



SKILIFTE LECH MAGAZINE
YOUR GUIDE TO THE SKI LIFTS OF LECH

Skilifte Lech



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FOREWORD

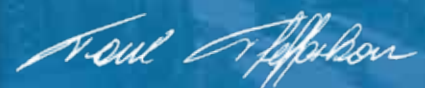
DEAR VISITORS AND FRIENDS OF SKILIFTE LECH, DEAR SPORTS ENTHUSIASTS AND RECREATION SEEKERS

This winter season has us looking back upon 75 years of Skilifte Lech in the Arlberg region. Austria's first large ski lift carried skiers up to the Schlegelkopf during the winter season of 1939/40. The very first skiers had appeared in Arlberg around the turn of the century, establishing the region as the home of the sport. A lot has happened since then, especially here in Lech. We just recently connected the two skiing areas Warth-Schröcken and Lech-Zürs via the Auenfeldjet – thus linking the resorts Warth, Schröcken, Oberlech, Lech, Zürs, St. Christoph, St. Anton, Stuben, and Klösterle/Sonnenkopf. Here you can ski the historic tracks of the pioneers of old whilst enjoying the comfort and convenience of the most modern cableway infrastructure. The Arlberg is one of the most snow-reliable and multi-faceted skiing areas worldwide. Between 1,300 and 2,800 meters altitude above sea level you will find 95 state-of-the-art cable cars and ski lifts, more than 340 kilometers of groomed slopes of all skill levels, and 200 kilometers of deep snow pistes. Not to mention the legendary "White Ring".

Skilifte Lech, which we wish to introduce with this brochure, constitute an important aspect of this skiing area. Because the Skilifte Lech represent far more than just a means of transporting skiers and snowboarders up the mountains. The next few pages are our invitation to you to take a look behind the scenes. Did you know, for example, that the Skilifte Lech own a farm and operate four restaurants on the mountain? If not, then allow this brochure to surprise you. You'll also discover quite a bit of information on the subject of environmental protection and ecofriendliness, which is a matter close to our hearts and to which we are absolutely committed. We hope you greatly enjoy exploring Skilifte Lech. We would also like to thank everyone who contributed to the publication of this brochure as well as all those whose advertisements made it possible. And of course our gratitude extends to all our staff for their dedication and daily effort.



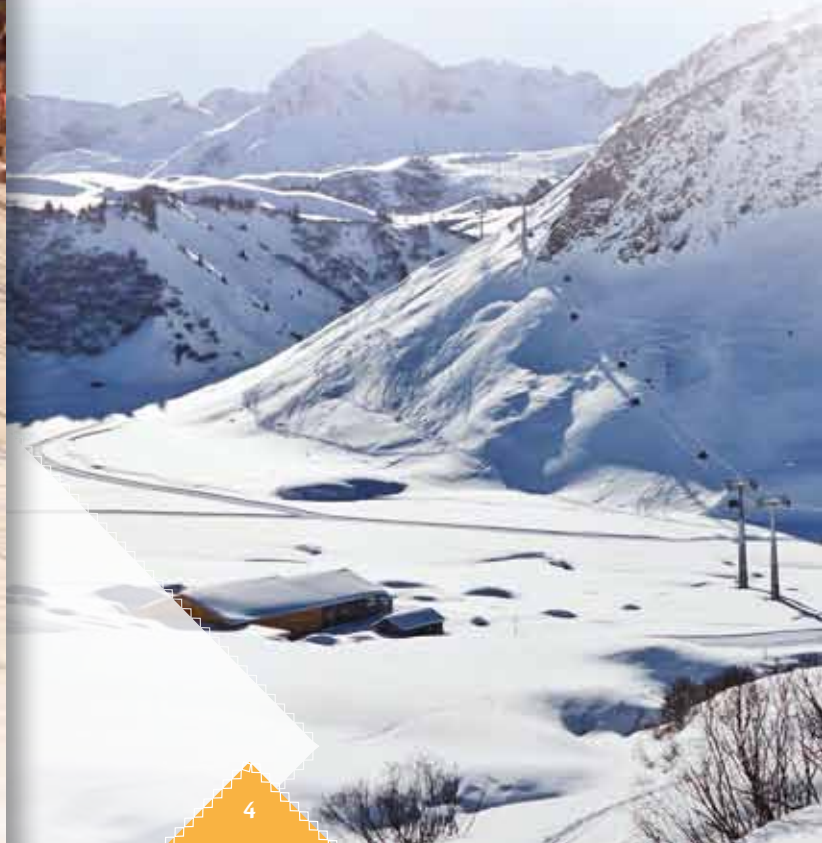
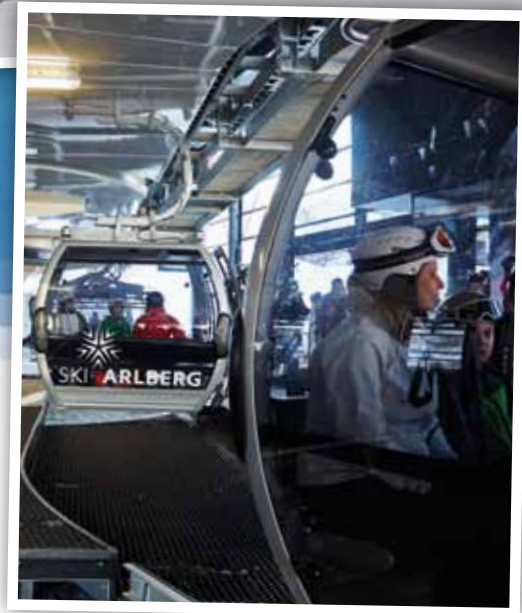
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THE LARGEST SKIING AREA IN VORARLBERG

A DREAM COME TRUE

From the very beginning, the Arlberg has stood for a pioneering spirit in winter sports – one of the first ski lifts in Austria was built right here. And we just recently added another chapter to this story: the Auenfeldjet. More than 40 years ago, there were reports in the local newspaper “Vorarlberger Nachrichten” on the proposition of a lift link between Lech and the Saloberkopf. We have now created this approximately 2 kilometer long connection across the Auenfeld, thus opening up the Vorarlberg region’s largest skiing area, encompassing 47 ski lifts and cable cars and 190 kilometers of ski slopes, as well as innumerable deep snow pistes where you can ski powder to your heart’s content.

The Auenfeldjet is yet another milestone in the history of the Arlberg. With minimal impact on the environment, we constructed a cable car capable of transporting 1,490 skiers

per hour. This single-cable continuously circulating cable car with 10 gondolas – to use the technical term – adds greater diversity and variety to our visitors’ skiing pleasure. Depending on exposure to the sun, the extended ski area provides more slopes with qualities particularly suited to ambitious and leisurely skiers alike. Vacationers from Warth-Schröcken are now able to ski the legendary White Ring. Day trippers from the Lake Constance area, the Lech Valley, and southern Bavaria now also have ready access to the slopes of the winter sports region Zürs-Lech. And visitors of Lech-Zürs are able to travel to Lake Körber as well as to the towns Schröcken and Warth via the Saloberkopf.

