

LETTER OF AGREEMENT

EFFECTIVE:5/28/2024

SUBJECT: Helicopter Operations at Juneau Airport Surface Area

- 1. PURPOSE:** To provide procedures for helicopters operating at the Juneau International Airport (JNU).
- 2. CANCELLATION:** This Letter of Agreement (LOA) cancels the “Helicopter Operations within Juneau Airport Surface Areas” LOA, dated August 1, 2020.
- 3. SCOPE:** This agreement is between Juneau Airport Traffic Control Tower (JNU ATCT), Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking. JNU ATCT retains the authority to withdraw the provisions of this agreement at any time. Signatory operators may remove themselves from this LOA with a 30-day notice in writing.
- 4. DEFINITIONS:**
 - a. AIM - Aeronautical Information Manual.
 - b. Altitude Restriction Waiver - Approval from JNU ATCT to deviate from any altitude restriction on any helicopter procedure specified in this LOA. Pilots may also request a “high approach” or “unrestricted climb” while in JNU Class Delta Airspace.

NOTE: The terms “High Approach” or “Unrestricted climb” are synonymous with the term “altitude restriction waiver.” If the terms “High Approach” or “Unrestricted climb” are used, this does not approve anything more than the removal of an altitude restriction.
 - c. ARFF - Aircraft Rescue and Fire Fighting. The JNU ARFF building is referred to as the “Fire Hall.”
 - d. “Around the Barn” - Term used by TEMSCO Helicopters to indicate an aborted landing and circle of their facility to re-attempt landing. Helicopters executing this maneuver are considered in a critical phase of flight and will remain at or below 300' AGL. When an aircraft element within a flight needs to execute the maneuver, all subsequent elements within that flight will also execute the maneuver. (See Attachment 2, Figure 2-4)
 - e. ATIS - Automatic Terminal Information Service. The ATIS frequency at JNU is 135.2 MHz.
 - f. Crest Street - The road immediately west of the ARFF building.
 - g. The Ditch - The grassy median between Taxiway Alpha and the ramp area.

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- h. Early Turns - This term is synonymous with an early crosswind turn on departure or early base turn on arrival. “Early Turns” must be flown in conjunction with any route segment as specified in the attachments, or as otherwise instructed by JNU ATCT.
- i. Early Turn Buffer (The Buffer) - The area located between the Juneau Helicopter Traffic Pattern's upwind and downwind legs, between and including Crest Street and the fence on the east side of the ARFF property. The Buffer prohibits overflight of Crest Street and the ARFF property. (See Attachment 2. Figure 2-3).
- j. Extended Downwind/Upwind - Term used to identify when an aircraft needs to fly beyond the core of the Juneau Helicopter Traffic Pattern and follow the offset downwind/upwind to the northwest as shown in Attachment 2, Figures 2-1 and 2-2.
- k. East/West Flow - Identifier used by JNU ATCT to advertise the current airport configuration. May be used when issuing control instructions. East flow is left closed traffic to the ramp. West flow is right closed traffic to the ramp. (See Juneau Helicopter Traffic Pattern).
- l. Full Pattern - This term is used to instruct an aircraft to discontinue “Early Turns” and fly the normal base/crosswind of the Juneau Helicopter Traffic Pattern.
- m. Juneau Helicopter Traffic Pattern - The traffic pattern prescribed for helicopters arriving/departing the company ramp areas at Juneau Airport. The Juneau Helicopter Traffic Pattern mimics a typical runway traffic pattern, with upwind, crosswind, downwind, base leg, and final approach. Pattern altitude is at or below 500’ MSL. The Juneau Helicopter Traffic pattern is right traffic for West Flow; and left traffic for East Flow. (See Attachment 2, Figure 2-1).
- n. Juneau Helicopter Operations Area (HOA) - The area that extends from a point just northwest of the taxiway Alfa/Bravo intersection, in a direct line that passes 50’ south of the beacon on Pedersen Hill, once abeam Pederson hill direct to the south tip of Auke Cape; thence directly north until reaching the edge of the JNU Class Delta Surface Area; thence following the surface area boundary clockwise until reaching a line that extends 150’ south of the Lemon Creek Bridge, directly to a point northeast of the taxiway Alpha/Bravo intersection. (See Attachment 1. Figure 1-1).
- o. SREB - Snow Removal Equipment Building.

5. RESPONSIBILITIES:

- a. Signatory helicopter companies utilize internally-developed methods to enhance pilot “see-and-avoid” capabilities when operating on reciprocal directions of flight along routes established in this LOA. Signatory helicopter operators accept responsibility for separating themselves from other helicopters along the routes depicted when operating outside of the Juneau Helicopter Traffic Pattern.

CAUTION: Routes and altitudes depicted do not provide terrain and obstacle clearance protection. All pilots are responsible for seeing and avoiding terrain and obstacles.

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b. Signatory helicopter operators must ensure all pilots operating in the JNU Class Delta Surface Area, including those operating under subcontract:

- 1) Are knowledgeable and comply with the procedures and practices contained herein, unless specific approval or instruction to deviate has been given by JNU ATCT.
- 2) Utilize the traffic pattern concept (see attachments) for arriving and departing JNU. Deviations from the Juneau Helicopter Traffic Pattern require JNU ATCT approval.
- 3) Stay at or below 500' MSL while in the Juneau Helicopter Traffic Pattern.
- 4) Do not cross or overfly Taxiway Alpha, Runway 8/26, or the Float Pond without authorization from JNU ATCT.

NOTE: A "CROSS RUNWAY APPROVED" instruction from JNU ATCT satisfies the requirement for crossing all of these movement areas.

- 5) Fly the Juneau Helicopter Traffic Pattern when requesting the closed traffic pattern.
- 6) Contact JNU ATCT on 118.7 MHz unless otherwise specified on the ATIS. The ATIS will designate the appropriate frequency for initial contact and the advertised flow in use.
- 7) Remain clear of active runway arrival/departure corridors, unless authorized by JNU ATCT.
- 8) Operate under Visual Flight Rules conditions at all times.
- 9) Inform JNU ATCT whenever terrain and/or weather conditions preclude compliance with ATC instructions.

c. Signatory helicopter operators must adhere to the following flight formation parameters:

- 1) Flights will operate in non-standard formation with all aircraft remaining within 1 NM laterally and 300' vertically of the flight lead.
- 2) Lead pilots must indicate they are a flight on initial contact with JNU ATCT.

EXAMPLE- "TEMSCO 9TH on the ramp, flight of two, requesting Auke Bay Departure with information Delta."

- 3) Arriving formation flights will be in formation prior to entering the Class D surface area.
- 4) Aircraft must fly 'in trail' of each other.

Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

d. JNU ATCT must:

- 1) Ensure controllers are familiar with the procedures in this LOA.
- 2) Approve or deny arrivals/departures from company ramp areas.
- 3) Sequence arrivals and departures in the Juneau Helicopter Traffic Pattern.

6. PROCEDURES:

a. Departure/Arrival Procedures. All helicopter operations flown under this letter must be to and from each company's ramp areas (including the Douglas Heliport), unless otherwise specified by JNU ATCT or as requested by the pilot. All procedures outlined in this LOA must be conducted under Visual Flight Rules (VFR) only.

b. Juneau Helicopter Traffic Pattern. (Sec Attachment 2, Figures 2-1, 2-2, and 2-3).

