



ALASKA

AVIATION INFORMATION 2001

J U N E A U



S I T K A



S K A G W A Y



G U S T A V U S

This pamphlet was prepared through the joint efforts and diligent work of many people in the aviation community of Southeast Alaska and the FAA. It is packed full of flight tips, safe operating practices, recommended procedures, and aerial tour information for pilots operating in the vicinity of Juneau, Sitka, Skagway and Gustavus, Alaska. Many aircraft fly tourists to points of interest. The most popular tours are mentioned in this pamphlet.

Included are recommended altitudes, direction of flight, reporting points, VHF frequencies and areas of increased air traffic used by commercial operators.

These are general procedures of which all pilots should be aware. If it is necessary to operate contrary to the recommended procedures, pilots should announce their intentions in advance on frequencies published in this pamphlet.

To enhance the safety of your flight, contact the nearest Flight Service Station for a complete pilot briefing. For more information, contact the Juneau FSDO at 800-478-2231, or 907-586-7532.

Terry L. Gordon, Manager
Juneau Flight Standards District Office

Steve Turner, Manager
Juneau Air Traffic Control Tower

Carol Veazie, Manager
Juneau Automated Flight Service Station

The information contained in this booklet is current as of January 1, 2001. For any updated information, visit the Juneau FSDO website at www.alaska.faa.gov/jnufsdo or call 907-586-7532, or call toll free within Alaska 1-800-478-2231.

GENERAL GUIDELINES

- All aircraft should fly with their lights on at all times.
- Aircraft should fly to the right side while in Gastineau Channel.
- Any conversation made on the 123.05 and 122.75 frequency should be limited to position reports.
- Traffic departing southeast-bound from Juneau Airport should change frequency prior to crossing the Douglas Bridge to 123.05 for traffic in the downtown harbor.
- Traffic departing the downtown Juneau area northwest bound, change to Juneau Airport Control Tower, frequency 118.7, at the Douglas Bridge.
- Maintain at least 1,500 feet AGL in heavy tour areas to avoid conflict with tour aircraft. Pilots should be familiar with tour routes, reporting points and announce intentions on published frequencies.
- Enter drainage (upstream) at even thousands (1000, 2000, 3000...) Exit drainage (downstream) at 500 foot levels (1500, 2500...) except Taku River.
- Traffic West bound from Juneau toward Cross Sound/Icy Straits, fly at even thousand foot intervals (1000, 2000, 3000...)
- Traffic east bound toward Juneau from Cross Sound/ Icy Straits, fly at 500 foot intervals (1500, 2500...)
- Traffic entering Gastineau Channel from the Southeast should self-announce on 123.05 prior to entering the channel.
- Above 3000 feet AGL the hemispheric rule applies.

Juneau Airport Traffic Pattern Altitudes:

Helicopters	500 feet
Fixed Wing	1000 feet
Turbo-jet	1500 feet or above

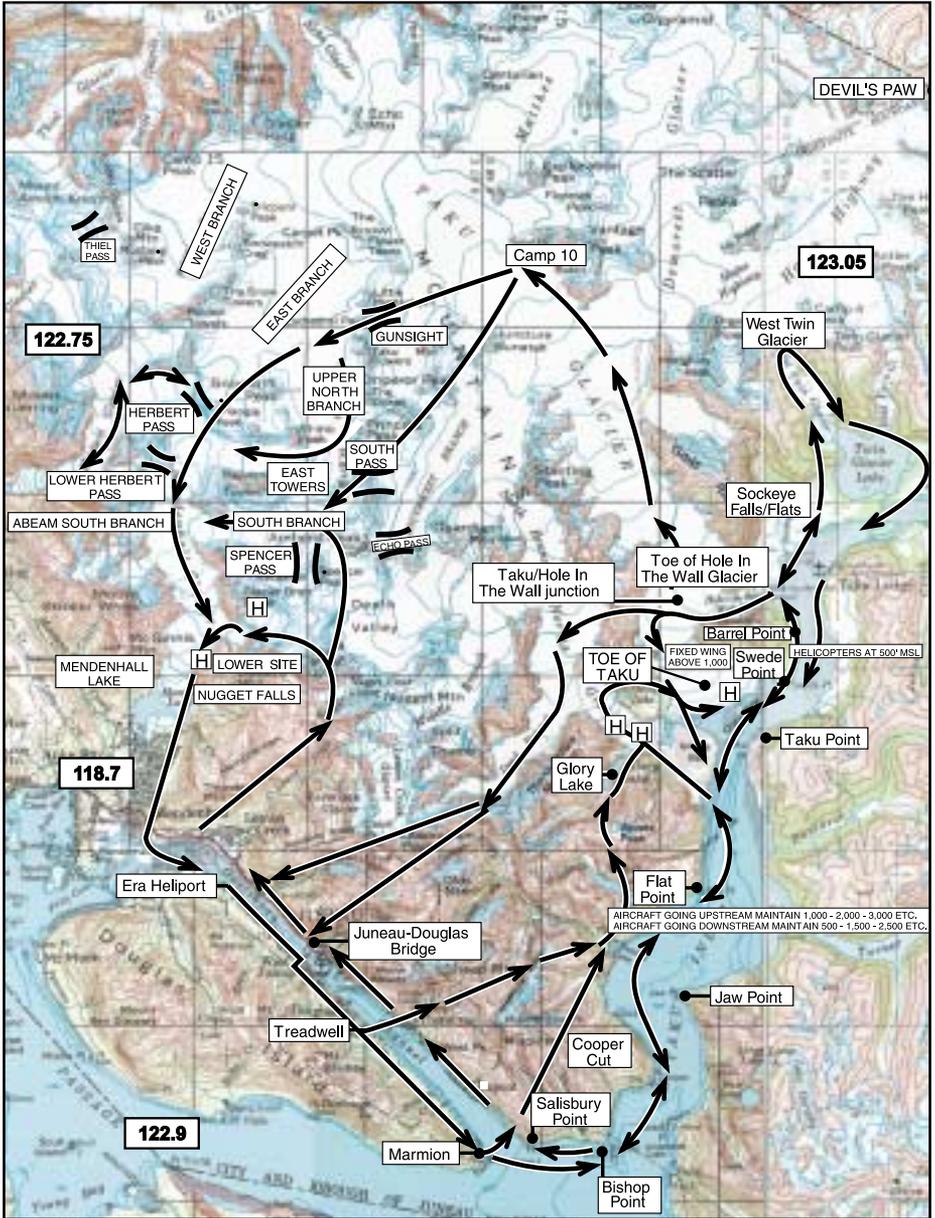
Aircraft arrival and departure altitudes may vary from those above.

CHARTS IN THIS PAMPHLET ARE FOR ILLUSTRATIVE PURPOSES ONLY AND ARE NOT FOR USE IN NAVIGATION.

JUNEAU-GASTINEAU-GLACIER AREAS

1. Heavy flightseeing between 500' and 2000'.
2. Extensive air tour traffic SFC to 6000' MSL. Declare intentions on CTAF 123.05
3. 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 above 1,000 feet MSL until downstream of the Taku.





Map not for navigational purposes

JUNEAU AUTOMATED FLIGHT SERVICE STATION

JNU AFSS provides search and rescue, pilot weather briefing, local airport advisory service and special VFR services at Juneau airport, flight planning, and communication services throughout the northern Southeast panhandle and the eastern and central gulf coast. The transcribed information briefing system (TIBS) and transcribed weather broadcast (TWEB) originate at the AFSS.

The following will help you contact the AFSS for these services.

To access services, call JNU AFSS

Pilot Weather Briefing (local)	789-7380
Pilot Weather Briefing (Outside Juneau)	1-800-wxbrief (1-800-992-7433)
Watch Supervisor Desk	586-7382
Administrative Office	586-7381
Juneau TWEB	789-1551

To access Weather Recordings:

For Information on Special Events, dial 211.

For the Briefing Summary for the route Anchorage to Cordova via Portage Pass, dial 212.

For the Briefing Summary for the Yakutat area, dial 213.

For the Briefing Summary for the Juneau area, dial 214.