„WINE GONDOLAS”

Every Spring, these unique wine tasting events with their highly remarkable setting are held in the gondolas of the Auenfeldjet.




Partnerschaft

Vorausschauen, Trends erkennen, Innovationen schaffen, diese Stärken zeichnen die Doppelmayr Gruppe als Weltmarktführer im Seilbahnwesen aus. Das Vertrauen unserer Kunden in unsere Fähigkeiten und Produkte ist uns Verpflichtung und Motivation.

Wir danken dem Team der Auenfeldjet GmbH & Co KG für das entgegengebrachte Vertrauen und die stets gute Zusammenarbeit und wünschen für die Zukunft viel Erfolg.

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 ... zur Ideallösung. Von der Idee...



Snapshots of the construction work on the Auenfeldjet: A heavy-lift helicopter hauled the towers - each weighing up to 15 tons - into place.



THE AUENFELDJET



The Bullwheel – It took the technicians days to position the haul rope on the pulleys.

THE AUENFELDJET HAUL ROPE – FACTS AND FIGURES:

- Cable length: 4,310 meters
- Diameter: 48 millimeters
- Weight: 36,165 kg



THE ARLBERG REGION

THE CRADLE OF ALPINE SKIING

The Arlberg massif is the stuff of legends. It represents passion and the fascination of alpine winter sports, and it is the adopted home of all those who have fallen under its spell. This is where Alpine skiing was born. This is where Hannes Schneider carved his first grooves and revolutionized skiing techniques with the Arlberg school. Austria's first T-bar lift was built in Zürs, and St. Anton is the site of the first cable car specifically designed for winter operation.

WANT TO LEARN TO SKI? HEAD FOR THE ARLBERG!

The use of skis originated in Scandinavia. In Central Europe, skis were at first used simply as a means of traversing snowy terrain such as forests. However, the Arlberg region is where alpine winter sports were initiated and evolved, skiing techniques were perfected, and equipment was developed and continuously improved. Here is the cradle of the first skiers and their passion.

FOLLOWING IN THE FOOTSTEPS OF A PRIEST

One of those pioneering skiers was Johannes "Hannes" Schneider. Born in Stuben in 1890, he was not only to become one of the first skiing instructors in the region, but also to make a

name for himself as a downhill racer. However, the first person to complete the journey from Warth to Lech on skis was a priest. In 1894, Johann Müller reached the neighboring town of Lech using his "Swedish", as he called them. Particularly during the winter, it was almost impossible to travel from Lech to Warth. One fine day, he had read a report on the subject of skiing, reminisced the priest, who ministered to the parish of Warth between 1891 and 1896. He subsequently sent money and ordered skis, which arrived by mail 14 days later. And then he began to practice secretly, usually at night. Until he finally overcame the distance between the two neighboring towns in approximately one and a half hours.

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Susanne Denk, Direktorin
Hotel Schwärzler, Bregenz



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THE BIRTH OF THE WHITE RING

A MOUNTAIN CONQUERED, A CHALLENGE MASTERED

Wild, courageous, and determined – the pioneers of today's White Ring were exceedingly daring young men. And out on the leading edge was Sepp Bildstein, the founder of Skilifte Lech. Racing downhill between impressive rock formations and deep snow, and jumping over chalet roofs, he conquered even the steepest slopes. Old-school freestyle! And he wanted to run races up there – against anyone willing to accept his challenge.

**SEPP
BILDSTEIN**

But that wasn't enough for Sepp. He was also an ardent ski jumper. Besides setting numerous distance records, he was the first Austrian to jump from the Holmenkollen in Oslo. In other words, he was a man who knew exactly what he wanted. One of Sepp Bildstein's visions was the construction of ski lifts in Lech Zürs. The opening of the first ski lift on the White Ring in 1940 set a milestone: this was the birth of the White Ring. This legend is more alive today than ever, featuring what is probably the most popular race and the hottest ski track in the Alps. For over 50 years now, skiing has been celebrated on the White Ring, and the legendary race of the same name has been held here for more than 10 years. For winter sports enthusiasts, the White Ring represents an athletic challenge including about 22 kilometers of slopes, approximately 5,500 meters in elevation difference, and a spectacular sightseeing tour of the white wintery world of the Arlberg.



A BRIEF HISTORY OF SKILIFTE LECH

THE CABLEWAYS HOW IT ALL BEGAN ...

The story of Skilifte Lech began in 1938, when graduate engineer Sepp Bildstein, Robert Pfefferkorn, Otto Hoch, Erich Moosbrugger, and Oskar Zimmermann founded the company.

In **1939**, the T-bar lift to the Schlegelkopf was put into operation. Austria's first large ski lift had the capacity to transport 250 skiers up the mountain per hour. The lift was re-opened in **1946** after having sustained cable damage during World War II.

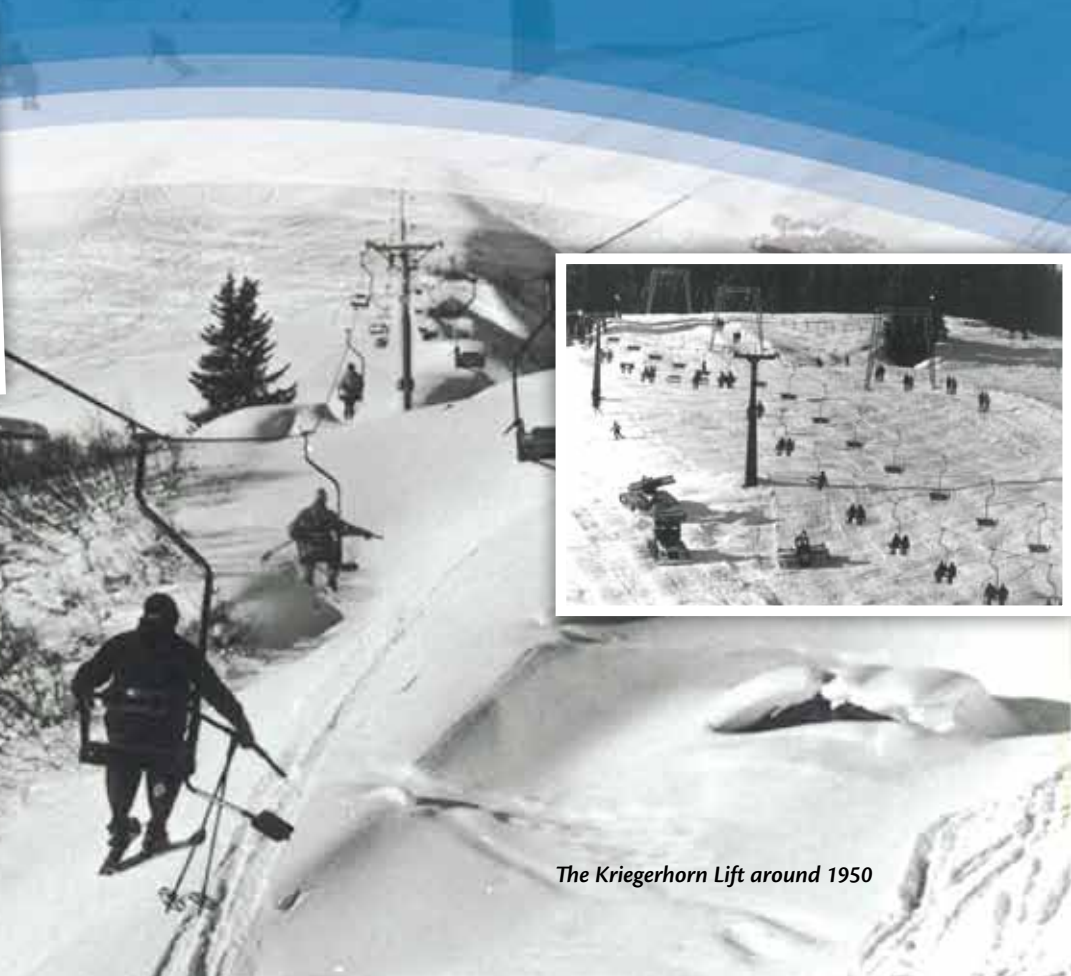
The second milestone was the construction of a single chair lift to the Kriegerhorn in **1950** – the first of its kind in the Arlberg region.

