

# **Juneau Commercial Operators**

## **Letter of Agreement**

### **Airspace Users – Juneau, Alaska and Vicinity**

Revision Number 29

Effective Date: February 20th

2023

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## LETTER OF AGREEMENT

### Airspace Users - Juneau, Alaska and Vicinity



















This letter of agreement is entered into for the purpose of establishing safe operating practices in the Juneau Airport Class D surface area and the uncontrolled airspace in the geographic areas surrounding Juneau, Alaska. These include select areas of the Juneau Ice Field, Gastineau Channel, Taku Inlet, Lynn Canal and Glacier Bay.

The methods employed include preferred routes, primary and secondary reporting points, specific radio frequencies, frequency changeover points, and specific altitudes for specified direction of flight at traffic conflict areas. The largest concentration of aircraft is comprised of VFR Commuter traffic and air tours. However, all aircraft are geographically restricted to the use of the same routes.

Signature of an aircraft operator to the routes and procedures contained in this Juneau Operators Letter of Agreement (LOA) indicates voluntary compliance, in that while operating on the described routes, these procedures should be adhered to. This does not restrict an aircraft operator from utilizing non-depicted routes. Deviations from this letter of agreement may be made as required for specific missions, traffic, or weather. This agreement does not relieve aircraft operators and pilots from adhering to Federal Aviation Regulations, or Operations Specifications issued to that company by FAA Flight Standards. It remains a right and responsibility for a pilot to deviate from any procedure if required to ensure the safety of their aircraft, or when weather or traffic conflicts require.

Modifications to a specific area procedure will be made via date and numbered revisions to the specific appendix or page, including a signature agreement line for each party to this agreement. This agreement is valid until the end of each calendar year.

### MAP LEGEND

	Reporting Point		IFR Reporting Point
	Mandatory Reporting Point		IFR Intersection
	Outbound Route		Frequency Changeover Boundaries
	Inbound Route		CTAF Frequency
	Inbound/Outbound Route		Tower Frequency
	Conditional Inbound Route		Route Altitude (do not deviate)
	Conditional Route		Route Altitude (at or above)
	IFR Routes		Route Altitude (at or below)
	Obstruction – MSL,(AGL)		Directional Altitude

## GENERAL PROCEDURES

### Altitudes

- VFR Hemispherical Cruising Altitudes apply above 3,000 feet above ground level (AGL).
- Enter drainage's (upstream direction), fly at thousand foot levels-- 1000, 2000,3000 feet above mean sea level (MSL). **\*Except Taku Inlet.**
- Exit drainage's (downstream direction), fly at 500-foot levels (500, 1500, 2500 feet MSL). **\*Except Taku Inlet.**
- Fixed wing aircraft should remain as high as possible, especially near helicopter landing sites.

### Reporting Points

- Reporting points are listed in each geographic area appendix. The charts enclosed depict these reporting points.
- Pilots should report approaching reporting points. Position reports should be given when approaching a frequency changeover line on both frequencies.

### Rules of the Road

- Normal traffic will fly on the right side of rivers, valleys, mountain passes, shorelines, or waterways except where noted in a Specific Area Procedure or when confronted with weather, traffic or other conflicts.
- If weather requires deviation from standard or Specific Area Traffic patterns, radio position calls should include this information and be transmitted on CTAF as conditions warrant.
- Formation flying as contemplated by 14 CFR 91.111(c), only occurs when an aircraft is flown solely with reference to another aircraft and within 500 feet of the referenced aircraft (see FAA Order 8900.1, Volume 3, Chapter 6, Section 1, Subparagraph 3-143A22). Formation flying is not authorized under this LOA.

### Radio Etiquette

- Communications should be brief. Who, Where, Altitude, Intentions.
- There should be no unnecessary conversations on CTAF. Unnecessary communications should only be conducted if an aircraft is capable of monitoring multiple frequencies and can continue to monitor the CTAF.

### Company Management Responsibilities

- Companies should thoroughly train all pilots on the routes, altitudes, frequencies, and procedures explained in the Letter of Agreement and maintain a record of training. Management will disseminate any changes to the LOA in a timely fashion and should encourage pilots to report any deviations made or witnessed.

## **JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES**

### **JUNEAU AIRPORT CLASS-D AIRSPACE**

- Aircraft inbound to the airport shall establish communications with the Juneau Air Traffic Control Tower at the appropriate VFR reporting points as listed on the Juneau Sectional (points are listed on the inset of the Juneau sectional chart).
- Aircraft departing shall make a position report on the appropriate CTAF frequency prior to passing the inbound VFR reporting points.
- During times of high traffic volume (summer season only), the tower may assign a separate frequency (120.70) for traffic operating north of the runway and east of Auke Mountain. Listen to the ATIS to determine if this frequency is in use.
- General Guidelines for Juneau Airport:
  - Recommended Traffic Pattern Altitudes
    - Helicopters: 500 feet MSL
    - Fixed Wing 1000 feet MSL
    - Large Turbine: 1500 feet MSL or Above
  - Aircraft are expected to follow routes and altitudes listed in the LOA unless a deviation is requested and approved by Juneau ATCT.
  - If issued traffic information, give a positive or negative response (i.e. "traffic in sight/not in sight").

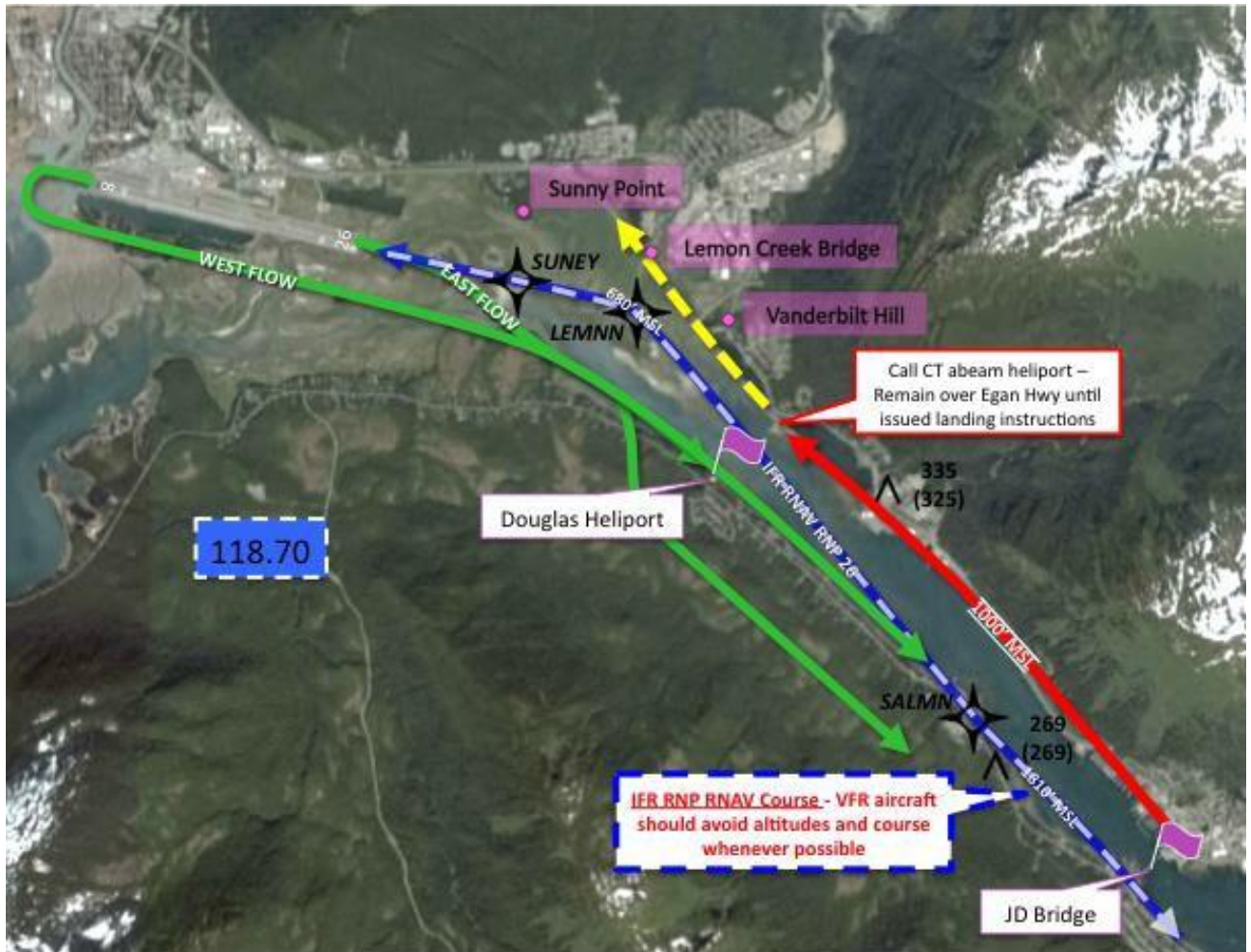
## JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES

### RUNWAY 8/26, EAST/WEST FLOW, FIXED WING

#### DOWNTOWN

- Inbound to the airport, fixed wing traffic should remain at 1,000 feet MSL, remain directly over Egan Expressway and report abeam the Douglas heliport, until issued landing instructions from Juneau tower.

**Note:** Be advised RNP Air Carrier Approach Path is in close proximity south of Egan Expressway do not deviate from the highway until instructed to do so by the tower.

