

FOREST SERVICE MANUAL
PETERSBURG, ALASKA

TITLE FSM 2300-RECREATION, WILDERNESS, AND
RELATED RESOURCE MANAGEMENT

Stikine Area Supplement No. 95-1

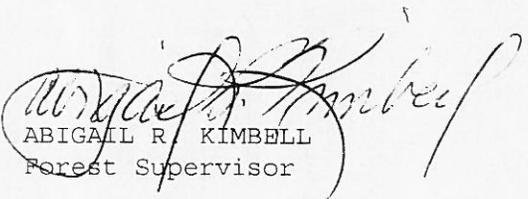
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Digest:

2326.1- Clarifies direction for approval of administrative helicopter landings on beaches adjacent to Wilderness and on Wilderness inholdings.


 ABIGAIL R. KIMBELL
 Forest Supervisor

2326.1 - Conditions Under Which Use May Be Approved

7. Administrative Use. (Applies to Forest Service and other governmental agencies.)

a. Access

(4) Helicopter landings for administrative purposes made on saltwater beaches adjacent to wilderness and on non-wilderness inholdings, shall be made only with prior approval of the District Ranger. Such approved landings on wilderness beaches shall be made on lands below mean high tide. (See R-10 Supp. 2300-92-1 for approval requirements for landing helicopters within wilderness.)

a. The following criteria will be used, as a minimum, by the District Ranger to evaluate proposals for administrative landing of helicopters on non-wilderness inholdings and wilderness beaches:

- (1). Availability of alternative methods for getting to the work site.
- (2). Hazards of alternative transport methods & safety to personnel.
- (3). Potential effects on wilderness & wilderness users.
- (4). Urgency of the work to be done.
- (5). Cost & efficiency comparisons between alternatives.
- (6). Receipt of permission from inholding landowner if applicable.

b. Exhibit #1 will be completed by the work supervisor proposing helicopter access to wilderness beaches or inholdings. It consists of a worksheet which will be used to determine appropriate timing and landing locations on beaches, and a description/approval form. The District Ranger must approve the landing(s) prior to scheduling the flight(s) with the helicopter foreman.

2326.1-Exhibit 01

STIKINE AREA REQUEST FORM

for

FOREST SERVICE HELICOPTER LANDINGS
ON BEACHES ADJACENT TO WILDERNESS

The objective of this guide is to provide the District Ranger with a process to approve a request for Forest Service use (aka "mission flight") of helicopters on beaches outside of, but adjacent to, wilderness. If landing is approved, guidelines are also provided for determining when and where to land to ensure that the landings are below the mean high water line.

This request is submitted by _____ for helicopter use as described below. [List location (body of water, landmark, or legal description), date, number of trips, and short explanation why a helicopter is needed. Also attach a copy of a map.]

After weighing the factors listed on page 2 and any other pertinent information, I have decided to approve this request to land a helicopter at the site(s) identified above.

District Ranger

Date

The space below is provided for any comments the District Ranger may wish to make to document the decision.

2326.1-Exhibit 01-Continued

Step 1. Criteria for consideration during the approval process.

- Are alternative methods (i.e. walk-in, floatplane, or boat) available, workable and safe?
- Weigh effects on the wilderness recreation resource. Are people accustomed to flights in the vicinity? Is the Recreation Opportunity Spectrum (ROS) motorized? Is the proposed area in the heart of the wilderness (the doughnut hole effect) or is it on the outer edges? Is the landing zone in the proximity of Recreation Places or Sites? Is the time of year during the recreation low use period? Consider the different use levels on weekends or holidays, during fishing or hunting seasons.
- Weigh effects on wilderness biological and physical resources. What "tool" provides the minimum impact? Examples include the least impact to wildlife, soils, and vegetation.
- Is the timing of the work urgent or could planning enable the work to be done with different transportation when factors (tides, weather) are better.
- Compare cost and efficiency of different methods of transport.
- Does the beach have a feasible helicopter landing site at lower water?

Step 2. If the request is approved by the District Ranger, then the requesting party determines allowable time periods for landing during the date(s) approved.

When the high tide is greater than the mean high water (MHW), then follow the directions below. When the high tide is less than MHW, subtract or add one hour for the use window.

To determine the approximate time of (MHW), figure the tide heights (A and TR) and the time (E) from your tidebook. Make sure you apply the corrections for the area you're interested in. Using the tables and graph on page 3, calculate the tide height for B, C, and D; then the times for F, G, and H. Next interpolate where the mean high water height would fall on the left side of the graph (get the MHW value from the table below), then read to the right and interpolate the time for mean high water. Helicopters can land below the mean high water line if it is done at least one hour before MHW on an incoming tide or one hour after on an outgoing tide. This means that once you've interpolated the time for MHW you will need to subtract or add an hour to find out when the window is for landing. The assumption for landing is that the helicopter will land adjacent to the waters edge when the time is within the first couple of hours around MHW.

Mean High Water is at _____ and _____.
Helicopter use window is before _____ and after _____.

2326.1-Exhibit 01-Continued

Tables and Graph for Helicopter Landings Adjacent to Wilderness

Mean High Water Values for Stikine Area Wilderness

Anan.....	15.6'
S. Etolin.....	15.6'
Dry Straits to Wrangell..	15.0'
(w/out river influence)	
Dry Straits to Psg.....	15.0'
Duncan Canal.....	14.6'
Pt. Malmesbury.....	10.4'
Affleck Canal.....	10.4'
Pt. Beauclerc.....	11.0'
Tebenkof Bay.....	10.8'

Tide Height Calculations

TR = Tidal Range (pub. high - low)
Using corrected values.
A = Height of corrected high tide
B = A - 1/12TR
C = A - 2/12TR
D = A - 3/12TR

Tide Time Calculations

E = Published corr. high tide time
F = High tide +/- 1 hr. 2 min.
G = High tide +/- 1 hr. 33 min.
H = High tide +/- 2 hrs. 4 min.