In **1956/57**, thanks to the initiative of former mayor and honorary citizen Gebhard Jochum, the construction of the Rüfikopfbahn opened up the northern side of Lech - with significant involvement of Skilifte Lech. Sepp Bildstein was responsible for planning and building the cable car as well as the cableway in Zürs. Thus the famous "White Ring" was created, which is the circuit Lech – Rüfikopf – Zürs – Lake Zürs – Madloch and back to Lech.

This was closely followed in **1958** by the construction of the Schlosskopf chair lift, finally connecting centuries-old mountain farms all the way up to the Schottenhof in the "Schlössle" land parcel – the highest farm in Austria, husbanding a herd of Scottish Highland cattle year-round. Furthermore, the construction of the Schranzlift (today's Hinterwieslift) linked the parcel "Tannberg" to the ski area.

In **1961**, a combined lift ticket, the "Arlberg Block", was introduced for the larger ski area Lech-Zürs-Stuben-St. Christoph-St. Anton – a measure that proved to be trend-setting with regard to the international positioning of the Austrian cable car industry.

Mechanical snow grooming was introduced in Lech as early as **1963**. Prior to this innovation, local school children and students of the Lech ski school packed the snow on the Schlegelkopf piste on skis. Skilifte Lech subsequently played a significant role in the development of modern snow grooming machines.



The Kriegerhorn Lift around 1950

THE 1960S WERE CHARACTERIZED BY THE SPECIFIC DEVELOPMENT OF THE SKIING AREA

- 1966** Launch of the T-bar lift Weibermahd
- 1967** Construction of the Mohnenfluh cable car (towerless connection between the Kriegerhorn and the Zuger Hochlicht)
- 1969** Erection of the Zugerberg lift – another highlight on the White Ring
- 1972** Opening of the double chair lift Schlegelkopf
- 1974** Demolition of the Schranzlift and construction of the Hinterwieslift
- 1978** Opening of the Steinmähder double chair lift – the last newly developed line to date in the Lech/Zürs ski area
- 1978** Modernization of the Kriegerhornlift – the first three seater detachable chair lift in Lech
- 1985** Demolition of the Weibermahdlift and subsequent reconstruction as a fix-gripped four seater chair lift – the first of its kind in Austria
- 1988** New construction of the cable car Zugerbergbahn
- 1990** Installation of the first modern four seater detachable chair lift on Lech's "home mountain", the Schlegelkopf
- 1993** Replacement of the double chair lift on the Steinmähder with a four seater detachable chair lift in combination with a carpet lift
- 2002** Construction of the Kriegerhornbahn – a six seater detachable chair lift with a carpet lift and acrylic domes
The perfect symbiosis of architecture and renewable energy due to the installation of a photovoltaic system with transparent power cells generating electricity in the upper station and the integration of a solar plant in the lower station of the Kriegerhornbahn to generate warm water for the surrounding workshops
- 2003** Modernization of the Steinmähderbahn – a state-of-the-art eight seater detachable chair lift with a carpet lift and acrylic domes
- 2004** Installation of the first seat heaters worldwide in the four seater detachable chair lift Schlegelkopf, the Kriegerhornbahn, and the Steinmähderbahn

THE HYBRID LIFT „WEIBERMAHD“ (2011) THE LIFT LINK „AUENFELDJET“ (2013)

The absolutely unique technical feature of these two lifts – non-stop passage of the Auenfeldjet's 10 gondolas onto the hybrid lift Weibermahd – was the result of close collaboration between Skilifte Lech and the manufacturer Doppelmayr.

The Auenfeldjet's lift system is a single-cable continuously circulating cable car with 10 gondolas running between the ski areas Schröcken-Warth and Lech-Zürs as well as the hybrid lift Weibermahd, which alternates one 10 seater gondola (with seat heating) and two detachable 8 seater chair lifts (with acrylic domes, seat heating, and child safety locks). It is possible to run the two lifts separately. However, during normal operation, the 10 seater gondolas run from the ski area Schröcken through the intermediate station and on to the upper station of the Weibermahd lift located on the "Petersboden" in the ski area Lech and back again. The so-called intermediate station functions simultaneously as the upper station of the Auenfeldjet and the lower station of the Weibermahd lift. This is where two 8 seater detachable chair lifts – which continue to run the shorter route on the Lech side and transport winter sports enthusiasts on the Weibermahd – are inserted behind every 10 seater gondola.



The Schlegelkopf Lift around 1950



„Das ist zum
verrückt werden.“

„Auf. Ab. Auf. Ab.
Mal steigen die **Kurse**,
mal fallen sie.“

„Genau das müsste
man *nützen* können.“

„Da gibt es ein
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Vermögensverwaltung: **IQ** setzt
auf Long und Short.“

„Schau doch einfach die
Wertentwicklung an.“



Wirtschaft und Kapitalmärkte sind eine komplexe Welt. Trotzdem, gute Ergebnisse in der Vermögensbildung lassen sich erzielen – besonders durch die Wahl des richtigen Partners. Ihre Ansichten diskutieren wir gerne mit unseren Einschätzungen. In Zeiten von zunehmenden Unsicherheiten appellieren wir an die Kausalität von Entscheidung und Erfolg. Wählen Sie bewusst Ihre Terminentscheidung.

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A BRIEF HISTORY OF SKILIFTE LECH

Of course, the development of ski lifts and cable cars never ceases. So, as early as the late 1970s, the modernization of the existing facilities ensued, resulting mainly in improvements regarding convenience and quality. For example, carpet lifts made it easier to mount the chair lifts, card readers were installed, and acrylic domes and seat heating ensured a more comfortable ascent. Safety concerns were also met: child safety systems allow our youngest visitors to indulge in carefree skiing fun. Furthermore, outdated lifts were replaced, mostly with detachable chair lifts. While the cableway itself runs at a steady speed, the chairs are slowed down inside the station, making loading and unloading more convenient.

Besides operating its own facilities, Skilifte Lech is involved in several other cable car companies. These include the cable cars Rotschrofen/Hasensprung-Oberlech, the Auenfeldjet, Salober/Hochtannberg-Schröcken, Sonnenkopf-Klösterle, and Albona/Valfagehr-Stuben.