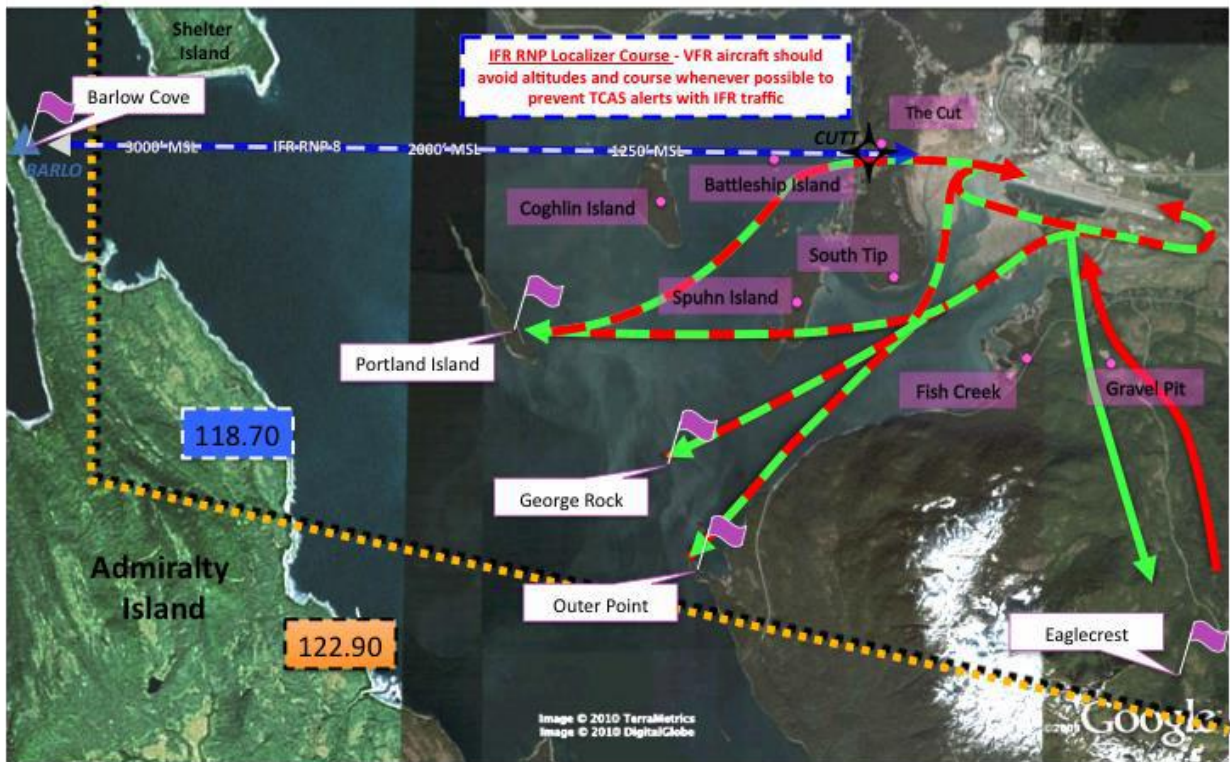


## JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES

### FIXED WING AND HELICOPTER

PORTLAND ISLAND  
GEORGE ROCK  
OUTER POINT  
EAGLECREST

- Helicopters will use 500' MSL and Fixed Wing will use 1000' MSL on all arrivals and departures listed above except for the Eaglecrest route

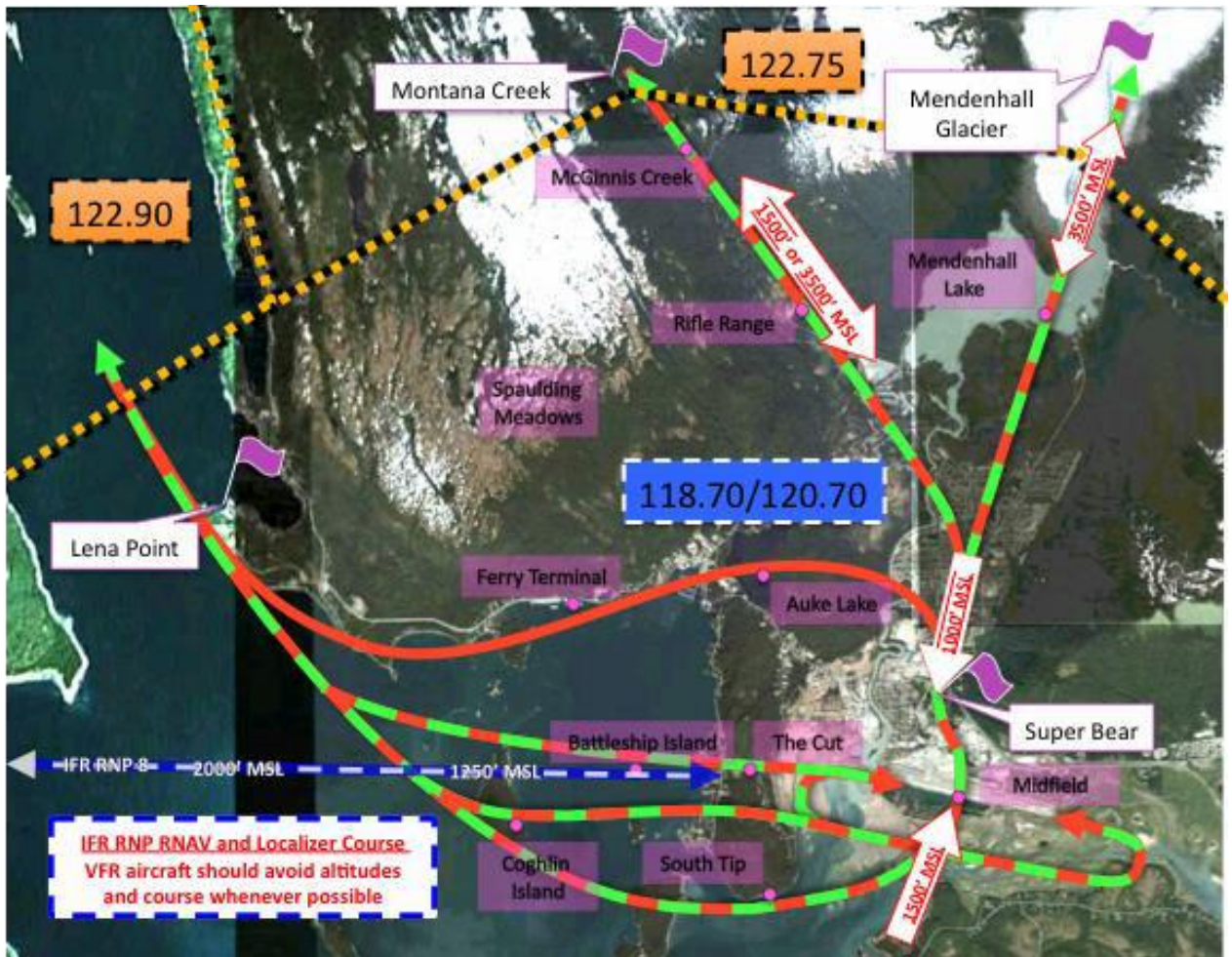


## JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES

### FIXED WING

LENA POINT  
MONTANA CREEK  
MENDENHALL GLACIER  
SUPER BEAR

- Exercise caution when crossing the IFR Localizer Course
- Be extremely vigilant when approaching the rifle range due to a high concentration of converging air traffic
- Crossing the face the Mendenhall Glacier should be at or above 3500' MSL due to helicopter traffic crossing at and below 3000' MSL
- Fixed wing aircraft should remain as high as practical over helicopter glacier landing sites.





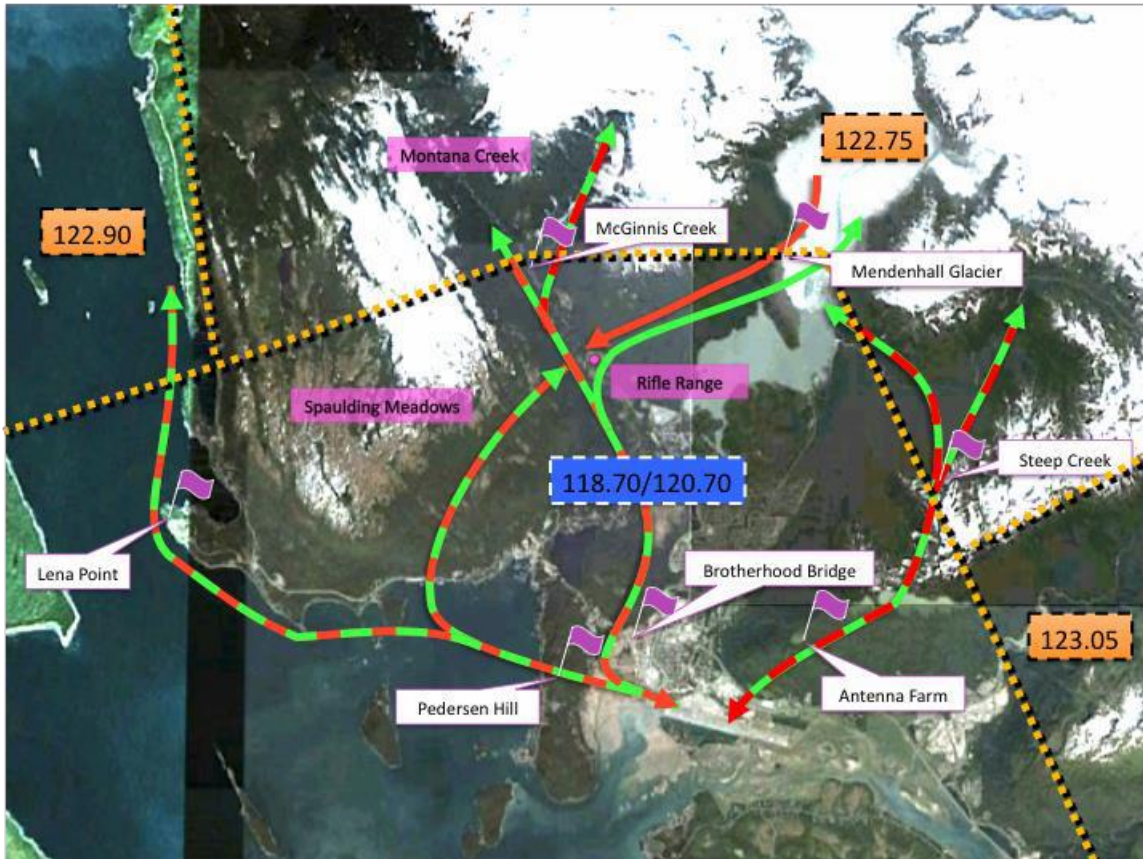
## JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES

### HELICOPTER

#### AUKE BAY MENDENHALL STEEP CREEK

##### Auke Bay and Mendenhall Routes only:

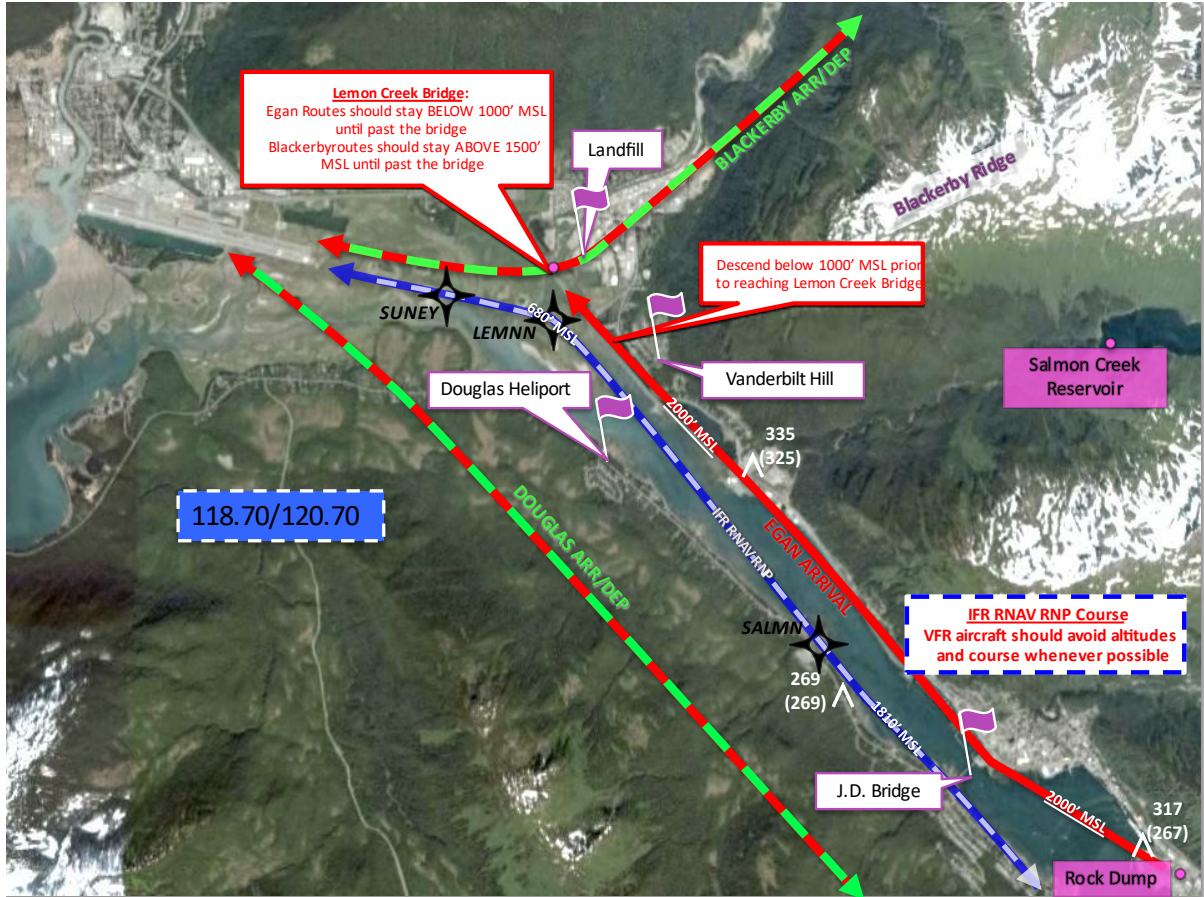
- Helicopters shall stay at or below 500' AGL in the traffic pattern north of the runway until passing abeam the approach or departure ends of the runway unless cleared by Juneau ATCT.
- After departing the traffic pattern, helicopters should attempt to climb to a minimum altitude of 2200' MSL outbound, weather permitting, but should not exceed 3000' MSL when crossing the rifle range or the face of the Mendenhall Glacier to avoid fixed wing traffic.
- Helicopters on inbound routes should maintain 2000' MSL, weather permitting.
- Helicopters should avoid operating between 1000' and 2000' MSL and above 3500' MSL when in the vicinity of the rifle range due to fixed wing traffic routes.
- Helicopters crossing abeam Suicide Icefalls should be at or below 3500' MSL to avoid fixed wing traffic crossing over at 4000' MSL.



## JUNEAU AIRPORT ARRIVAL AND DEPARTURE PROCEDURES

### HELICOPTER

**BLACKERBY  
EGAN ARRIVAL  
DOUGLAS**

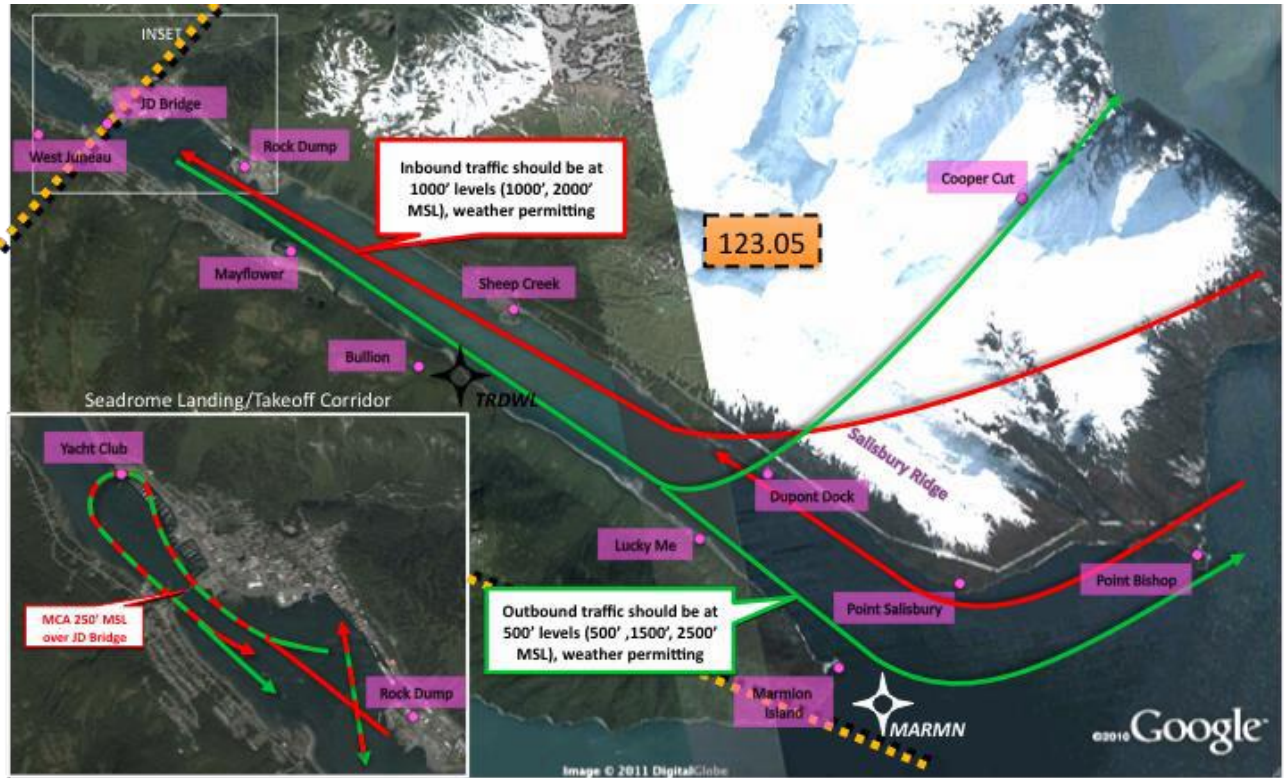


## GASTINEAU CHANNEL ARRIVAL AND DEPARTURE PROCEDURES

### FIXED WING

#### DOWNTOWN HARBOR

- Traffic for the harbor will turn and descend below 1,000 MSL over the “Yacht Club” and then remain over Gastineau Channel. Minimum JD Bridge crossing height is 250’ MSL.



#### TAKU INLET GENERAL PROCEDURES

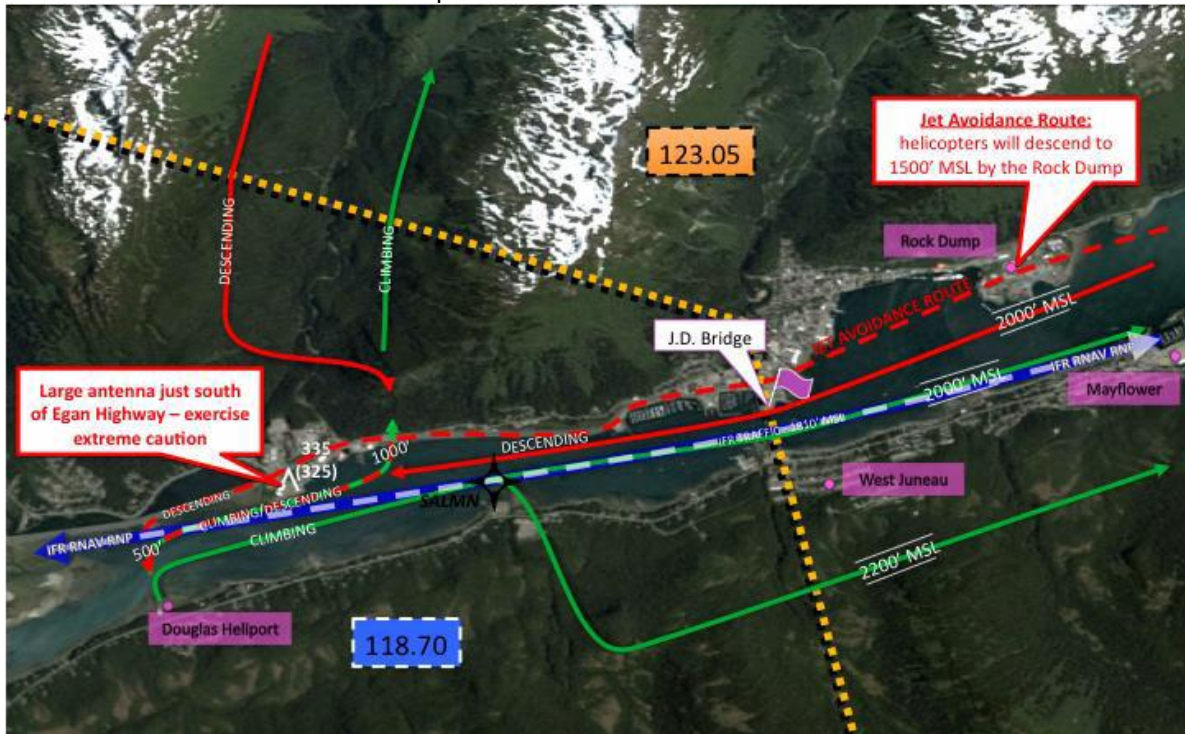
- Aircraft heading upstream (northeast) in Taku Inlet on either shoreline will be in a continuous climb, or at: 500, 1500 or 2500 feet MSL when ceilings permit. Aircraft heading downstream (southwest) on either shoreline will remain at 1000, 2000, or 3000 foot levels. Above 3,000 feet AGL hemispherical cruising altitudes apply.
- When upstream of the Toe of the Taku Glacier, helicopters transiting upstream will remain at 500 feet MSL. Fixed wing traffic heading downstream will remain at, or above 1,000 feet MSL.