For the Briefing Summary for the route Ketchikan to Petersburg, dial 215.

For the Briefing Summary for the Sitka area, dial 216.

For Current Weather for the route from Anchorage to Yakutat, dial 217.

For Current Weather for the route from Yakutat to Juneau, dial 218.

For Current Weather for the route from Juneau to Ketchikan, dial 219.

For Information on Overdue Aircraft, dial 220.

To access the Fast File recorder, select Option 3, then:

To File or Close a Flight Plan, dial 1.

To record a Weather Observation or Pilot Report, dial 2.



JUNEAU AND SITKA FLIGHT PLAN AREA FREQUENCIES

JUNEAU

NAME	RCO	CTAF	CWO	AWOS	ASOS	RCAG
CAPE SPENCER	122.6					
EXCURSION INLET		122.9				
GUSTAVUS	122.65	122.5		125.9		133.2
HAINES	122.6	122.9			135.7	
HOONAH	122.35	122.7				
JUNEAU	122.2	118.7	135.2	ATIS		133.9
DOWNTOWN	122.15					
JUNEAU HARBOR		123.05				
LENA POINT	122.25					
ROBERT BARRON	121.1					
SKAGWAY	122.4	122.9			135.8	
WILLIAMS MTN	122.55					

SITKA

SITKA	122.2	123.6	122.45		135.9	126.1
BIORKA ISLAND	122.3					126.1
FINGER MTN	120.4					
KRUZOF	122.05					
KUIU	121.3					
ANGOON	122.4	122.9				
KAKE	122.65	122.9			135.25	118.0
PETERSBURG	122.35	122.5			125.8	118.0
WRANGELL	122.45	122.6		128.5		118.0
LEVEL ISLAND	122.3					
DUNCAN CANAL	122.1					
FANSHAW	121.0					

JUNEAU ATCT

1873 Shell Simmons Dr., Juneau, Alaska 99801 Phone: (907) 586-7411
 Fax (907) 586-7324 Steve Turner, Manager Email: Steve.d.Turner@faa.gov

Juneau Tower Frequencies: Ground Control 121.9, Local Control 118.7/278.3 and 120.7, ATIS 135.2.

Juneau Tower Hours of Operation: 0600 - 2300 local time. All other hours airport advisory available from Juneau AFSS on 118.7.

Airspace: The Juneau International Airport is in a Class D surface area when tower is in operation. The airspace encompasses a three nautical mile radius of the airport, up to 2500 feet AGL. All aircraft operating within the surface area must be in contact with Juneau Tower, if it is open. During the closed hours of the tower, the airspace reverts to a Class E surface area. Attached to the west of the Class D Surface Area is a Class E Surface Area extending approximately 8 miles out along the localizer, approximately 4 miles either side of centerline.