Moreover, Skilifte Lech is also involved in numerous measures aimed at supporting tourism. These include campaigns leading to significant reductions in traffic through town and harmful emissions. One example is Skilifte Lech's financial investment in Lech's town bus system ever since its inception in 1997.

We also contributed to the erection of the parking garages "Anger" and "Mühle" as well as to the construction of the former tennis center (today's Sports Park Lech). Of course, the infrastructure also includes a network of freight and agricultural roads within the ski area, which we built and maintain. The Schlosskopf parking area might also be mentioned in this context, as it was built and is operated by Skilifte Lech in order to provide sufficient parking space for day trippers in both winter and summer. Over the summer months, this facility also serves as the venue for the music festival and other large-scale events. Furthermore, Skilifte Lech supported the construction

of the golf course. And we contribute to the hiking trails "Grüner Ring" and "Grüner Rätselring", as well as many other summer attractions here in Lech.

For mainly ecological reasons, Skilifte Lech decided to invest in the biomass heating plant Lech., All of the ski lift operation's buildings located in the town center have been connected to this district heating facility since 1999.



SNOWMAKING - WATER, AIR, AND ... NOTHING ELSE

Skilifte Lech were quick to recognize that a reliable snow cover is one of the defining factors in the quality of winter tourism. From the very beginning, the process of artificial snow production was inseparable from our goals of operation efficiency and energy optimization. Furthermore, one of Skilifte Lech's main concerns was and remains avoiding any unnecessary spillage of oil into the environment, which is why we decided to go with the more costly oil-free rotary screw compressors. Our long-standing motto remains: "Water, air, and nothing else."

- 1973** Initial trials using a snow cannon on the final slope of Schlegelkopf with precision performance measurements.
- 1977** Installation of snowmaking equipment with six hydrants on the lower third of the Schlegelkopf.
- 1982** First construction phase of the major snowmaking unit with a subterranean pump, compressor, and transformer shelter near the lower station of Schlegelkopf; a so-called hybrid facility was built to allow the use of both propeller and compressed air cannons, enabling us to produce snow under all relevant climate conditions. It was now possible to produce snow cover about halfway up the Schlegelkopf piste within merely a few days.
- Installation of underground extraction points with water, air, and electrical connections as well as the introduction of a system for locating them using avalanche rescue transceivers.
- 1983** Graduate engineer Michael Manhart designed the Arlberg-Jet, a novel snow cannon. His motivation was the high level of noise pollution caused by the compressed air cannons used at the time, as well as their enormous energy consumption, which was reduced by half with the Arlberg-Jet.

- 1988** The snow for all the Olympic winter sports facilities in and around Calgary, Canada, was produced using the Arlberg-Jet exclusively. TR DI Michael Manhart also developed the snow cannon test bench, which remains unique in the world, is still in operation, and has been continuously improved and upgraded over the years. To this day it is used to test practically every new development on the international snow cannon market.
- 1986** Second construction phase of the major snowmaking unit; construction of Compressor Station 1 halfway up the Schlegelkopf. This expansion made it possible to produce snow cover for the entire Schlegelkopf, including the neighboring pistes.
- 1988** Construction of the snowmaking facilities Zug-Madloch and Schlosskopf.
- 1989** Installation of snowmaking pipework along the Hinterwies slope in order to have a run available on which racing conditions are ideal even in the spring.
- 1990** Expansion of the Schlegelkopf snowmaking facility with the purpose of increasing coverable surface area and capacity.
- 1996** Third construction phase of the major snowmaking unit: The entire area toward the Kriegerhorn and across Furka down to the Steinmähder lower station could now be covered with artificial snow; conversion of the underground extraction point location system from avalanche rescue transceivers to electronic transmitters.





- 1998** Extension of the snowmaking facility Zug-Madloch as far as the Rinderhütte and the switch from diesel to electric power; increase in pump capacity for the Schlegelkopf snowmaking facility; addition of a garage, workshop, and storehouse to Compressor Station 1.
- 2003** Expansion of the snowmaking unit to the upper station of Hasensprung along the 50s descent (Furkamähder); purchase of 40 snow lances in order to reduce noise in residential areas and to optimize energy efficiency.
- 2004** Connection of the Steinmähder slope (No. 45) to the snowmaking facility Lech. This guarantees optimal snow conditions until the end of the season, even for this magnificent sunny slope.
- 2005** Adaptation of the GPS system to shaft and device location.
- 2006** Laying of snow pipelines up to the Sulzenkopf during construction of the speed training run.
- 2007** Extension of the snowmaking unit from Sulzenkopf to the Steinmähder upper station – the highest point of the Lech snowmaking facility at 2,302 meters – thus completing the snowmaking equipment along the speed training run. Laying of a water supply line to the Balmalp; extension of the snowmaking unit on Schlosskopf from Hotel Formarin to the Oberlech Tunnel.
Installation of an additional oil-free compressor station at the lower station of Steinmähder in order to increase the volume of compressed air.
- 2008** Further development and optimization of the Arlberg-Jet by TR DI Michael Manhart.

- 2011** Automation and technical modernization of the snowmaking unit at Madloch and in Lech. As part of the reconstruction of the Weibermahdbahn, snow pipelines are laid down to the valley station.

Construction plans for future projects are in progress:

- Seeli water supply pond with a volume of approximately 300,000 cubic meters of water
- Snowmaking equipment from the Steinmähder upper station to the Rotschrofen lower station
- Snowmaking facilities on the 65 descent (Berger Alpe)
- Expansion of the existing pump and compressor facilities and upgrade of the transformer station necessary to provide sufficient energy

THE SNOWMAKING UNIT TODAY

The legendary snow reliability of the Arlberg is supported by an extensive and extremely modern snowmaking unit. The snowmaking facilities of Skilifte Lech are currently used to cover a piste area of 90 hectares. We have 120 compressed air cannons, 40 snow lances, and 20 propeller cannons in operation. Altogether, over 16 kilometers each of conduits for compressed air and water have been laid, as well as the corresponding electrical cables and wiring. Depending on weather conditions and temperatures, the snowmaking teams deployed by Skilifte Lech produce between 300 and 700,000 cubic meters of snow per winter season, with one cubic meter costing approximately € 5-7. The production of artificial snow becomes cost-efficient starting at a temperature of -5° Celsius.



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Norbert Peter

Georg Fritz



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SPEZIALTIEFBAU NÜZIDERS

SKILIFTE LECH: ALLOW US TO INTRODUCE OURSELVES

Skilifte Lech currently employs a staff of 55 people during the summer and more than 175 during the winter season. The company's main activity is the operation of 10 cableways with an extensive network of slopes in the Lech ski area and four restaurants, two of which are open year-round.