## DOUGLAS HELIPORT ARRIVAL AND DEPARTURE PROCEDURES

### HELICOPTER



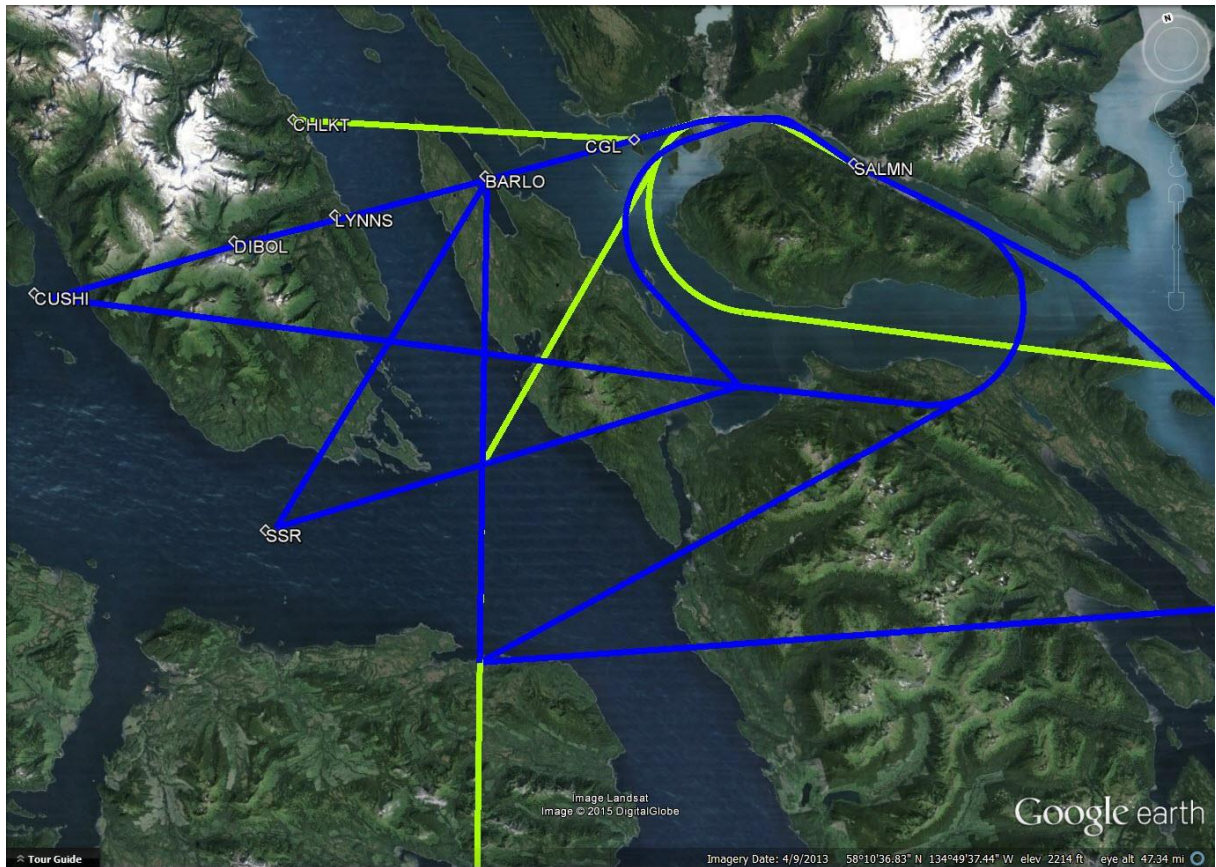
Heliport/Downtown Detail Area



## ALASKA AIRLINES ARRIVAL AND DEPARTURE PROCEDURES

IFR jet traffic inbound to and outbound from the Juneau airport may be operating in instrument conditions while VFR traffic is operating below overcast in controlled airspace – the Class E West Extension, or the Gastineau Channel – outside of a radar environment. Alaska Airlines will make position reports on CTAF when inbound from the west or over the Gastineau Channel.

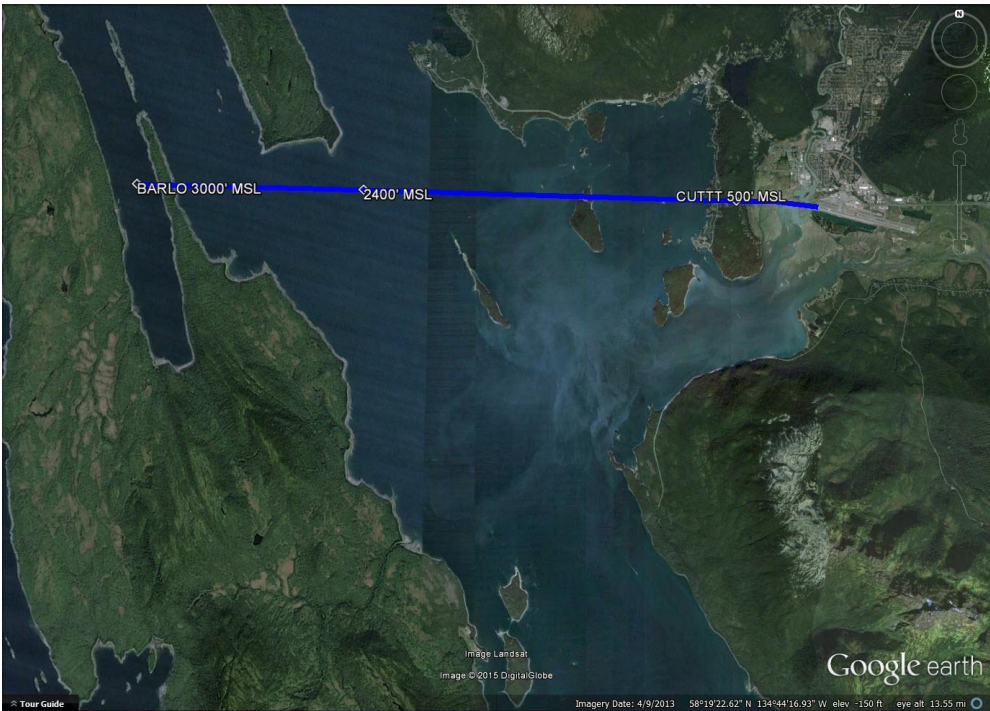
**EXTREME VIGILANCE IS REQUIRED WHEN OPERATING BELOW OVERCAST IN GASTINEAU CHANNEL AND BELOW OR WITHIN THE JUNEAU AIRPORT CLASS E AIRSPACE EXTENSION DUE TO JET TRAFFIC DESCENDING THROUGH THE OVERCAST.**



