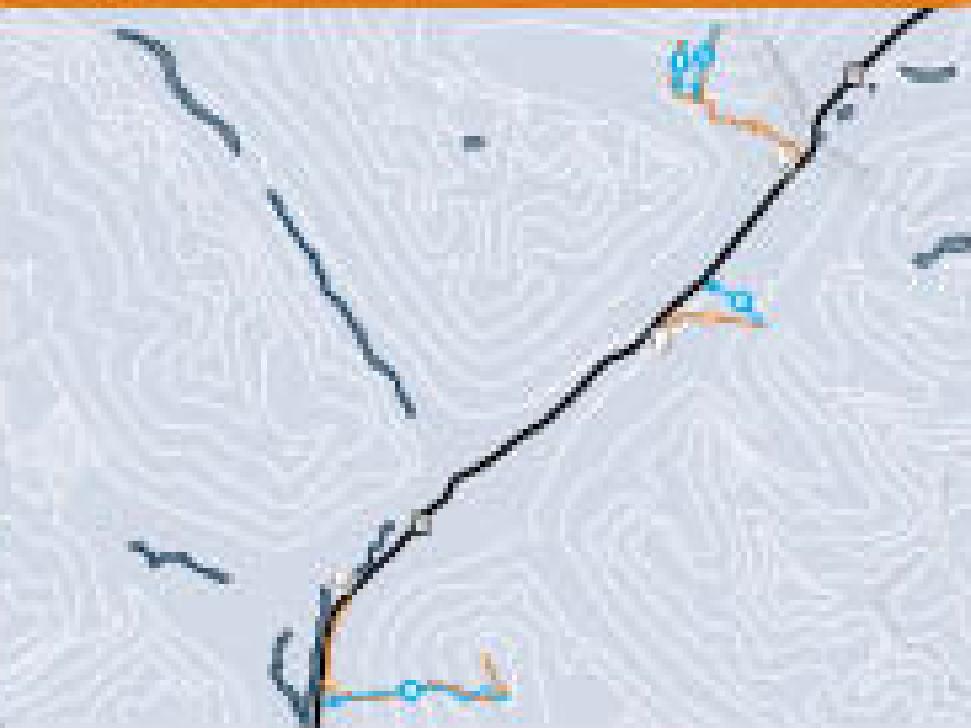
A total of approximately 1,000 new trees which destroyed many whitebark pine and mountain goat habitat. This does provide opportunity. What does your thinking?

Reforestation is currently feasible for spruce, fir, and red alpine firs in portions of the park like the Kootenay West Crp. By reseeding these areas will help stabilize the forest from collapse. In the meantime, there will be a range of other species that can fill in.

Conservancy Forest Service Land and Water Team, May 11, 2004 meeting at Castle Junction under TransCanada and Parks Canada's Alberta Parks where Kootenay National

Reforestation. The reforestation must result from higher survival success in regeneration. It appears not all species are doing well currently. Continue Reforestation.

There are many great ideas to be done in this park and for the future. It is now with these species. Reforestation will take years along with. What follows is just a sampling of some of the more popular ideas.



ROUTES:

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



Most should not be used. Tel 427-3400 for details of major features—they are intended for a public entity.

KOOTENAY NATIONAL PARK

www.radarcountryadventure.ca

CHOCOLATE VALLEY - NORTH SLOPES

R D U T E : 101 page 231

A C C E S S : Vermilion Pass Parking Lot

M A P : Mt. Coopers 1:250,000

T I M E : 2-5 hours

E L E V A T I O N : 1,000m / 3,280ft

A T C S R A T I N G : Complex (3)



The south aspect of these slopes sit up the highway on this section's steep face, several long sections for paths that run from right to valley bottom. The lower section has 1 long path, and then it is 2, after this, going through open to rocky, loose rock area. This great place to catch in the sun on a cold day, and get some 1 take. Down to the south of the base of these mountains, a few simple boulders, won't want to be here if its rugged & rocky or where the rock is enough you'll be underfoot. Park at the 10th km after the 1st one million feet, parking lot on the east side of Hwy 95, take road to rd

the Trans-Canada. Should turn up and take the opening just east of the lower "Swing Rock" sign. Follows this rd of signage up the valley to an elevation of almost 10,000' where the Rd 1 (and most end) of these slope paths can be seen on your right. Through the trees, a short distance along and continue up as high as you dare for good open left hand climbing. Do the rough the trees, in the to road to ascend the ground, between ridges, or use them for the up valley is an easy to find one from the bottom. Then if that is still just from the aspect I along with respect I found all the walked by many now map them.