Further areas of operation are:

- Preparation of the ski descents associated with these cableways
- Snowmaking for those same ski descents
- Piste safety measures (avalanche protection, appropriate marking of routes in compliance with standards, and signage)
- Creation, maintenance, and servicing of the Snow Park, the Race Area, Speed Check, and an artificial mogul training course
- Summer maintenance of the slopes (revegetation, fertilization, agricultural utilization, water management, etc.)
- Maintenance of the road network
- Management of company-owned woodland and agricultural areas (10 ha and 46 ha respectively)
- Cattle farming (breeding Scottish Highland cattle; mother cow husbandry), grazing and pasture management, making our own hay, management and recultivation of meadows with bush growth in support of avalanche prevention, meat production for our own restaurants
- Customer information and customer service

CABLEWAYS

Our 10 cableways have a combined transportation capacity of 20,720 individuals per hour. During the winter season, more than 5 million people use the facilities provided by Skilifte Lech.



Skilifte Lech was honored with the "Pro Natura – Pro Ski" Award for ecologically sensitive management



AN OVERVIEW OF THE SLOPES AND FACILITIES

The tariff network "Ski Arlberg" consists of the "Ski Arlberg – Pool Ost" (eastern pool), which includes the ski lift operators in the towns of St. Anton, St. Christoph, Stuben, and Klösterle-Sonnenkopf, and the "Ski Arlberg – Pool West" (western pool), comprised of the ski lift operators in Lech, Oberlech, and Zürs. Each "ski pool" is responsible for the marketing and joint sale of lift passes for the individual ski lift companies.

THE FOLLOWING SKI LIFT COMPANIES ARE ASSOCIATES OF "SKI ARLBERG – POOL WEST":

- Skilifte Lech Ing. Bildstein GmbH
- Auenfeldjet GmbH
- Bergbahn Oberlech Hoch AG & Co. KG
- Rüfikopf Seilbahn AG
- Seillifte Oberlech GmbH & Co. KG
- Seillifte Oberlech GmbH & Co. Roter Schrofen KG
- Ski Zürs AG

„Skilifte Schröcken Strolz GmbH“ and „Skilifte Warth GmbH & Co KG“ became affiliates of the Arlberg tariff network following the opening of the Auenfeldjet link in 2013.



Skilifte Lech Facility Designation	System	Year of construction	Reconstruction	Seat Heating	Conveyor Belt Loading	Altitude Lower Station in m a.s.l.	Altitude Upper Station in m a.s.l.	Elevation Difference in Meters	Slant Length in Meters	Travel Time in Minutes	Passenger Capacity, Persons per Hour	Total Passenger Elevation Difference per Hour
Auenfeldjet	10MGD	2013		x	-	1,719	1,786	67	2,072	8	1,490	99,830
Balmengrat	SL	1998		-	-	2,099	2,094	-5	222	2	1,400	0
Hinterwies	SL	1981		-	-	1,475	1,662	187	602	3	1,186	221,782
Kriegerhorn	6KSB-B	2002		x	x	1,801	2,172	371	1,140	4	2,880	1,068,480
Schlegelkopf I	4KSB-B	1990	1997	x	x	1,441	1,808	367	1,298	5	2,400	880,800
Schlegelkopf II	2SB	1972		-	-	1,441	1,829	388	1,392	9	1,200	465,600
Schlosskopf	2SB	1964	1998	-	-	1,435	1,773	338	1,428	10	850	287,300
Steinmähder	8KSB-B	2003		x	x	1,822	2,309	487	1,288	5	4,000	1,948,000
Weibermahd	8/10-CGD	2011		x	x	1,786	1,923	137	771	3	3,874	530,738
Zugerberg	2SB	1969	1992	-	x	1,490	2,105	615	1,460	10	1,440	885,600



Skilifte Lech



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SKILIFTE LECH: ALLOW US TO INTRODUCE OURSELVES

AVALANCHE CONTROL

We have always paid particular attention to engineering solutions toward avalanche control, forest revitalization, and the ongoing reforestation programs pursued by Skilifte Lech to prevent avalanches.

Working closely with the Vorarlberg authorities for the prevention and obstruction of flash floods and avalanches, Skilifte Lech realized a number of snow retaining structures in the area around the Zugerberg and Kriegerhorn-Ost. In 1995 – under the leadership of Michael Manhart – Skilifte Lech collaborated with the Doppelmayr company and a team of specialists in developing modern coordinated avalanche triggering charge units (the German term “Lawinenergeln” literally translates as „avalanche organs”) and remote-controlled charge launchers. For the first time ever, it was possible to reliably trigger controlled avalanches by computer command, and once the maturity phase was achieved in 1997, Lech became the first skiing area in the world to put this innovative system to use, registering a significant safety gain as a result.

Our company installed an additional six avalanche towers in the Monenfluh area in 2011, and one avalanche tower plus three “avalanche organs” with two magazines each in 2013 to safeguard the Auenfeldjet.

We also perfected the controlled triggering of avalanches utilizing explosives dropped from helicopters in collaboration with various authorities (which was implemented Austria-wide).

Covering an area of 20 square kilometers, the slopes of the marked and surveyed zones of the skiing area are inspected and secured daily. However, off the beaten track there is no security, and there, winter athletes are responsible for their own safety. Despite the unavoidable remaining risk, there have been no avalanche accidents worth mentioning on any open slopes in over 50 years, proving that the avalanche commission

and the blasting teams – consisting of ski instructors and employees – have always done a good job. Our team of 50 men and women working as avalanche blasters or as members of the avalanche commission currently monitors about 200 blasting points – in other words, potential avalanche terrain – and deploys approximately 5,000 kg of explosives per season. Charges are deployed by hand or – in remote terrain – by helicopter. For the automated avalanche blasting, Skilifte Lech has at its disposal 14 coordinated avalanche triggering charge units (“Lawinenergeln”) with 31 magazines and 7 avalanche towers, which can be triggered by computer via radio remote control if necessary. Each avalanche triggering device is armed with 10 charges that are replaced again and again by specially qualified employees.

We are currently collaborating with the Institute for Natural Hazards and the University of Natural Resources and Life Sciences in Vienna on various research projects. The SNOW-CATCHER measures the forces involved in an avalanche using an avalanche net, while the avalanche forecast system ADS bases its avalanche calculations on statistical models. And with the Alpine Center Lech we are working on the application AVADO, a collection pool of data on avalanche blasts performed intended to provide seamless documentation of avalanche control measures.



**NIE OHNE
NEVER WITHOUT**



SNOW GROOMING

One issue of fundamental importance to any ski area is snow grooming. Snowfall and/or snowmaking plus an armada of snowcats are simply not enough. What it takes in order for skiers to awaken to optimum snow conditions in the morning is mainly one thing - Time. Because a piste can become compact even in the absence of freezing temperatures. In dry snow, the snow crystals tend to coalesce where they meet each other. The reason we begin piste preparation immediately after the lifts close is to allow enough time for the snow crystals to form a compact layer, a process known as sintering. The perfect finish is delivered by the snowcats' the powerful rear-mounted rotary tillers, which break the snow granules down to the ideal size and aerate the snow pack. This is the only way the piste can cure the way we want it. One thing that remains an unsatisfying challenge for us is nocturnal snowfall. If the snowgrooming machines move out at 5 am after a sufficient fall of fresh snow, there is simply not enough time for the sintering process to complete itself. The result is the formation of a mogul slope.