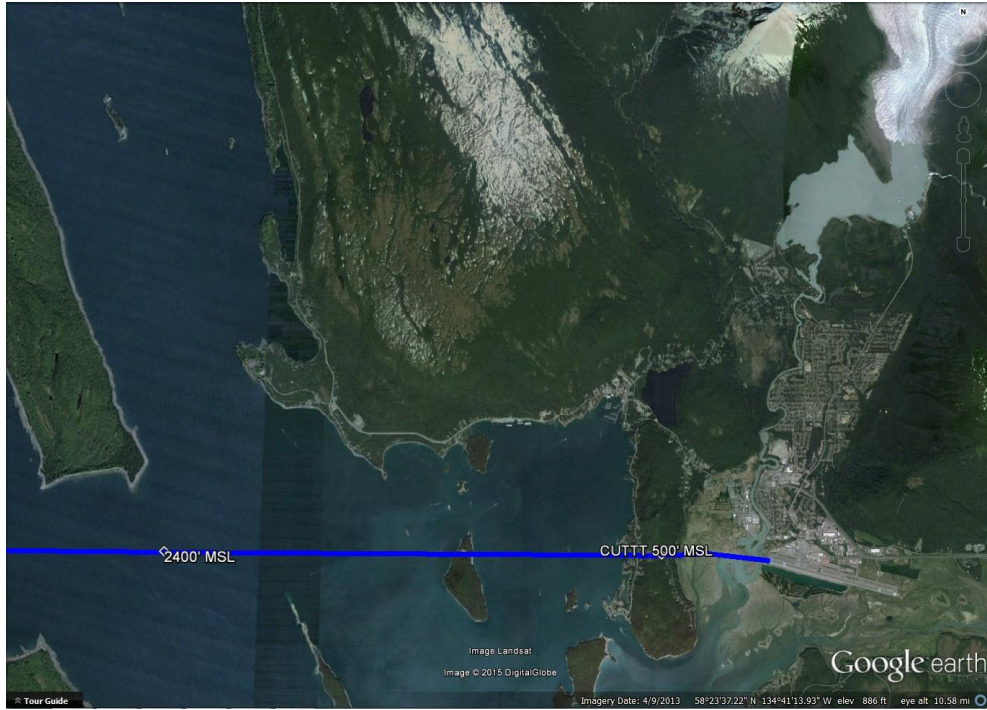
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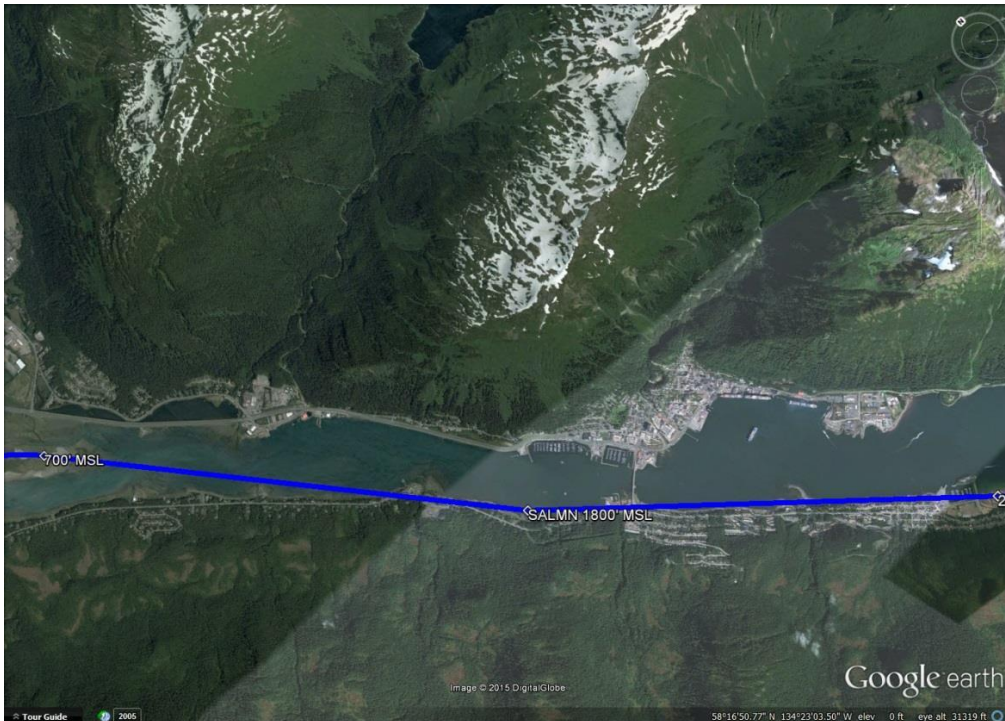
AK AIR ROUTES



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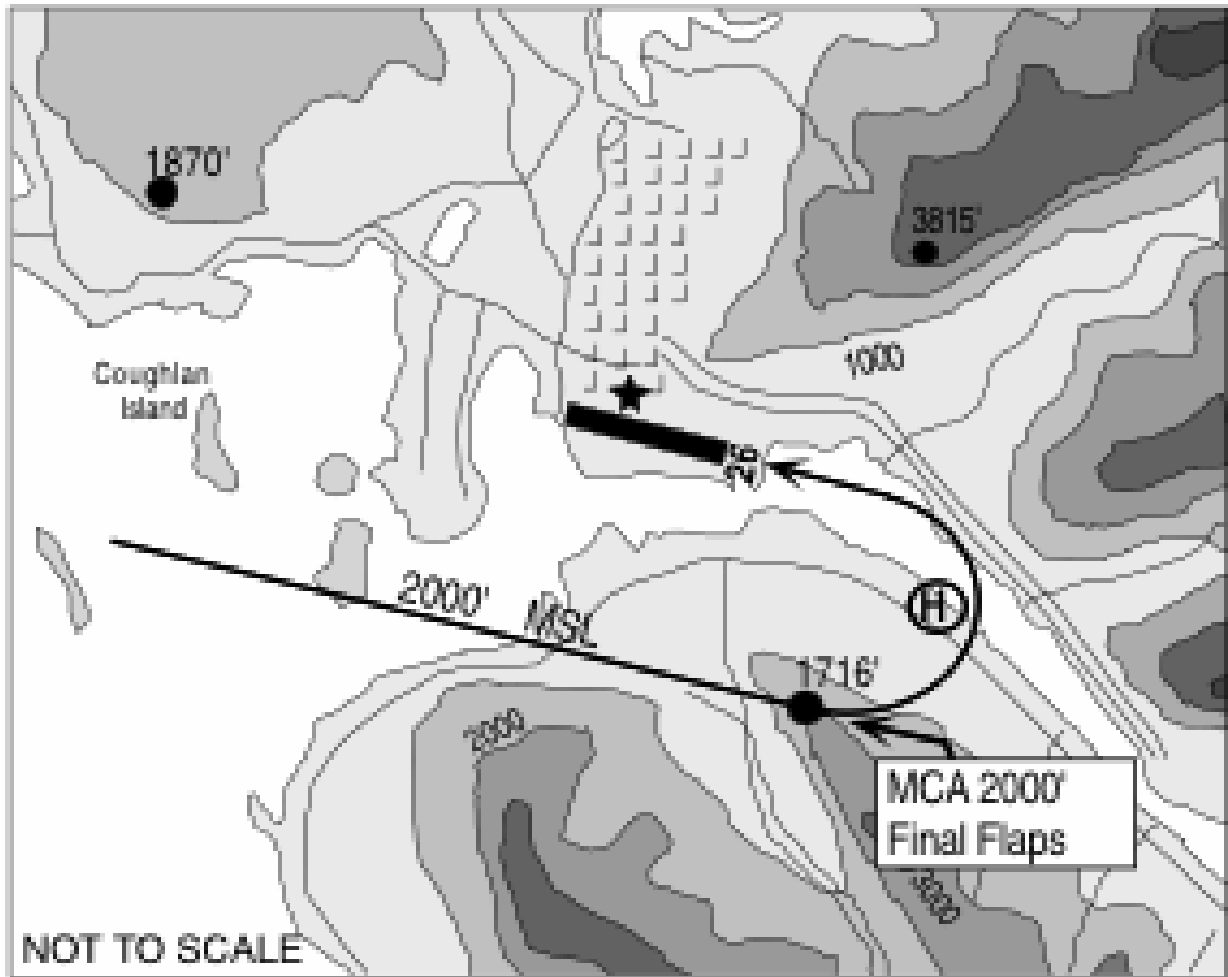


**AK AIR ROUTES**



**DAY VFR 26**

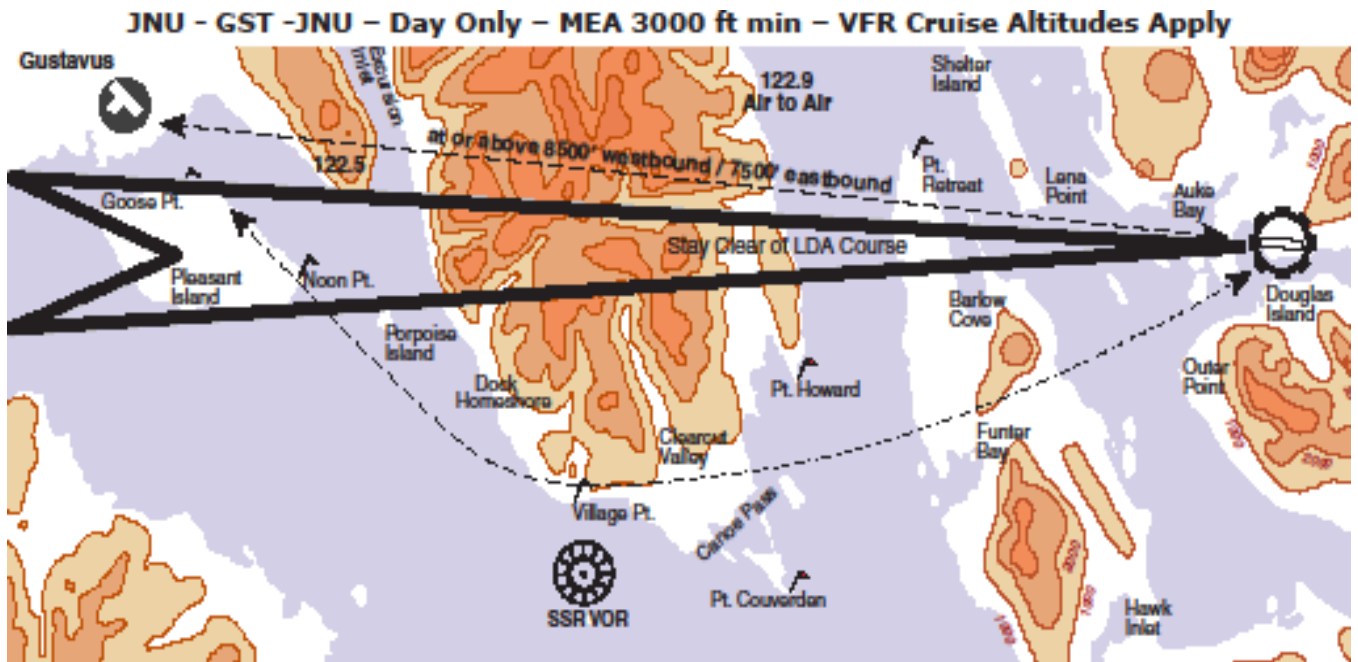
Alaska Airlines jets may fly a visual path to Rwy. 26 (Day only) as depicted below. The jet will be approximately 2000 ft. on the downwind.