(1) The upwind leg must be north of and parallel to Taxiway Alpha. Remain south of the Terminal building, the SREB, and the TEMSCO hangar. Overflying the Ditch is permitted without prior approval. Overflying Taxiway Alpha requires prior approval from JNU ATCT.

(2) Crosswind leg: Turn abeam the departure end of the runway.

(3) The downwind leg is parallel to Taxiway Alpha. Remain north of the Terminal building and north of the TEMSCO hangar at the east end of the airfield. At the west end of the airfield, the downwind leg must be flown just south of the Wastewater treatment plant.

(a) When entering the downwind from the west, on west flow, fly over the south end of Industrial Blvd. (Point 1; Fig 2-2), then to the southeast corner of the Wastewater treatment plant parking lot (Point 2; Fig 2-2) then direct to the intersection of Shell Simmons Dr. and Yandukin Dr. (point 3, Fig 2-2).

(b) When conducting a downwind departure to the west, on east flow, fly over the landmarks in 6.b.(3)(a) in reverse order.

(4) Base leg: Turn abeam the approach end of the runway.

(5) The final approach leg must be north of and parallel to Taxiway Alpha. Remain south of the Terminal building, the SREB, and the TEMSCO hangar. Overflying the Ditch is permitted without prior approval. Overflying Taxiway Alpha requires prior approval from JNU ATCT.

(6) Any deviation from the Juneau Helicopter Traffic Pattern requires ATC approval.

Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

c. Juneau Helicopter Operations Area (HOA). All helicopters are expected to remain within the JNU HOA unless instructed by JNU ATCT, while flying the Egan Arrival/Departure, flying to/from/across the runway, or flying to/from the Douglas Heliport. Final, downwind, and upwind legs entering and leaving the Juneau Helicopter Traffic Pattern must be offset northwest in order to remain within the JNU HOA. (See Attachment 1, Figure 1-1).

NOTE: The JNU HOA coincides with the ATCT boundary line between ATC controlled airspaces. Exercise extreme caution when operating near the edge of the HOA.

d. Altitudes: Any helicopter unable to comply with the altitudes specified in this LOA, and any requests to deviate from these altitudes, requires JNU ATCT approval.

e. Departure/Arrival Routes: Specific routes are defined in Attachment 3: East/West Flow Routes, Attachment 4: Non-Flow Routes, and Attachment 5: Douglas Heliport Routes. Each route specifies how to enter and exit the Juneau Helicopter Traffic Pattern, HOA, or the JNU Class Delta Surface Area.

f. Flow: An ATC instruction to enter the East/West Flow is an instruction to enter the traffic pattern at the nearest leg.

g. Beacon Codes: While operating within the JNU Class Delta Surface Area and surrounding local areas, helicopters must squawk the following beacon codes:

- (1) NorthStar: 0101.
- (2) Coastal: 0102.
- (3) TEMSCO: 0103.
- (4) Polaris: 0104.

Ground Movement: Helicopters at JNU are permitted to hover at or below 25' AGL over their company non-movement ramp areas and at or below 50' AGL over TEMSCO Ramp and at the Douglas Heliport without permission from JNU ATCT. Do not expect traffic information for hovering helicopters.

h. Douglas Heliport: If unable to do so on the ground, aircraft operating at the Douglas Heliport are permitted to lift no higher than 50' AGL, regardless of weather conditions, for the sole purpose of establishing two-way communication with JNU ATCT. If still unable to establish two-way communication after reaching 50' AGL, the helicopter must land at the Douglas Heliport, and may contact JNU ATCT by telephone.

i. Runway Crossing: All runway crossings must be flown perpendicular to the runway, directly across from company ramp areas unless instructed otherwise by JNU ATCT.

j. Runway Arrivals: Any helicopter requesting to cross the runway for arrival may, at the discretion of JNU ATCT, be instructed to land on the runway. The helicopter will receive air taxi/hover taxi instructions from JNU ATCT on 118.7 MHz after landing.

Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

7. ATTACHMENTS:

- a. Attachment 1: Juneau Helicopter Operations Area.
- b. Attachment 2: Juneau Helicopter Traffic Patterns.
- c. Attachment 3: East/West Flow Routes.
- d. Attachment 4: Non-Flow Routes.
- e. Attachment 5: Douglas Heliport Routes.

BENJAMIN LEE DODD
Digitally signed by BENJAMIN LEE DODD
Date: 2024.05.28 16:15:17 -08'00'

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Air Traffic Manager
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Eric Main
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Eric Main
Juneau Base Manager
TEMSCO Helicopters Inc.

Jason Kulbeth
Jason Kulbeth (Jun 2, 2024 14:49 AKDT)

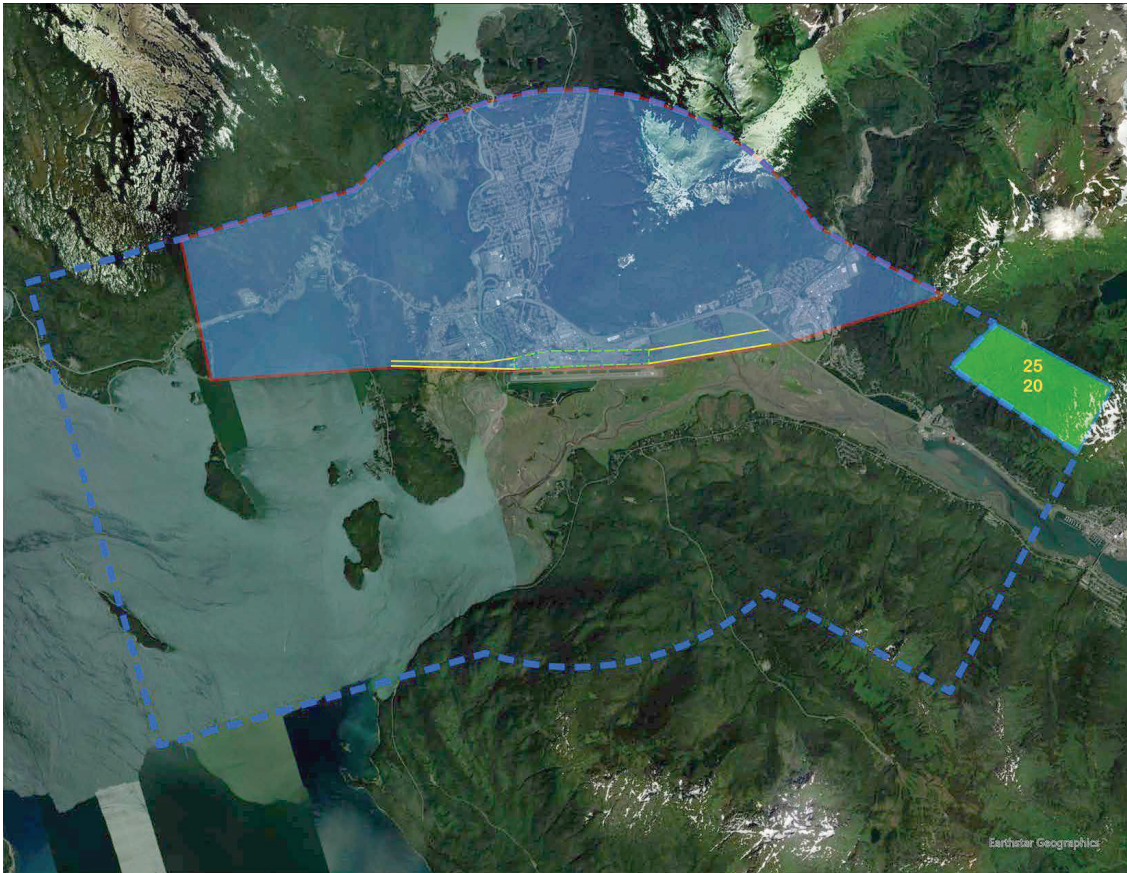
Jason Kulbeth
Director of Operations
NorthStar Trekking / Polaris

Robert Rawson

Mike Rawson
Director of Operations
Coastal Helicopters

Attachment 1

Juneau Helicopter Operations Area



Shaded Area: Juneau HOA.