TRAIL GROOMING VEHICLES

The preparation of our slopes - which again and again receive rave reviews from visitors - is performed by twelve piste grooming vehicles, four of which are winch cats. At the start of the season, our operators are allotted a snowcat which they will drive, service, and repair for the next five months. An area of approximately 90 hectares - which equals about 140 football fields - is prepared daily by the operators of Skilifte Lech alone for our winter sports enthusiasts. And since last season, we've got a little additional support ...

THE BEAST - A NEW DIMENSION IN PISTE PREPARATION

Two state-of-the-art snow groomers manufactured by Prinoth have catapulted us into a new dimension of piste preparation. The Beast promises a 40% increase in ground coverage. Two of these machines - with a price tag of around half a million Euro each - replace three regular snowcats. More than 7 meters of slope are groomed in one tour, and their blades can handle over 6 meters of piste. Thanks to an optimized center of gravity, the Beast possesses greater thrust, which is optimally transferred to the ground due to a 50% increase in track contact area. This gives the Beast hitherto unheard of climbing power and raises the bar on the need for winch cats.



SNOW DEPTH MEASUREMENT

The configuration of a GPS-based computer-controlled precision snow depth measuring device for ski slopes initiated in 2009. Two of Skilifte Lech's snowgroomers have such GPS instruments installed.

The advantages:

- Greater snow reliability and piste quality
- Reduction of snowmaking costs
- More efficient slope preparation
- Conservation of resources and protection of the environment

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SKILIFTE LECH: ALLOW US TO INTRODUCE OURSELVES

PURE FUN IN ARLBERG THE SNOW PARK'S FUNLINE

More than 2 hectares of sprawling grounds await the friends of big air in this terrain park on Schlegelkopf. "Some like it hot ... and others like it high." This applies not only to the heated seats of the cable cars and the daring jumps, but also to the expenditures for the 21 obstacles that are spread out over the easy, intermediate, and pro lines. Between 30,000 and 50,000 cubic meters of snow are produced annually for the Snow Park, and approximately € 170,000 are invested per annum in supervision, maintenance, and repair of the terrain!

NEW: FUNLINE FEATURING A WAVE RUN AND BANKED RUN



FEEL THE THRILL OF THE RACE WITH SKILIFTE LECH

THE PARALLEL SLALOM RACE- TRACK BMW XDRIVE RACE AREA LECH "HINTERWIES"

Experience the feeling a downhill racer gets during his run on our continuously prepared parallel slalom racetrack. Prove what a racer you are at the Race Area Lech, located right by the Hinterwieslift. Whether you're looking to practice or just hang out and have fun with friends – you can go one-on-one on this parallel slalom run, which is groomed and set up daily. Race against the skier next to you or against the clock – you're sure to improve with every run!

BMW XDRIVE SPEED CHECK "WEIBERMAHD"

Have you always wanted to know just how fast you are on your skis or snowboard? Do you wonder whether your equipment is really waxed for top performance? Then the Speed Check facility near the Weibermahdlift exactly the place for you. Your top speed is measured on a high-speed downhill course – so start, squat, and see your tempo on the scoreboard. A special bonus is the only free radar action snapshot in the world. (These photographs can be accessed over the internet.)





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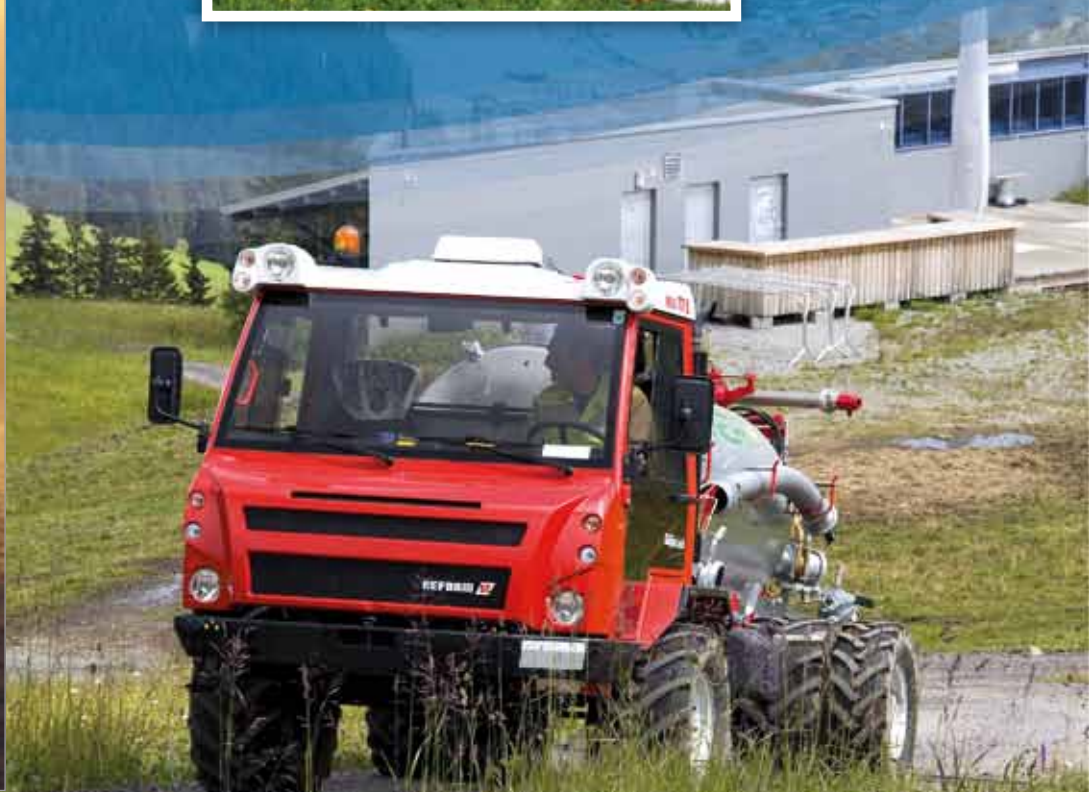
Salzburg

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THE SUMMER SEASON: PISTE GROOMING

Following every winter season, the entire staff of Skilifte Lech make a concerted effort to clear the terrain of waste and debris. At the same time, any damage to the vegetation caused by snowgrooming equipment or ski edges is remedied by sowing seed – which we developed – that is particularly suited to the respective altitudes and soils, and by replacing and pressing in any sods torn from the ground.

The bulk of our annual summer tasks is aimed at renaturing those tracts of land that have been altered by human activity, which are cultivated in a fashion that is environmentally responsible and conducive to biodiversity in close cooperation with the local farmers. The goal is to establish good root penetration of the top soil using mulching equipment and balanced organic fertilizers. After the successful completion of this process, all piste areas are utilized as grazing pasture or as meadows for haymaking.





Reforestation

Sowing hay flowers to preserve the native vegetation



Revegetation employing hydroseeding



Construction of the biking route "Burgwald Trail" between Oberlech and Lech



Making hay

Farm road construction

Manual revegetation of a grade with sods



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They're dancing on a high wire: The deputy superintendents of cableway revision, Daniel Kerber and Harald Steinwender



Snow cannon storehouse K1
Schlegelkopf (= compressor station)



Nozzle head of a
snow lance



Our agriculturalist, Andreas Würfl,
takes care of our pastures, the
Scottish Highland cattle, ...