**Note:** Use Caution for Helicopter traffic between Douglas Heliport and Douglas Island Bridge at 1500 ft AGL.



## Juneau to Gustavus AK Air VFR Route



## DELTA AIR LINES ARRIVAL AND DEPARTURE PROCEDURES

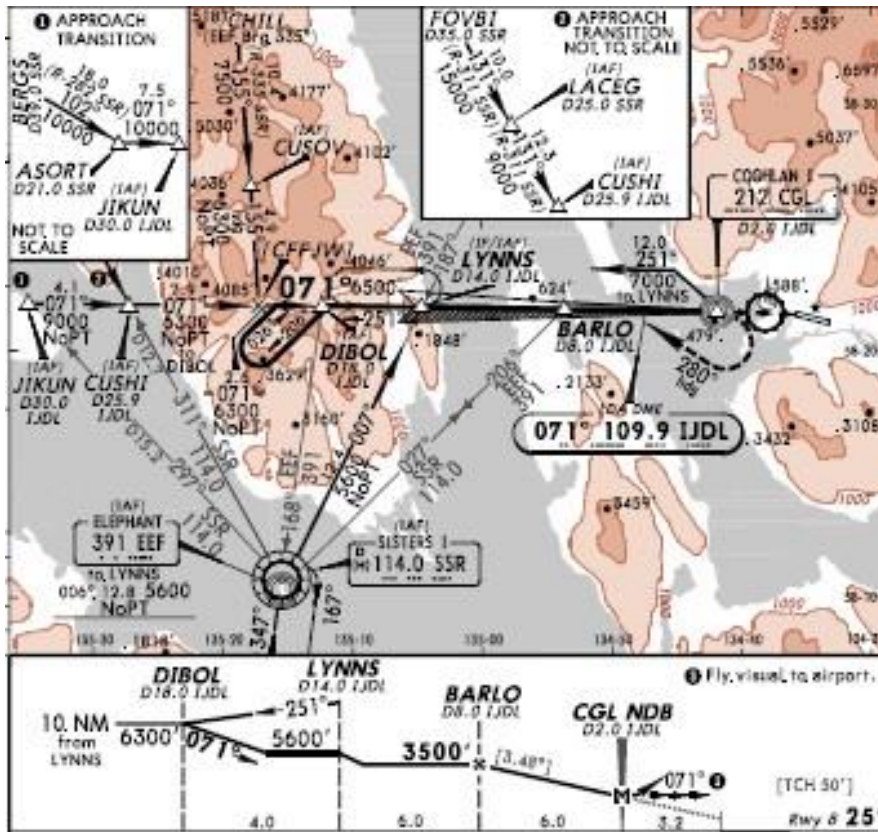
Delta Air Lines will operate Boeing B757s into Juneau between May 28<sup>th</sup> and September 1<sup>st</sup> on daily service. Operations into Juneau will normally be from over SISTERS (SSR) VOR, and then via the LDA Approach to RWY 08 or RWY 26. Departures will be from either runway via the Juneau 5 departure procedure as well as VFR departures down the Gastineau channel.

**CAUTION: THE BOEING 757 GENERATES STRONG WAKE TURBULENCE. AIRCRAFT OPERATING IN THE VICINITY OF AN ARRIVING OR DEPARTING 757 ARE REMINDED TO EMPLOY WAKE TURBULENCE AVOIDANCE TECHNIQUES FOUND IN THE AIM. SEAPLANES OPERATIONS FROM THE POND MAY BE EXPOSED TO WAKE VORTICES UNDER VARIOUS WIND CONDITIONS FROM BOTH LANDING AND DEPARTING AIRCRAFT.**

**EXTREME VIGILANCE IS REQUIRED WHEN OPERATING BELOW OVERCAST WITHIN THE JUNEAU AIRPORT CLASS E AIRSPACE EXTENSION DUE TO JET TRAFFIC DESCENDING THROUGH THE CLOUDS.**

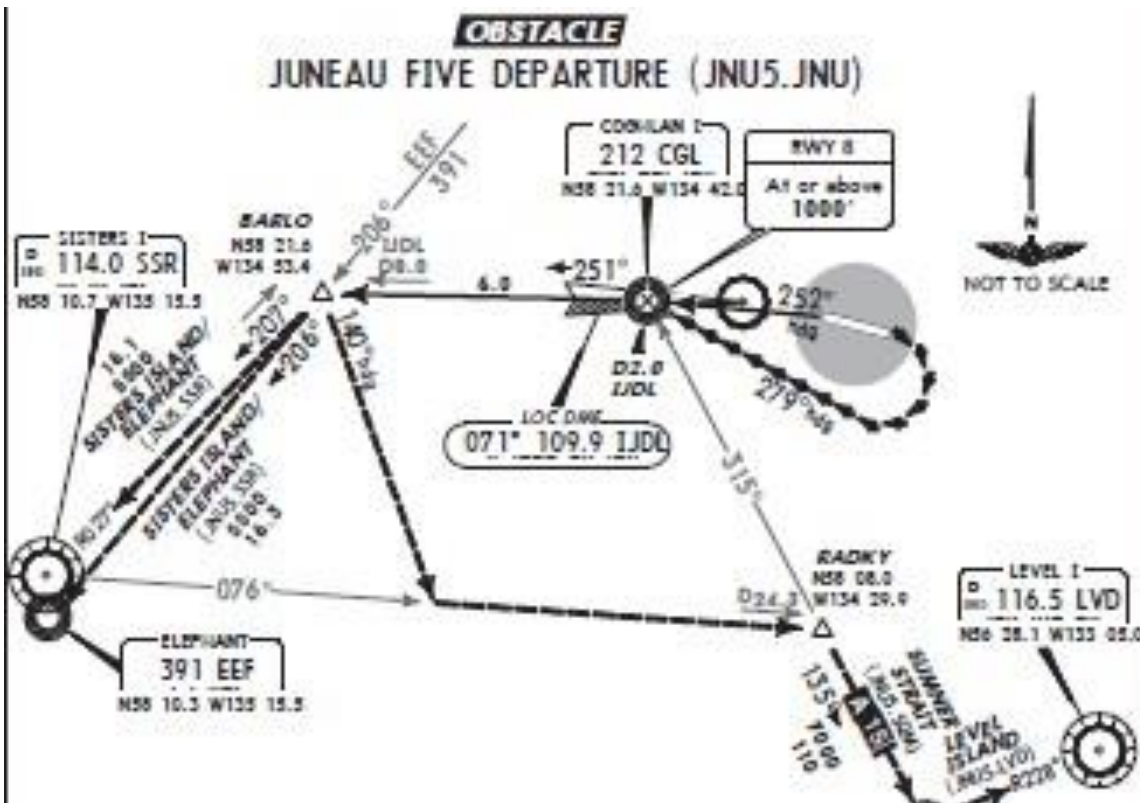
### RWY 08 / 26 WEST

The following chart depicts LDA arrival paths and altitudes inbound from SSR to RWY 08. Delta will make position reports on CTAF inbound to Juneau.

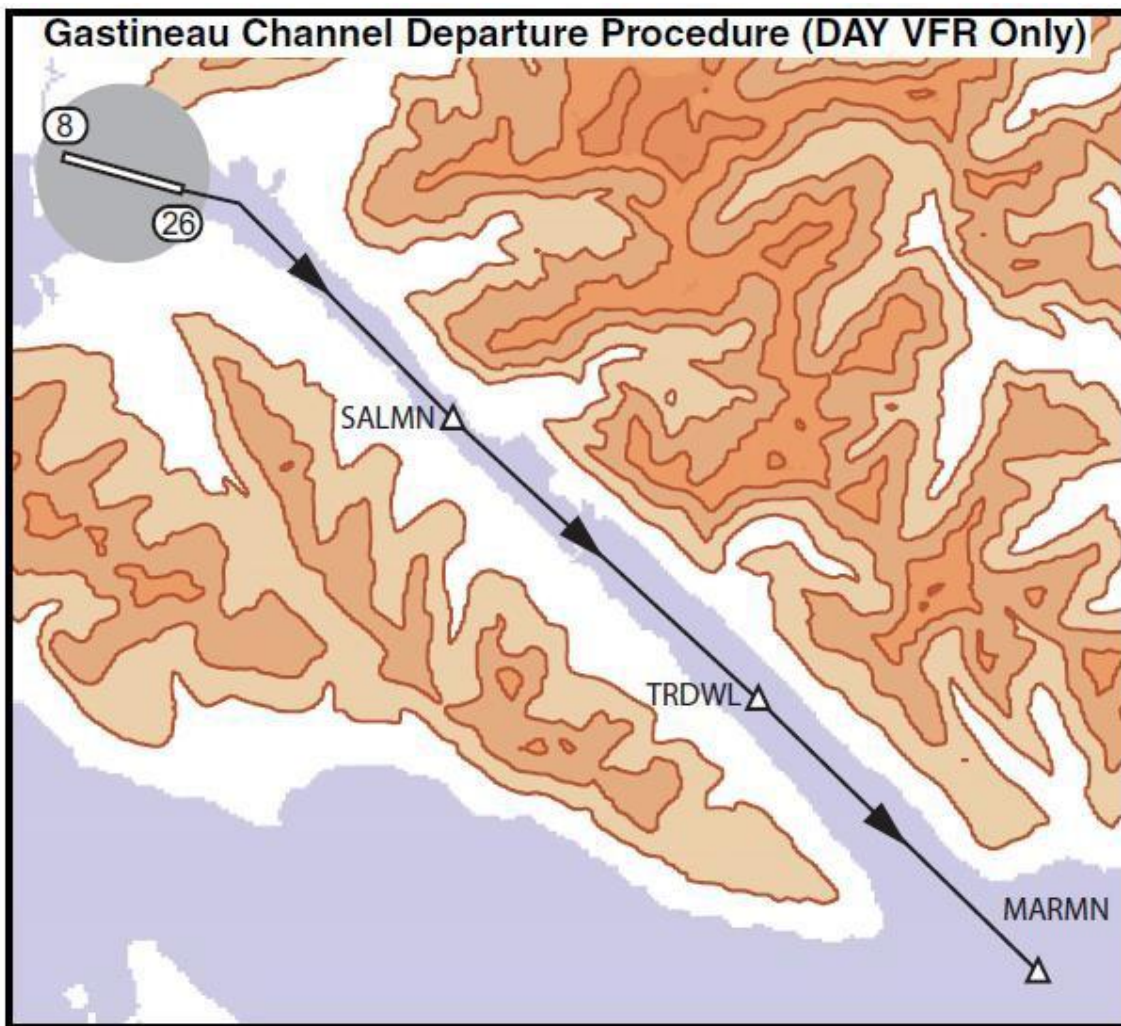


### RWY 08 / 26 DEPARTURES

The following chart depicts departure paths for aircraft departing RWY 08 / 26 and proceeding southwest to SSR VOR.