Blue Dashed Line: JNU Class Delta Surface Area Boundary.

Red Line: Southern/Western Edge of the HOA.

Juneau HOA - Airspace upward from the surface to and including 2,500' MSL, bound by the perimeter line which begins at the NW corner of the Taxiway A/B intersection (Latitude 58°21'32.3"N - Longitude 134°35'46"W) and extends along a line that passes through a point 50' south of the beacon on Peterson Hill (Latitude 58°21'56"N - Longitude 134°38'04"W) direct to the south tip of Auke Cape (Latitude 58°22'21"N - Longitude 134°41'35.32"W); then directly northbound to the edge of the JNU Class Delta Surface Area (Latitude 58°23'49.75"N - Longitude 134°41'22"W); then clockwise around the surface area to a point east of the airport (Latitude 58°21'00"N - 134°27'12"W); then direct westbound to a point 150' south of the Lemon Creek Bridge (Latitude 58°21'00"N - 134°30'29"W); then along a line direct to the NE corner of the Taxiway G/A intersection (Latitude 58°21'10.3"N- Longitude 134°33'7"W); then along Taxiway A to the point of beginning.

Attachment 2

Juneau Helicopter Traffic Patterns

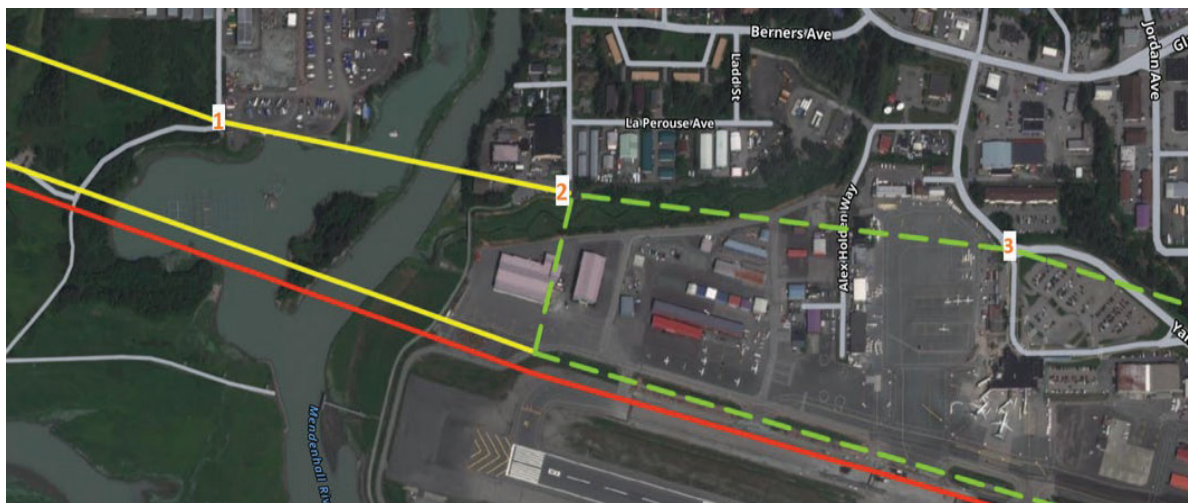
NOTE: All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.

FIGURE 2-1: Juneau Helicopter Traffic Pattern



Green Line: Juneau Helicopter Traffic Pattern.
Brown Line: Upwind/Final/Downwind Extensions.
Red Line: Southern Edge of the HOA.

Figure 2-2: Juneau Helicopter Traffic Pattern, detail of west extensions



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

FIGURE 2-3: Early Turn Buffer

The area located between the Juneau Helicopter Traffic Pattern's upwind and downwind legs, between and including Crest Street and the fence on the east side of the ARFF property.



Green Dashed Line: Juneau Helicopter Traffic.
Pattern Blue Shaded: Early Turn Buffer.
Red Line: Southern Edge of the HOA.

FIGURE 2-4: Around the Barn Maneuver

A box surrounding the TEMSCO facility, measuring 1,500' x 3,500' with a ceiling of 300' AGL, used for aborted landing maneuvers. No ATC instructions should be anticipated and no separation services are provided to aircraft conducting an "Around the Barn" maneuver.

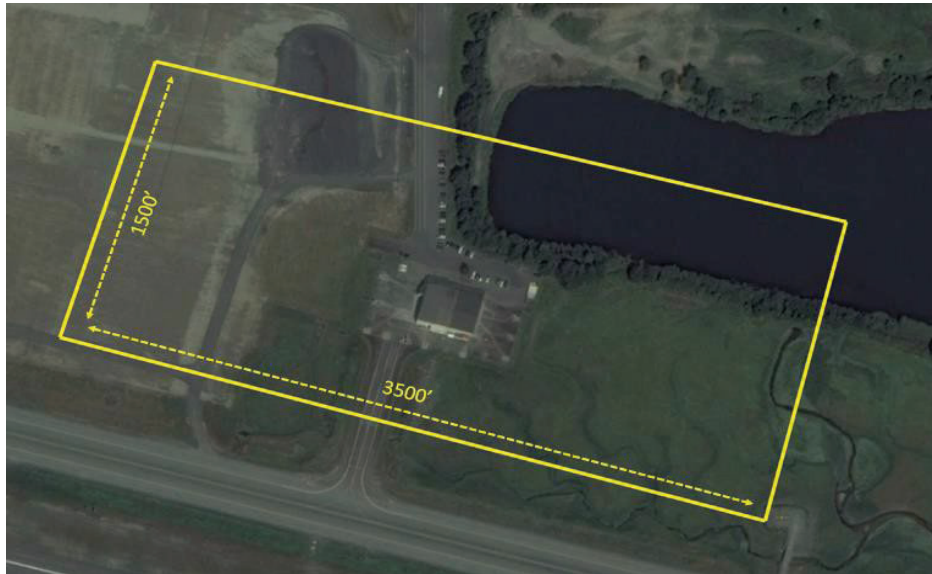


FIGURE 2-5: TEMSCO Ramp Area

A box measuring 600' x 600' and centered on the TEMSCO terminal. Helicopters are allowed to hover or reposition at or below 50' AGL without contacting JNU ATCT. This area is considered a non-movement area.



Attachment 3
East/West Flow Routes

Mendenhall Departure:

On West Flow: Depart the Juneau Helicopter Traffic Pattern from the extended upwind leg over or west of the Mendenhall Golf Course.