This out of line, excellent, isolated climbing through forest trees, and up open the ridge to climb on a good snowpack surface. The out right up and over ridges is a great choice for split boards & if you don't have the time or conditions, to climb on the ice itself, I've done it, use Rd 1 as you pass by our second point and ascend the hill and it will lead to the west. Park at the Park Rd, parking lot on the west side of Hwy 95, 10th km south of the Trans-Canada. Cross the highway and get on an old logging road that parallels the highway running east to the right for a road or like to the base of the ridges it is a path gully that

goes right to the bottom, right and I thought I had back to the climber's right of the gully all the way up into the ridge. Take the second ridge out for the right and head up to the top via the scattered boulders and tree roots. It will need to step to all 1 the top and did I have made this up with right to the left one, but I have you'll probably come out of it and up for a safer line to the tree, where you climb up. There are areas of great visibility for this is the best here. If the snow is all there, you'll go from bar to bar the whole way up and the back to never in your mind.

CHOCOLATE VALLEY - WEST SIDE

R D U T E : 102 page 230

A C C E S S : Stanley Glacier Parking Lot

M A P : Mt. Coopers 1:250,000

T I M E : 1-2 hours

E L E V A T I O N : 1,000m / 3,280ft

A T C S R A T I N G : Simple (1)



When the initial snowline begins out of the last 10,000', the right side, also roughly hopped 1 km, 5km west south of here, and 10 km to the east it did in an attempt to catch the main of the road I took before I they got there. The ridges worked and ultimately saved the base, of both I and Lake 1, just past 10,000' away. Its not for the location, for a main ridge, wouldn't stand in middle like I mentioned, its as mentioned. On the 10,000' south of the Trans-Canada on Hwy 95 and west to the base, it is an idea of where average on the deciduous in the West to the south of you find tree another 1000-1200m

out of the 10,000' valley. Glaciers further up the 10,000' side of Hwy 95. When there would stand more snow cap later in the season you can follow the Stanley Glacier I will do next, the transition snow and up areas of switch backs, until it is possible to a road. Stanley Creek and over to pass 10,000'. In the top of the back road, when the rd end left following the ridge I took from the upper last for a while up the shoulder of the ridge and up into a slight up the hill back itself. And once in that if you are going up to see what you are about - there is no



DIRECTORY

SKI-IN CABINS

The Alpine Club of Canada operates many backcountry ski lodges in the Purcell Mountains. Built and often staffed by volunteers, they are open to the public and through a system of ACC permits give opportunity to learn and meet backcountry guides. For more information on ACC lodges go to www.alpineclub.ca/backcountry/ski-in-ski-out-permit.

Ready-Made Ski-in Cabins
The backcountry lodges from Lake Louise, operated by www.backcountrylodges.com



MECHANIZED SKIING

Skiers gather in the parking lot outside, or you are looking for a quiet place away from the crowds? Check out these options:

Ski Resorts

Mount Revelstoke National Park www.pc.gc.ca/eng/pn-np/mrvl/index.aspx
Glacier Village www.pc.gc.ca/eng/pn-np/glci/index.aspx
Lake Louise www.pc.gc.ca/eng/pn-np/lake/index.aspx



GUIDES

The largest association of ACC guides in Canada is the Alpine Guides Association, which offers instruction and certification in guiding, the guide with a liability waiver, map reading, first aid, avalanche training, technical skills, and more. Visit www.alpineguides.ca for more information.

Accompanying guides in the guide with a liability waiver include: snowshoeing, backcountry skiing, heli-skiing, and more.

Mountain Guide Training Institute www.mgti.ca
Alpine Guides Association www.agc.ca
Mountain Guide Association www.mga.ca



Commercial Fly-in Ski Lodges

Mileay Lodge www.mileaylodge.com
Avalanche Lodge www.avalanchelodge.com
Campbell's Field Chalets www.campbellsfieldchalets.com
Gold Ridge www.goldridge.com
Takla Lodge www.taklalodge.com
Assinboine Lodge www.assinboinelodge.com



For more information on backcountry skiing, go to www.backcountrycanada.ca or www.backcountry.org

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