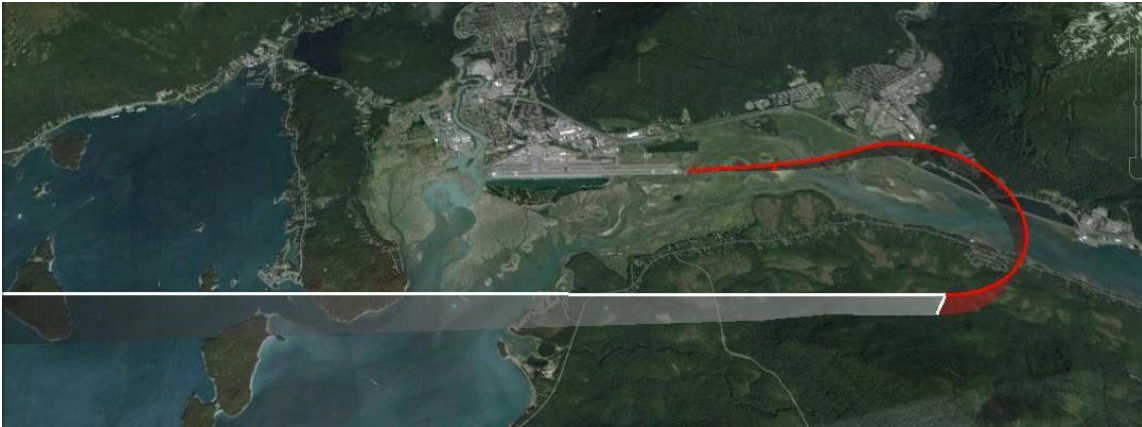


Delta will also utilize a VFR departure from RWY 08 that transits the Gastineau channel as depicted below. Position reports will be made prior to departure and as the aircraft transits the Channel.



**DAY VFR RWY 26**

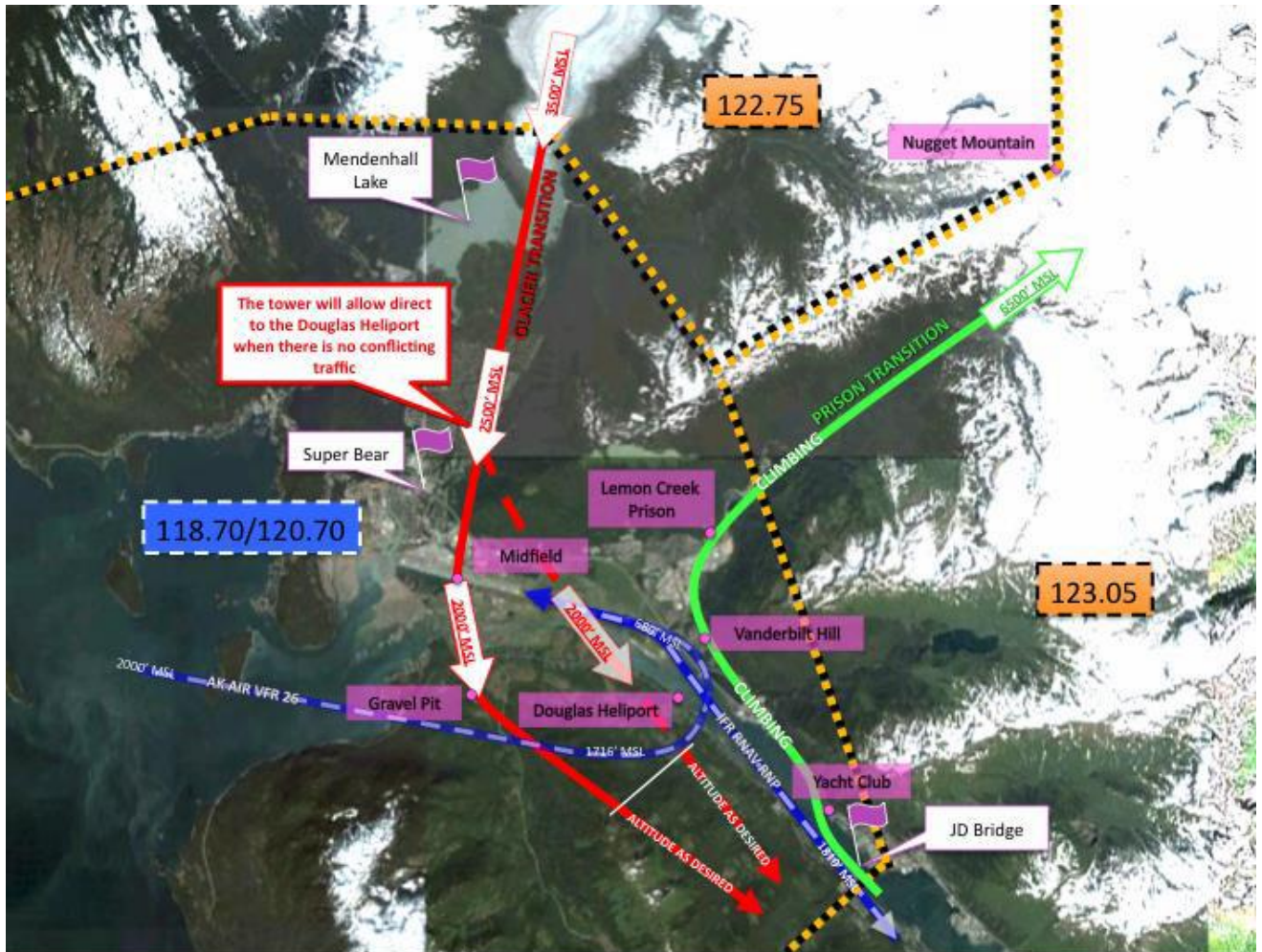
Delta Air Lines aircraft may fly a visual pattern to land RWY 26 under certain wind conditions (day VFR only). Aircraft will remain on the LDA RWY 08 until approaching CGL and then transition to the downwind at 2000' MSL.



## TRANSITIONS

GLACIER TRANSITION  
PRISON TRANSITION

Aircraft on the Glacier Transition should change to downtown CTAF of 123.05 at Douglas Heliport



\*Route is flown commonly from the downtown seaplane base as a Reverse Glacier Transition when west routes are in use

## LYNN CANAL & GLACIER BAY PROCEDURES

### GENERAL PROCEDURES

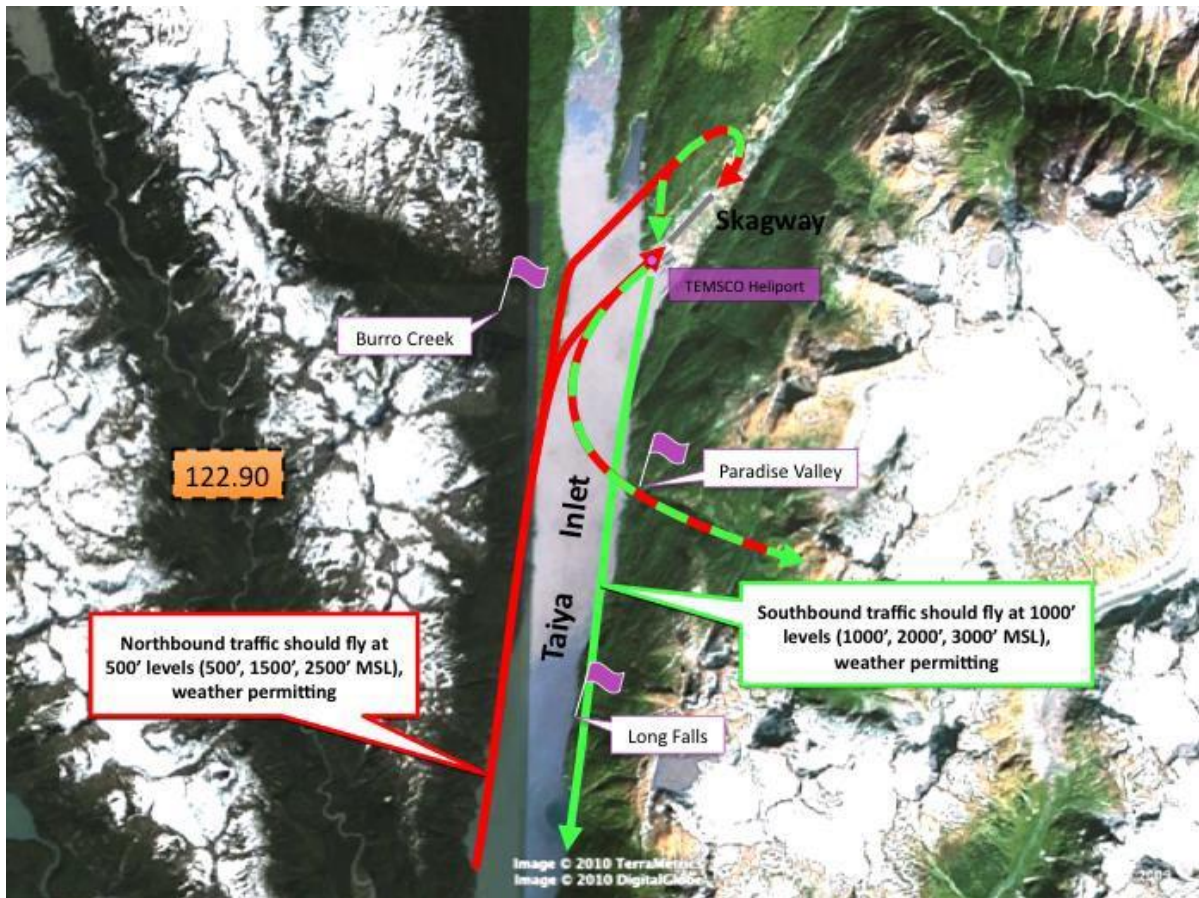
- Traffic northbound from Juneau to Haines/Skagway will use 500-foot levels – (1500, 2500 feet MSL).
- Traffic southbound toward Juneau will use thousand foot levels (1000, 2000, 3000 feet MSL).
- Traffic westbound from Juneau to Icy Strait will use thousand foot levels (1000, 2000, 3000 feet MSL) until west of Gustavus.
- Traffic eastbound from Icy Strait to Juneau will use 500-foot levels (1500, 2500 feet MSL) east of Gustavus.
- Above 3,000 feet hemispherical cruising altitudes apply.
- Traffic can be expected in both directions on both shores of Lynn Canal. Traffic northbound from Juneau to Haines/Skagway will use 500-foot levels (1500, 2500 feet MSL). Traffic southbound toward Juneau will use thousand foot levels (1000, 2000, 3000 feet MSL). Above 3,000 feet AGL, hemispherical cruising altitudes apply.