On East Flow: Coastal and NorthStar helicopters must make an “early turn” west of the Buffer. Depart the Juneau Helicopter Traffic Pattern from the extended downwind leg over or west of the Mendenhall Golf Course. Turn north and cross the Glacier Highway approximately ½ NM west of the Brotherhood Bridge. Follow the green belt through Mendenhall Valley, crossing Back Loop Road at the Montana Creek Bridge.

Mendenhall Arrival:

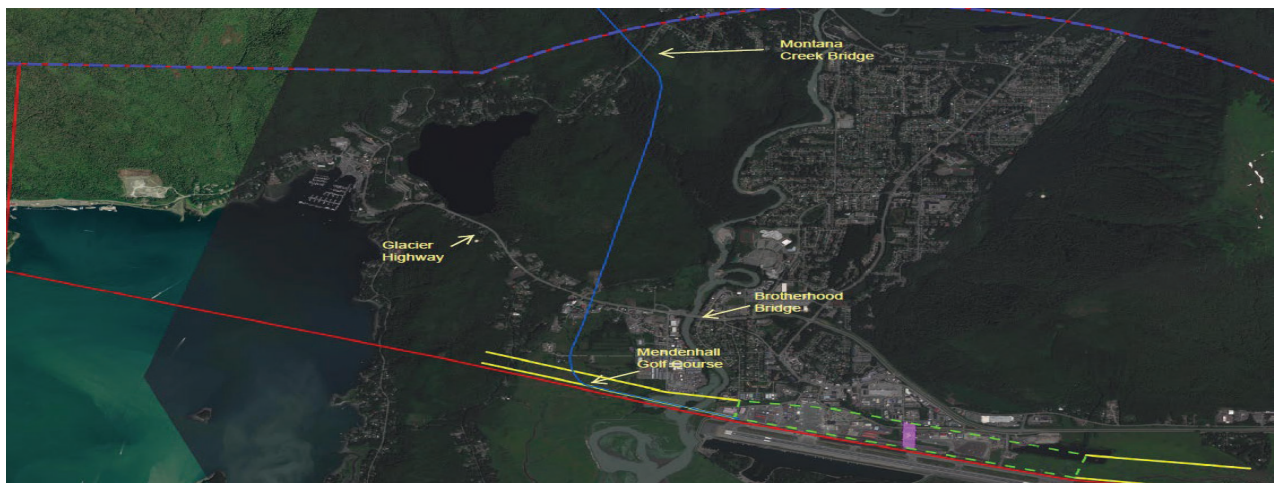
Initial contact must be made prior to entering the JNU Class Delta Surface Area. Cross Back Loop Road at the Montana Creek Bridge, then follow the green belt through Mendenhall Valley. Cross the Glacier Highway approximately ½ NM west of the Brotherhood Bridge. Report abeam Brotherhood Bridge over the Glacier Highway.

On West Flow: Enter the Juneau Helicopter Traffic Pattern from the extended downwind leg over or west of the Mendenhall Golf Course. Coastal and NorthStar helicopters must make an “early turn” west of the Buffer.

On East Flow: Enter the Juneau Helicopter Traffic Pattern from the extended final leg over or west of the Mendenhall Golf Course.

NOTE: All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.

FIGURE 3-1: Mendenhall Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Steep Creek Departure:

On both East and West Flow: Depart the Juneau Helicopter Traffic Pattern from the downwind leg, then fly northeast over Heintzleman Ridge.

On East flow: TEMSCO helicopters must depart the downwind leg east of the Buffer.

On West Flow: TEMSCO helicopters must make an “early turn” east of the Buffer.

Steep Creek Arrival:

Initial contact must be made prior to entering the JNU Class Delta Surface Area near Steep Creek. Fly southwest bound over Heintzleman Ridge and report abeam the antenna farm.

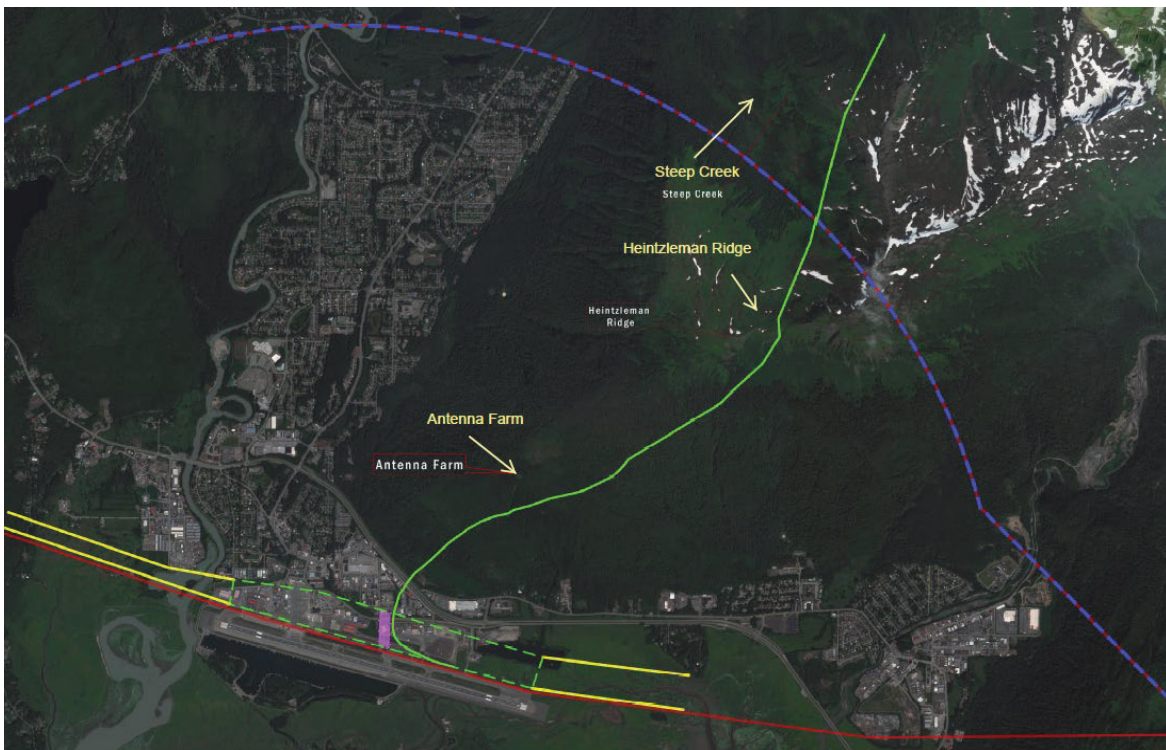
On both East and West Flow: Join the Juneau Helicopter Traffic Pattern from the downwind leg. TEMSCO helicopters must enter the downwind leg east of the Buffer.

On West Flow: TEMSCO Helicopters must not turn base until below 300’ AGL.

On East Flow: TEMSCO helicopters must make an “early turn” east of the Buffer.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 3-2: Steep Creek Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Auke Bay Departure:

On West Flow: Depart the Juneau Helicopter Traffic Pattern from the extended upwind leg over or west of the Mendenhall Golf Course.