... and the farming operation

THE SUMMER SEASON: RECONDITIONING

Our vehicles must be serviced and repaired over the summer. That is also the time for piste grooming as well as construction and modernization work on our slopes and buildings.



Hans-Peter Hussl is the boss of 12
piste-grooming vehicles and their
drivers as well as the garage

They play "Mother Hulda"
during the winter
– Snowmaster Sepp Meiser's staff



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OUR FARM – AN AUTONOMOUS CYCLE

Those who visit the town of Lech only in the winter know Skilifte Lech all too well. After all, they use our services to get up on the mountain and then return to the valley on skis or snowboards. But Skilifte Lech is so much more than mere means of ascension for winter sports enthusiasts. Because this ski lift operation is by now also a caterer and an agricultural operation, and its corporate citizenship activities range from public transportation to children's playgrounds. We work all year round – not just during the winter. We invite you to take a peek behind the scenes and visit our agriculturalist Andreas Würfl. You will see that this farming operation is an autonomous cycle.

THE SCOTS IN LECH

A man and his herd – that is how you might describe Andreas Würfl's job. Skilifte Lech have in their employ an agriculturalist all their own – plus a herd of 30 Scottish Highland cattle that work for us year in and year out. An avalanche that occurred a few years ago showed us just how important the right maintenance is. Back then, an approximately two meters deep avalanche of freshly produced snow started sliding on the long grass and rushed a few hundred meters toward the valley. Luckily, it did no harm to humans, the environment, or the equipment. But since then we have redoubled our efforts to create a balance of beautiful alpine meadows without letting them run to seed. Our Scots and Andreas Würfl help us to

achieve this. A new barn was erected in which the Scottish Highland cows can find a warm spot in winter and our farmer can store his machines and tools. For him as an agricultural scientist, this is heaven on earth. We generate most of the hay for our Scots on the mountain meadows and purchase additional hay from the local farmers, with whom we have good working relationships. The subsequently produced manure is used to fertilize the pastures. And, by the way, you can sample the beef produced from the cattle we breed in our own restaurants. A survey performed by the University of Vienna has shown that the artificially snowed and cultivated pastures are in no way inferior to other alpine meadows.



A MATTER CLOSE TO OUR HEARTS – ENVIRONMENTAL PROTECTION

DAILY TRAFFIC AND TICKET LIMITATION

In 1991, the ski lift operations in Lech and Zürs announced that they were introducing a voluntary restriction on the number of skiers allowed in the ski area at one time. In the event that a limit must be imposed, no further short-stay passes are issued, with an exception for visitors who have travelled to Lech using public transport. This heads off any overburdening of the skiing area and guarantees that visitors experience the accustomed level of safety and convenience even on peak days (little to no queue time, no crowding on the slopes, no overfilled restaurants, etc.).

ISO 9001 CERTIFIED FOR ALMOST 20 YEARS

Skilifte Lech considers itself a customer-oriented service business in the tourism industry. It was the first Austrian cable car company to be certified according to ISO 9001 guidelines in 1996, followed by ISO 14001 certification in 1998.

The ecologically responsible treatment of our alpine environment and an actively preventive environmental policy are matters of particular concern to us. We base our environmental management practice on the pertinent laws and regulations, and we secure compliance internally and externally with particular organizational measures. Furthermore, we emphasize sustainable operations in agreement with our partners in the tourism industry. We support and engage in research and development of processes and methods to protect and sustain the indigenous high alpine flora and fauna as well as a stable environment.

The safety of our visitors and employees has top priority in all our enterprises. By strictly complying with all relevant laws and regulations, exactly adhering to reasonable stipulations and restrictions, and continual training our staff, we ensure the minimization and sometimes even elimination of hazards.

ENERGY AND RESOURCES

Participation in the Lech biomass heating plant, and connection of all Ski-Lifte Lech buildings located in the town center to this facility, thus reducing emissions and utilization of renewable resources; The Rud-Alpe and the staff accommodation at the Balmalp in Zug are heated using geothermal heating; A marble-tiled night storage heater provides heat at the Balmalp;

Installation of a photovoltaic unit with transparent power cells to generate electricity in the upper station of Kriegerhorn; Integration of a solar plant in the lower station at Kriegerhorn to provide hot water for the neighboring workshops; Reduction of energy requirements through waste heat recovery and the use of high-quality insulating materials on buildings.

ENERGY CONSUMPTION

Our annual power consumption is almost 5 MWh, with 57% of the electricity being used for snowmaking, 34% for the lift facilities, and 9% for our catering operations. Since the energy expenditure for artificial snow is relatively high, we pay particular attention to ensuring that snow is only made when it is absolutely necessary and that only the minimum amount of snow needed based on prior experience is produced. Moreover, as much snowmaking as possible is undertaken prior to the start of the season and at night, in other words at times of low electricity demand.

Since 2012 we have been gradually developing an energy controlling program in order to evaluate all relevant electrical data (output, efficiency, etc.), especially for the pump and compressor stations of the snowmaking unit, since enormous amounts of energy are consumed within a very short period of time. And the power consumption of the cable cars, employee housing, and restaurants can be examined carefully, as well.



EXHAUST EMISSIONS / FUEL CONSUMPTION

A modest level of exhaust is emitted by our twelve piste grooming machines, company cars, and other vehicles (seven snowmobiles, two all terrain vehicles, and six self-propelling construction machines) as well as the heating unit. During an average season, the diesel consumption of one piste groomer is about 30 liters per hour. Consumption and thus emissions highly depend on the operational conditions (snow quality, grooming activity, plowing/moving, winch use).

AVERAGE CONSUMPTION DATA OF SKILIFTE LECH OVER THE LAST FIVE YEARS

Electricity	about 5 million kilowatt hours
Fuel	295,000 liters of diesel 6,225 liters of gasoline
District Heating	815,000 kilowatt hours
Visitors conveyed	approx. 5 million per annum
Amount of snow produced	up to 700,000 cubic meters

MOUNTAIN GASTRONOMY

Since 2003, Skilifte Lech has also successfully extended its operations into the catering business, which is managed by Andreas Wibmer. And even for these projects we have remained aware of our responsibility toward the environment. So, for example, all enterprises are connected to Lech's public waste water treatment plant. In addition, the comforting warmth of the Rud-Alpe is produced using geothermal heating, and in the Balmalp a marble-tiled night storage heater is used. Plus, these two culinary highlights of the Lech skiing area are equipped with heat recovery units. And what's more, in 2005, three of the company's restaurants (Rud-Alpe, Balmalp, Frozen Icebar) were the first successfully certified to ISO 9001 standards.