**Note: CTAF North of Lena Cove along Lynn Canal shore is 122.9. CTAF inland along Berners River and Eagle Pass to Juneau is 122.75.**

## LYNN CANAL & GLACIER BAY PROCEDURES

### SKAGWAY AIRPORT

- Burro Creek is the standard reporting point for entering the traffic pattern at Skagway (unless straight in for Rwy-20 from the north). Fixed wing traffic should be at or above 1,000 feet MSL at Burro Creek. Helicopters between Burro Creek and the waterfront should be at or below 500 feet MSL. Helicopters exiting Paradise Valley will be descending from 2000 MSL or below, along the eastern shoreline direct to the waterfront. Skagway traffic specifics are in the Alaska Supplement.



- Northbound traffic will proceed up the LEFT (southwest) side of Taiya Inlet. Southbound traffic towards Haines and Juneau will proceed down the LEFT (northeast) side of Taiya Inlet. This facilitates traffic flow to and from Skagway airport. . If weather requires flight on the right shore, announce intentions on CTAF.

**The vicinity of Low Point is frequently turbulent. Pilots flying southbound may choose to swing wide (west) toward Taiya Point. Remain vigilant in this area for aircraft southbound on the Taiya Point (west) side. Aircraft should announce these intentions.**



## **LYNN CANAL & GLACIER BAY PROCEDURES**

### **Haines (CTAF 122.9)**

- When northbound to Skagway from Haines, proceed on the left (southwest) side around Sawmill Hill, via Fort Seward, Garbage Point, to Taiya Point, or over Ripinski Ridge to Taiya Point. When southbound to Haines from Skagway, proceed south on the left (northeast) shoreline to Low Point, and then continue south to Haines.
- Aircraft arriving at Haines from the north fly south of Sawmill Hill to enter a left base for Rwy-26, or right downwind for Rwy-08, remaining south of the runway for noise abatement. When arriving from the Takhin River or Klukwan, enter left traffic for Rwy-26, or straight in to Rwy-08.
- Traffic transiting southbound into Lynn Canal should fly along the southern portion of the Chilkat River, along the mountains, to remain clear of Haines airport traffic.

### **Gustavus (CTAF 122.5)**

- Aircraft transitioning to Gustavus through Excursion Pass (“The Notch”) should change frequency at Teardrop Lake, during low weather plan frequency change at Homeshore Logging Camp. Note that CTAF for this area is the Gustavus CTAF. Pilot controlled ground warning lights at Excursion Inlet are on (124.25) a separate frequency from CTAF.

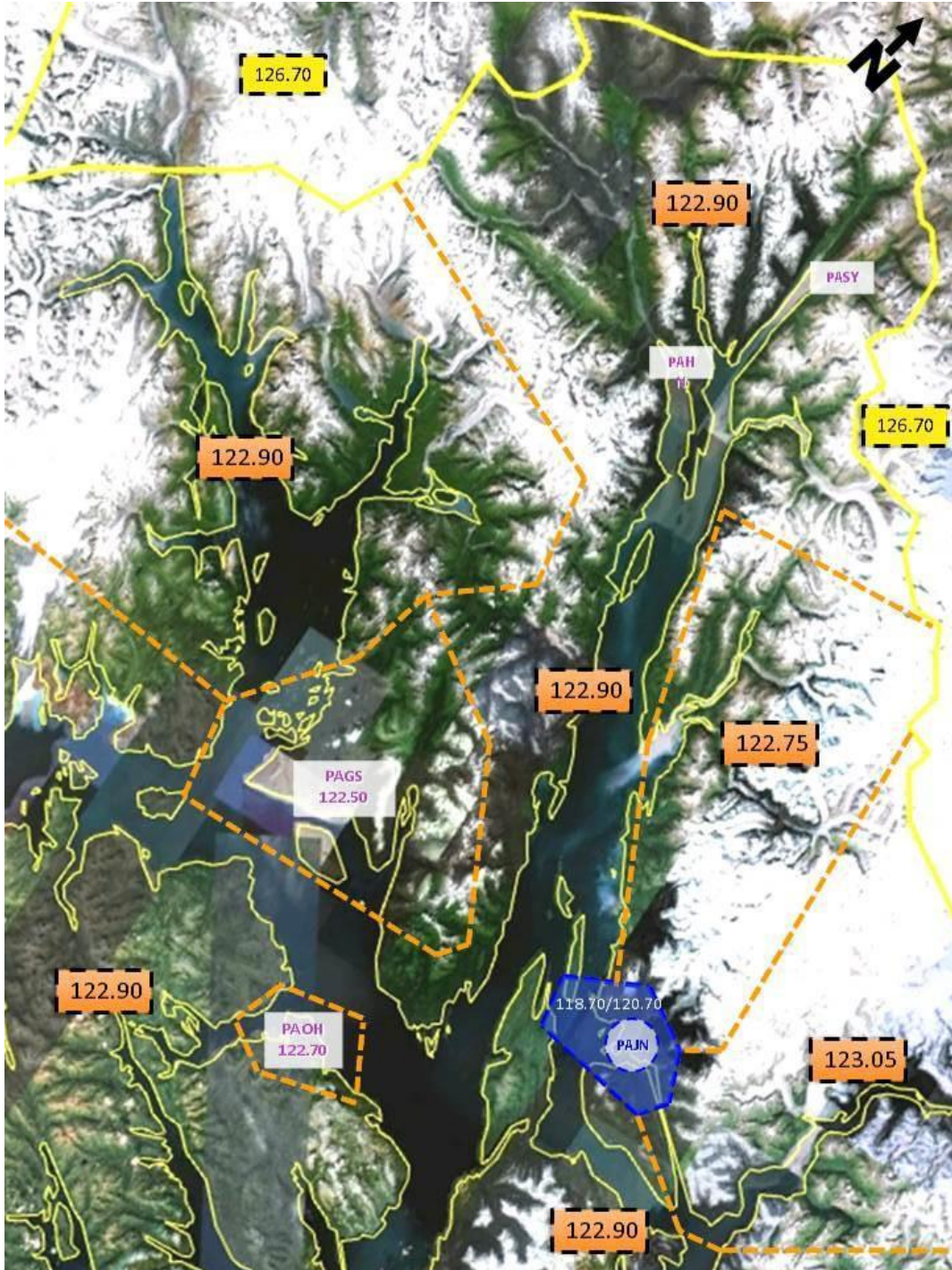
### **Hoonah (CTAF 122.7)**

- Aircraft approaching and departing Hoonah use Sisters Island as a frequency change point. Approaching from the east change no later than Spasski Bay.

### **Glacier Bay National Park (CTAF 122.90)**

- Aircraft conducting tours in Glacier Bay National Park should remain above 2,000 feet MSL between May 1 and June 30 when overflying Johns Hopkins Inlet due to pupping seals, and above 2,000 feet MSL between May 15 to July 15 in Adams Inlet due to molting migratory waterfowl. Pilots are requested to avoid these areas altogether during these periods if possible. The topography of Glacier Bay amplifies changes to propeller pitch noise. Pilots are requested to minimize RPM changes, and avoid circling over any points to minimize impact on wildlife. (Refer to notes on bottom bar of the Juneau VFR Sectional Chart.)

### AREA FREQUENCIES AND FRENQUENCY CHANGEOVER BOUNDARIES



### Operator Contact Information and Signature Page

<u>Operator</u>	<u>Contact Person</u>	<u>Phone</u>	<u>E-mail</u>	<u>Co. Freq.</u>	<u>Signature</u>
Alaska Airlines	Lynae Craig	206-392-6340	lynae.craig@alaskaair.com		
Delta Airlines	Chip Beall	404-630-0260	Chip.F.Beall@delta.com		
Alaska Seaplane Service	Mike Stedman	907-789-7880			
Coastal Helicopters	Mike Rawson	907-789-5600	mrawson@coastalhelicopters.com		
Ward Air	Ed Kiesel	907-789-9150	ekiesel@ptialaska.net	159.690	
FAA, Juneau ATCT		907-586-7411			
FAA, Juneau FSDO		907-586-7532			
FAA, Juneau AFSS		907-586-7379			
Wings Airways	Dan Corson	907-586-6275	dan@wingsairways.com		
NorthStar Trekking	Jason Kulbeth	907-790-4530	Jason@northstartrekking.com	123.95	
TEMSCO Helicopters	Eric Main	907-789-9501	eric_main@temscoair.com	130.30	

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Revision: 29

Revisions will be marked in blue only for the first year which they are introduced

<u>REVISION</u>	<u>DATE</u>	<u>PAGES REVISED</u>
17	5/03/2011	ALL
18	5/04/2011	1, 3, 8, 19-22
19	5/31/2013	1,19,20,21,22
20	05/01/2014	21,22
21	05/11/2014	16-26
22	05/29/2014	13&14
23	04/02/2015	2-11
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26	08/01/2018	22, 24, 27
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