On East Flow: Coastal and NorthStar helicopters must make an early turn west of the Buffer. Depart the Juneau Helicopter Traffic Pattern from the extended downwind leg over or west of the Mendenhall Golf Course. Fly direct to the beacon on Pederson Hill, then follow a line direct to Auke Cape. Once abeam the Alaska Marine Highway (AMH) ferry terminal, resume own navigation towards the north.

Auke Bay Arrival:

Initial contact must be prior to entering the surface area near Lake Creek. Fly direct to the AMH ferry terminal, then direct to the beacon on Pederson Hill.

On West Flow: Enter the Juneau Helicopter Traffic Pattern from the extended downwind leg over or west of the Mendenhall Golf Course. On West Flow, Coastal and NorthStar helicopters must make an early turn west of the Buffer.

On East Flow: Enter the Juneau Helicopter Traffic Pattern from the extended final leg over Engineer's Cutoff Road. Report Pederson Hill.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 3-3: Auke Bay Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Lena Cove Departure:

On West Flow: Depart the Juneau Helicopter Pattern from the extended upwind leg over or west of the Mendenhall Golf Course.

On East Flow: Coastal and Northstar Helicopters must make an early turn west of the Buffer. Depart the Juneau Helicopter Traffic Pattern from the extended downwind leg over to west of the Mendenhall Golf Course. Fly direct the beacon on Pederson Hill, then follow the line direct to Auke Rec, Lena Cove. Once reaching Lena Cove, resume own navigation.

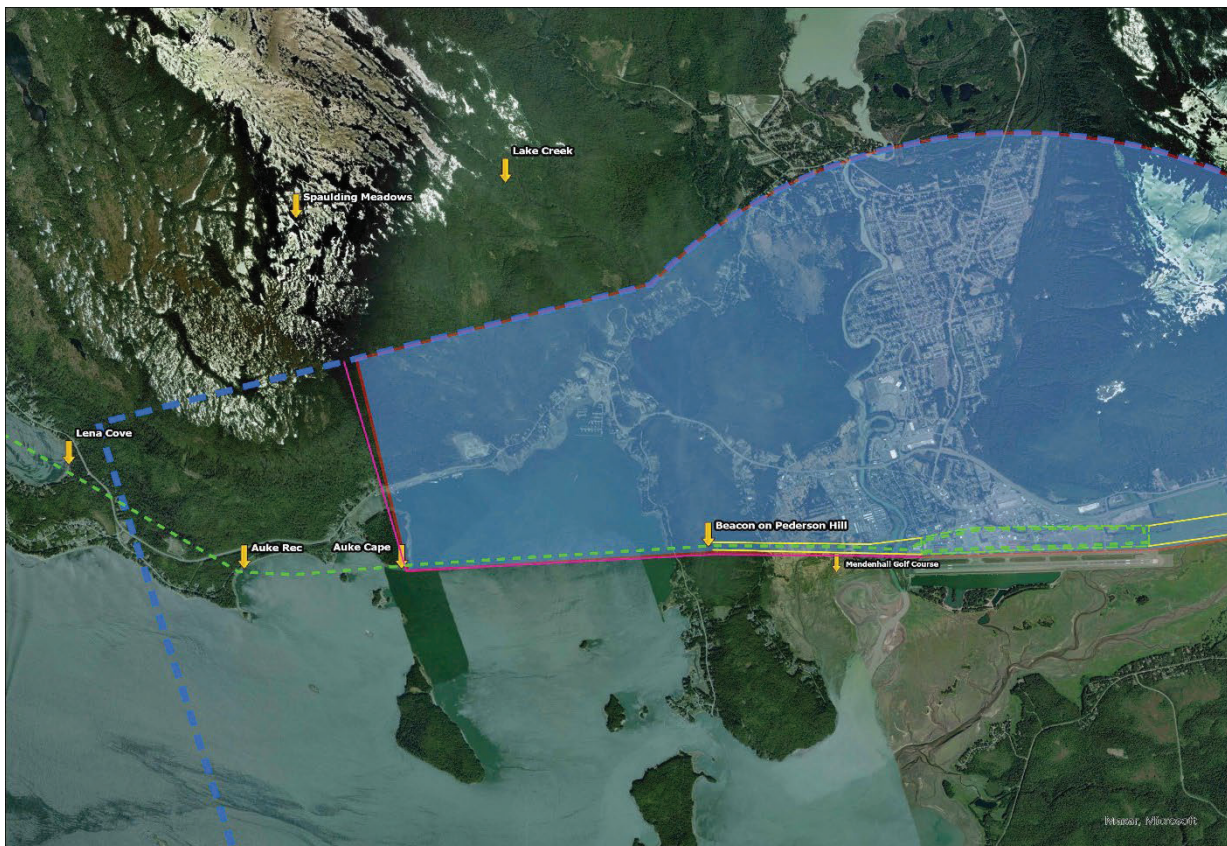
Lena Cove Arrival:

Initial contact on 118.7 must be made prior to entering the surface area near Tee Harbor. Fly direct to Lena Cove, Auke Rec, Auke Cape, then the beacon on Pederson Hill. Expect Frequency change to 120.7 prior to Auke Cape when frequency in use. *Note: The Tower may choose to sequence you to the active runway instead.*

On West Flow: enter the Juneau Helicopter Pattern from the Extended downwind leg over west of the Mendenhall Golf Course. On West Flow, Coastal and Northstar helicopters make an early turn west of the Buffer.

On East Flow: enter the Juneau Helicopter Traffic Pattern from the extended final leg over Engineer's Cutoff Road. Report Pederson Hill

FIGURE 3-4:



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Egan Departure:

On West Flow: Depart the Juneau Helicopter Traffic Pattern from the extended downwind leg when abeam the east end of the runway. TEMSCO helicopters must make an “early turn” east of the Buffer.

On East Flow: Depart the Juneau Helicopter Traffic Pattern from the extended upwind leg when abeam the east end of the runway. Then, fly direct towards the Lemon Creek Bridge on Egan expressway. From the Lemon Creek Bridge, proceed along Egan expressway, crossing over to the south side of Gastineau Channel abeam the Douglas Heliport. All departures must get ATC approval prior to crossing the channel. Maintain at or below 1,000’ AGL until past the Lemon Creek Bridge. When the Tower positions are split, expect a frequency change prior to the Lemon Creek Bridge

Egan Arrival:

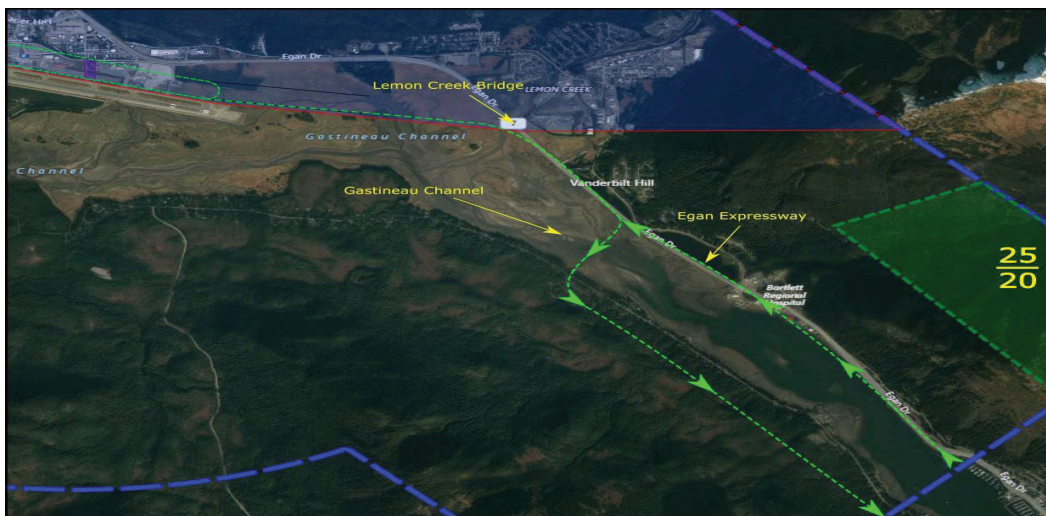
Initial contact must be made prior to entering the JNU Class Delta Surface Area. Follow the Egan expressway (north side of the channel) to the Lemon Creek Bridge. Maintain at or below 1,000’ AGL at the Lemon Creek Bridge. Report Vanderbilt Road. When the Tower positions are split, expect a frequency change prior to the Lemon Creek Bridge