THE RUD-ALPE – A FLAGSHIP IN TERMS OF HOSPITALITY

In the midst of the Schlegelkopf slopes, with an absolutely stunning view of the valley and the town of Lech, stands the Rud-Alpe. This lodge, which has already been awarded a toque, is surely the flagship of Skilifte Lech when it comes to hospitality. Here, Skilifte Lech have created a pit stop for skiers which exudes originality down to the smallest detail. Following our purchase of the run-down and decaying Rud-Alpe, the old building was completely removed in the summer of 2003. The chalet was subsequently rebuilt, with special attention being paid to using the old wood from the original Alpine lodge, and additional wood being sourced carefully from in and around Lech, allowing this gem to shine in all its new and old glory. Restaurant manager Andreas Wibmer tends to our customers' well-being all year round. So you might consider celebrating a family affair or a company event up here, greeting the new year, and enjoying the finest delicacies along with the spectacular view of the surrounding mountains.

RÜFIKOPF

Allow us to waft you up to 2,350 meters above sea level, to the Rüfikopf, and immerse yourself in the splendor of the mountain panorama. This is the starting point for numerous hiking and climbing tours, and paragliders also launch from the Rüfikopf. Discover the unique alpine flora and fauna. Of course, you can also simply enjoy the glorious panorama of view of the Arlberg region in the newly designed panorama restaurant or on the extended sun terrace, where regional culinary delicacies, Austrian specialties, and plain fare are served. The panorama restaurant is also perfect for evening events, and we can help you to turn your special occasion into an unforgettable celebration. The restaurant is at your service year round, open daily from 9 am to 4 pm.

*During the Winter:
The Starting Point
of the White Ring*



Rud-Alpe

rüfi restaurant



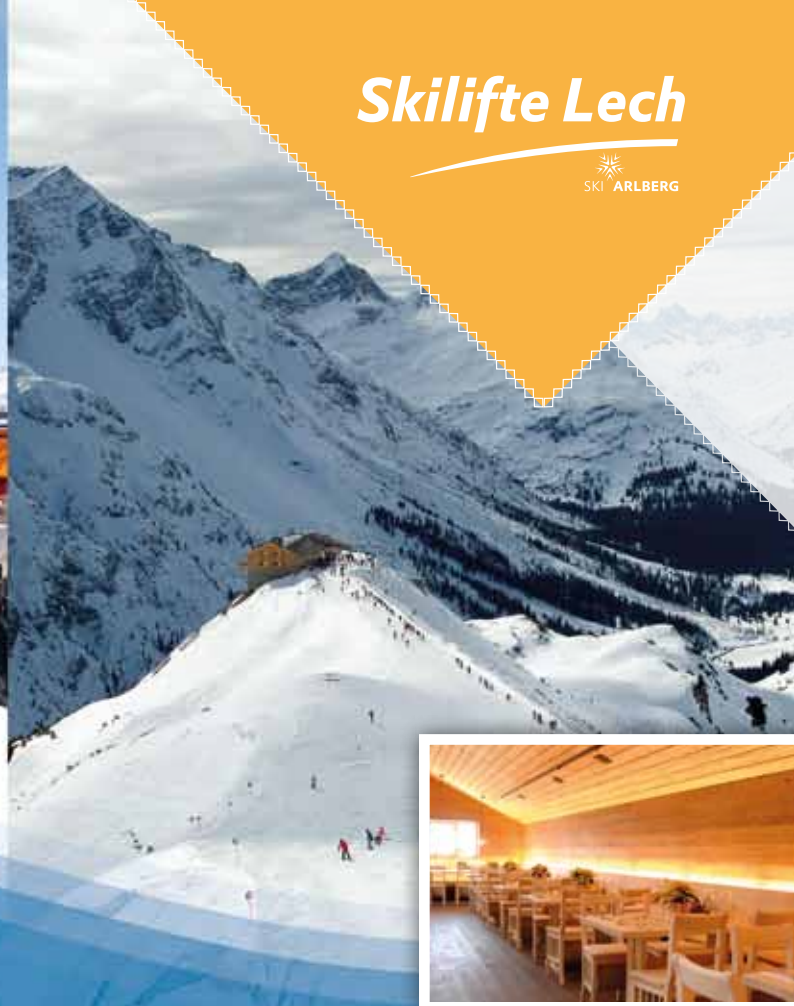
FROZEN ICEBAR

For skiers, pedestrians/hikers/non-skiers, and sun worshippers

THE SLIGHTLY DIFFERENT OUTDOOR BAR

At an altitude of 1,800 meters, directly adjacent to the Bergstation Schlegelkopf, a sunny terrace with a really cool outdoor bar awaits visitors, offering them a particularly pulsating "frozen feeling". Champagne, vodka, or Pilsner, fresh oysters and delicious antipasti are all guaranteed to warm more than just the cockles of your heart.

Live events featuring well-known DJs are scheduled every Sunday until the sun goes down!

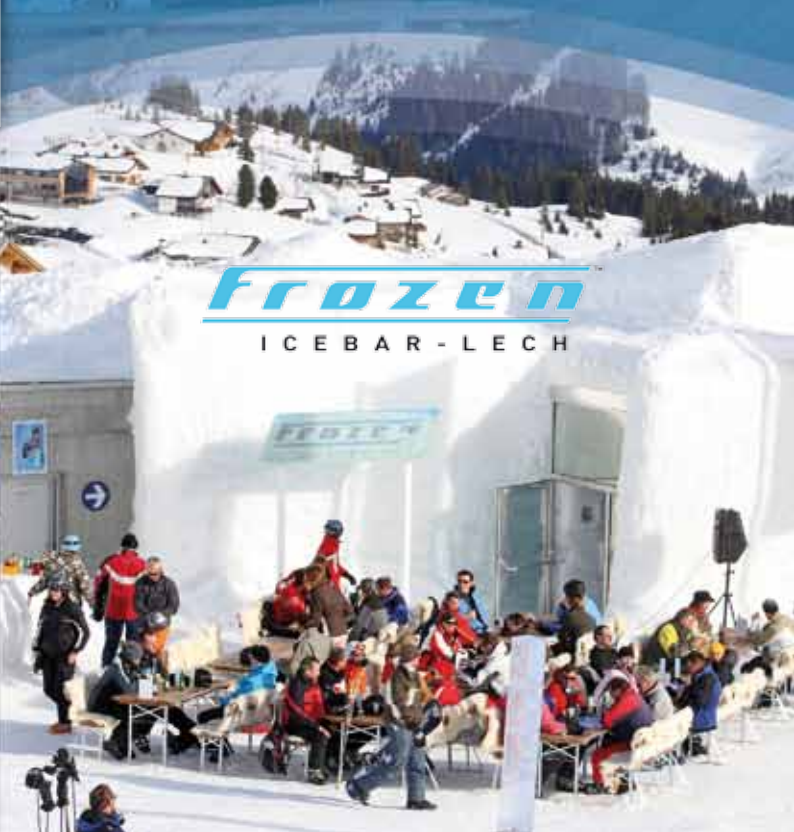


BALMALP

Just like the Rud-Alp, the Balmalp has been completely reconstructed. It stands as a successor to the Palmenalpe, which was taken over by Skilifte Lech during the 2003/04 season. Reopened for the winter season of 2006/07, this mountain lodge immediately made a distinct impression with its outstanding design, innovativeness, and level of luxury. The view of the surrounding mountain terrain is absolutely unique. As is what might be considered the most spectacular sunset in the Arlberg region.



Tip: Rudi's Giant Pizza



Balmalp



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