On West Flow: Enter the Juneau Helicopter Traffic Pattern from the extended final. Coastal and NorthStar helicopters must maintain at or above 500’ AGL until passing the TEMSCO hangar.

On East Flow, enter the Juneau Helicopter Traffic Pattern from the extended downwind. On East Flow, TEMSCO helicopters must make an “early turn” east of the Buffer.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 3-5: Egan Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Blackerby Departure:

On West Flow: Depart the Juneau Helicopter Traffic Pattern from the extended downwind leg when abeam the east end of the runway. TEMSCO helicopters must make an “early turn” east of the Buffer.

On East Flow: Depart the Juneau Helicopter Traffic Pattern from the extended upwind leg when abeam the east end of the runway. Then, fly direct towards the Lemon Creek Bridge on Egan expressway. Cross the Lemon Creek Bridge at or above 1,500’ AGL. At Costco, proceed northeast along the west side of Blackerby Ridge.

Blackerby Arrival:

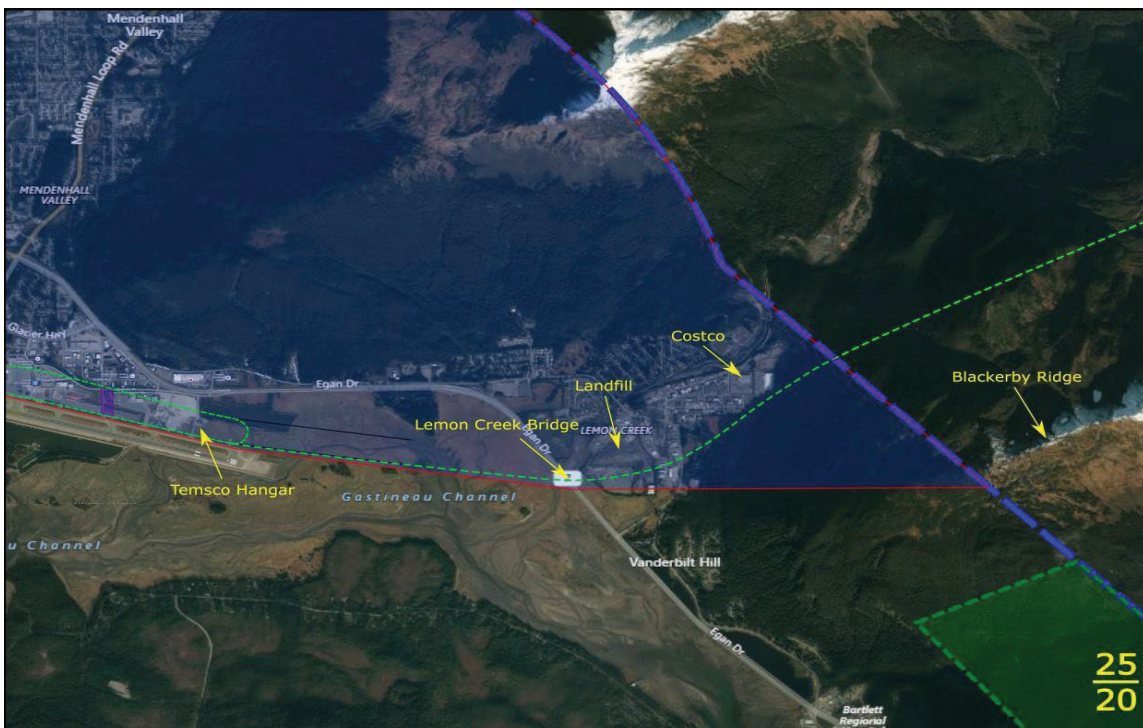
Initial contact must be made prior to entering the JNU Class Delta Surface Area. Proceed southwest along the west side of Blackerby Ridge. When abeam Costco, proceed direct to the Lemon Creek Bridge. Cross the Lemon Creek Bridge at or above 1,500’ AGL. Report “the landfill.”

On West Flow: Enter the Juneau Helicopter Traffic Pattern from the extended final. Coastal and NorthStar helicopters must maintain at or above 500’ AGL until passing the TEMSCO hangar.

On East Flow: Enter the Juneau Helicopter Traffic Pattern from the extended downwind. TEMSCO helicopters must make an “early turn” east of the Buffer.

NOTE: All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.

FIGURE 3-6: Blackerby Arrival/Departure



Attachment 4:
Non-Flow Routes

Do not cross the float pond or the runway until specifically instructed by JNU ATCT.

***NOTE:** A “CROSS RUNWAY APPROVED” instruction from JNU ATCT satisfies the requirement for crossing these movement areas.*

Eaglecrest Departure:

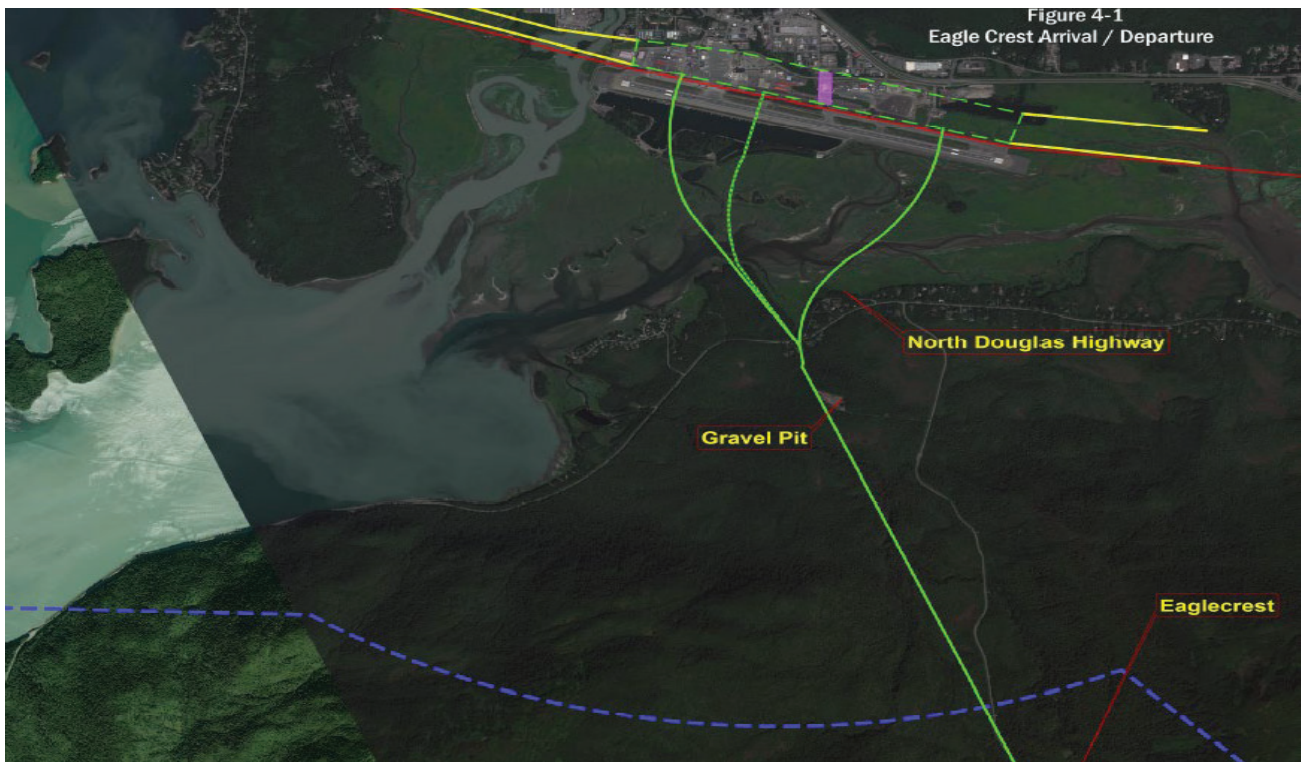
Depart across the runway and float pond at a 90-degree angle when directed by the Tower, then proceed direct Eaglecrest. Maintain at or below 500’ AGL until North Douglas Highway.

Eaglecrest Arrival:

Initial contact must be made as soon as possible upon passing Eaglecrest. Fly the reverse of the Departure and report “the Gravel Pit.”

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 4-1: Eaglecrest Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Outer Point Departure:

Depart across the runway and float pond at a 90-degree angle when directed by the Tower, then proceed direct Outer Point. Maintain at or below 500' AGL until past Fish Creek.

Outer Point Arrival:

Initial contact must be made prior to Outer Point. Fly the reverse of the departure and report abeam Fish Creek.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 4-2: Outer Point Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Douglas Departure:

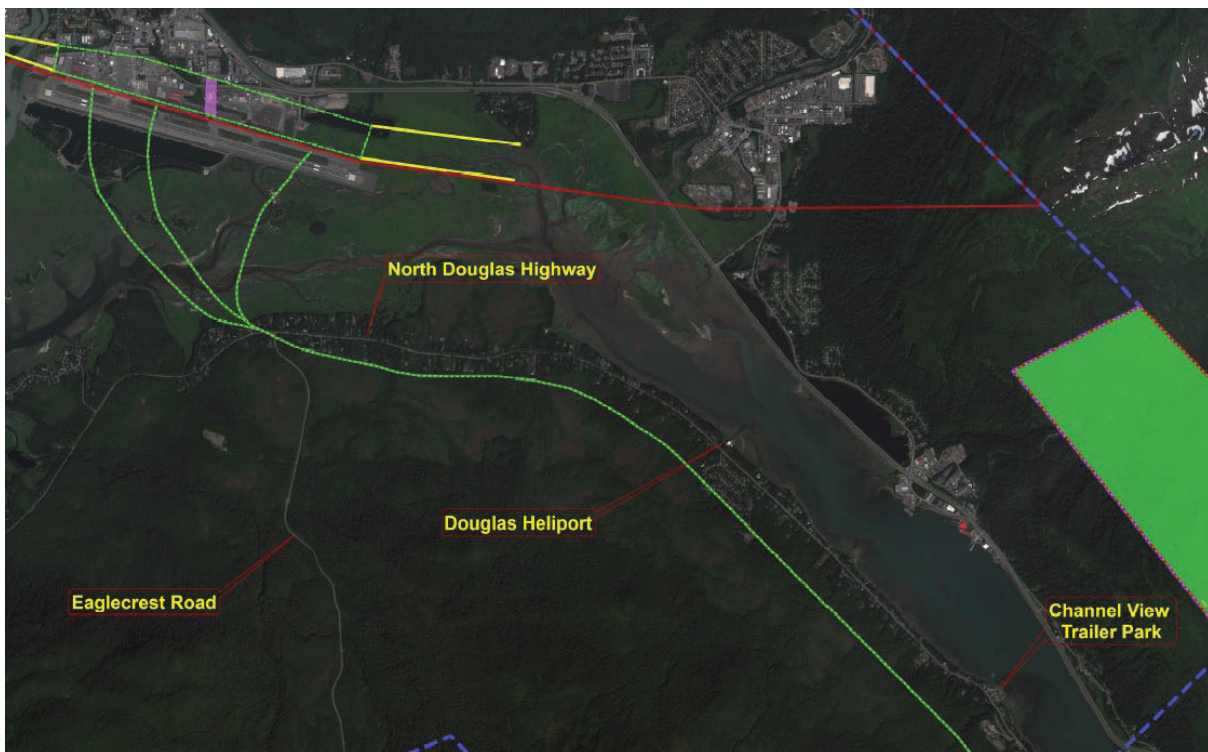
Depart across the runway and float pond at a 90-degree angle when directed by the Tower. Once across the float pond, proceed direct to the intersection of Eaglecrest Road and North Douglas Road. Then remain south of the North Douglas Highway while proceeding southeast. Remain at or below 500' AGL until south of the North Douglas Highway.

Douglas Arrival:

Initial contact must be made prior to entering the JNU Class Delta Surface Area. Fly the reverse of the departure and report the Douglas Heliport. Remain at or below 500' AGL while north of the North Douglas Highway.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 4-3: Douglas Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Spaulding Meadows Departure (Sling-load only):

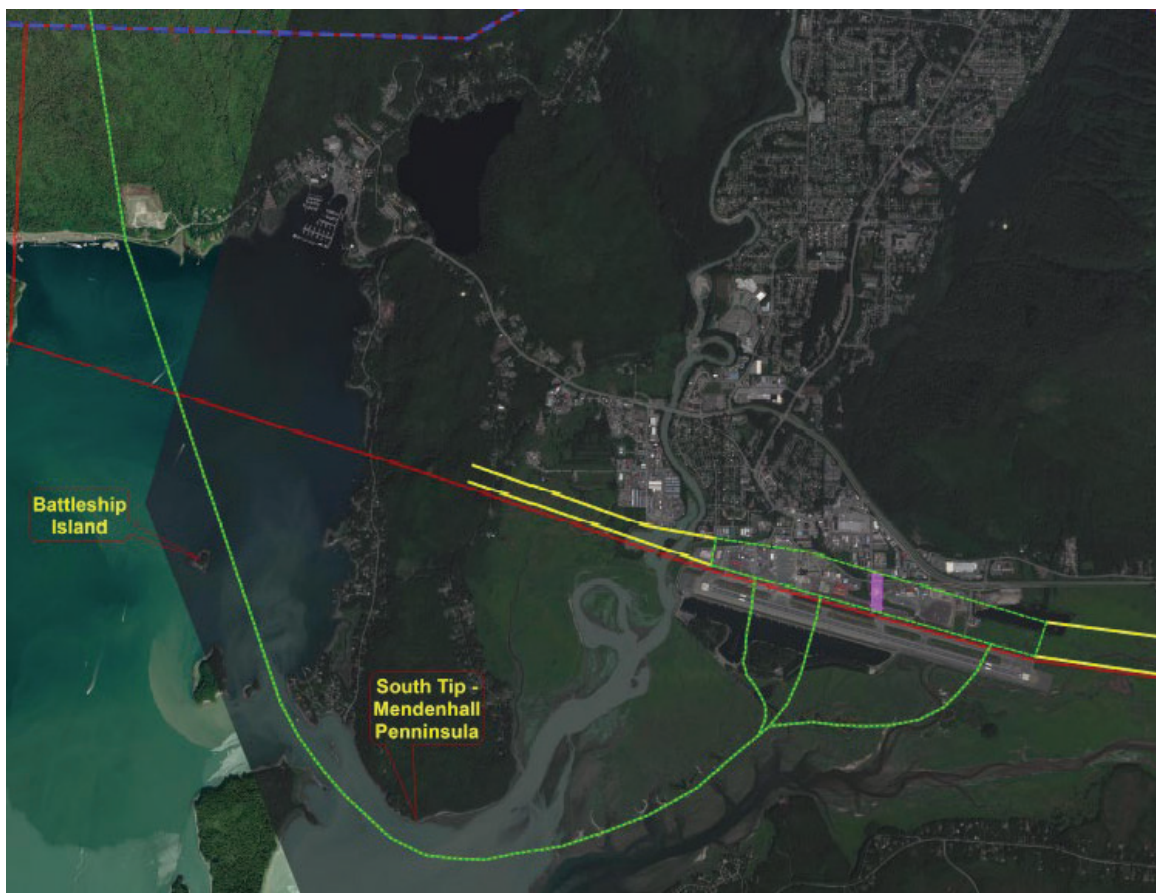
Depart across the runway and float pond at a 90-degree angle when directed by the Tower. Once across the float pond, proceed direct to South Tip of the Mendenhall Peninsula. Then pass just east of Battleship Island direct to Spaulding Meadows. Maintain at or below 500' AGL until past Battleship Island. Report passing Spuhn Island.

Spaulding Meadows Arrival (Sling-load only):

Initial contact must be made prior to Spaulding Meadows. Fly the reverse of the departure and report the AMHS ferry terminal and South Tip. Maintain at or below 500' AGL from Battleship Island until landing.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 4-4: Spaulding Meadows Arrival/Departure



Attachment 5:
Douglas Heliport Routes

Downtown Departure:

Depart the Douglas Heliport then fly to center of the Gastineau Channel. Upon reaching mid-channel, make a right turn to the southeast and climb to 1,000' MSL by the radio tower near the Douglas Island Pink and Chum (DIPAC). Continue climbing to 2000' MSL by the Channel View Trailer Park and exit the JNU Class Delta Surface Area to the southeast.

Downtown Arrival:

Initial contact must be made prior to entering the JNU Class Delta Surface Area. Fly the reverse of the departure.

***NOTE:** All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.*

FIGURE 5-1: Downtown Arrival/Departure



Juneau Airport Traffic Control Tower, Coastal Helicopters, TEMSCO Helicopters, and NorthStar Trekking

Salmon Creek Departure

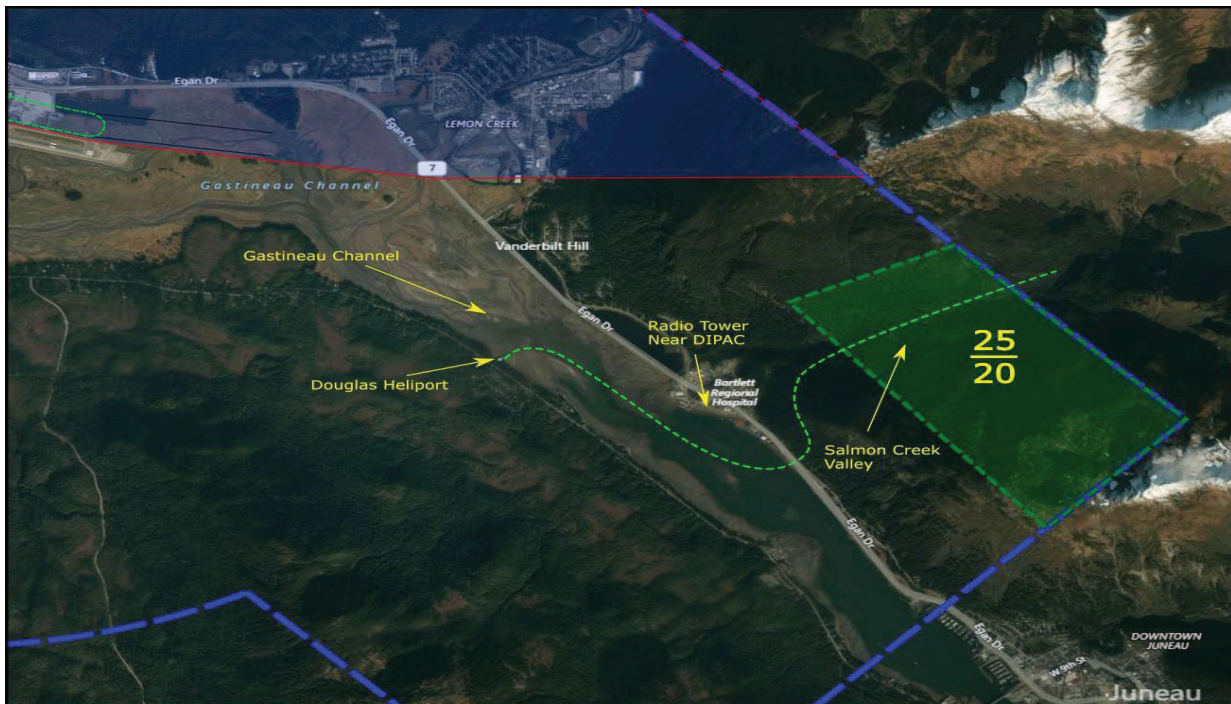
Depart the Douglas Heliport then fly to the center of the Gastineau Channel. Upon reaching mid-channel, make a right turn to the southeast and climb to 1,000' MSL by the radio tower near the Douglas Island Pink and Chum (DIPAC). Continue climbing with a left turn into Salmon Creek Valley.

Salmon Creek Arrival:

Initial contact must be made prior to exiting Salmon Creek Valley. Exit Salmon Creek Valley at 1,700' MSL and parallel the channel with a southeast heading against Mt. Juneau. Make a descending right turn to 1,000' MSL around the radio tower near the Douglas Island Pink and Chum (DIPAC), followed by a left turn into the Douglas Heliport.

NOTE: All helicopter company ramp areas are either not visible from the tower or are located in non-movement areas of the airport. All take-offs and landings from company ramps or the Douglas Heliport will be done at the pilot's own risk.

FIGURE 5-2: Salmon Creek Arrival/Departure














JNU Helo-Ops LOA Rev 1 final (003)


Final Audit Report

2024-06-02


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