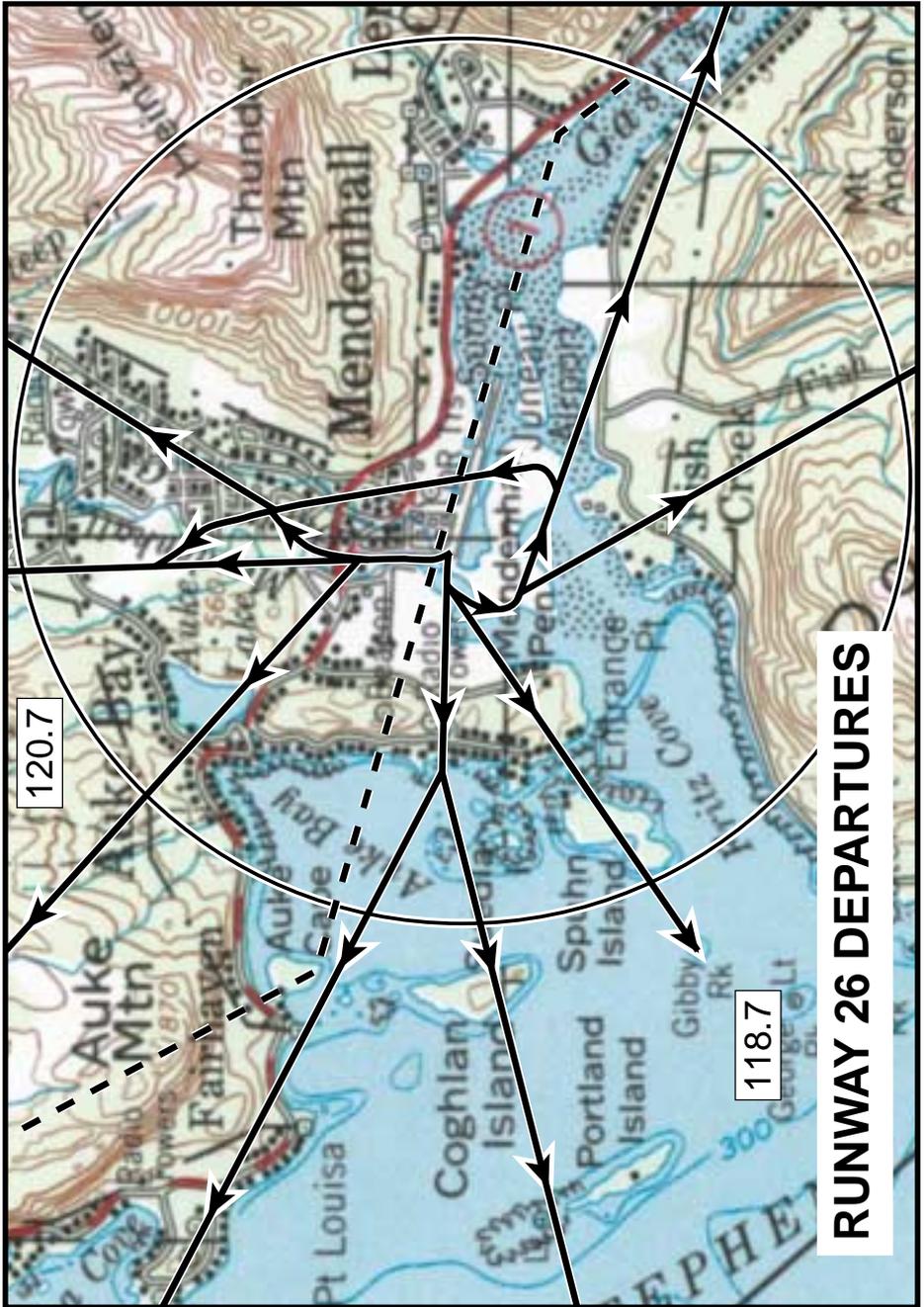
Services: Juneau ATCT provides basic VFR tower services within the Class D Surface Area as well as Special VFR handling in the Class D and Class E Surface Area, which extends to the west from the airport. The tower also controls the floatpond immediately to the south of the runway. IFR services are provided by Anchorage Center via remote frequencies, with some limited services provided by Juneau Tower.

Traffic Pattern: The traffic patterns for runway 8/26 and the floatpond are both south of the runway. This is to avoid overflying populated or otherwise developed areas north of the airport. The area south of the airport is mostly tidal flats or open water. **Pattern altitudes are as follow: Helicopters - 500 feet, Fixed Wing - 1000 feet, Large/Multi-engine Turbine - 1500 feet or higher.**

Four helicopter companies operate off Juneau, as well as 10 air taxi companies. The Aerospatiale A-Star is the most common helicopter, along with a few Jet Rangers. The Piper Cherokee, DeHavilland Beaver and Otter, and the Cessna 185, 206, and 207 are the predominate fixed wing aircraft. Islanders, Navajos, Caravans, Senecas, and a host of other aircraft will also be seen flying commercially. Airline service is provided by Alaska Airlines with Boeing 737s and occasionally MD-80s. Air North operates flights several days a week between Whitehorse, Yukon Territory, and Juneau using Beech 1900s and a British Aerospace Andover. Business jet aircraft are also common in the summer.

The aviation scene in Juneau is very seasonal. In the middle of winter the airport will average 200 - 250 landings/take-offs per day. In the summer this increases to over 1000 operations per day. This increase in traffic is generated largely by





Map not for navigational purposes

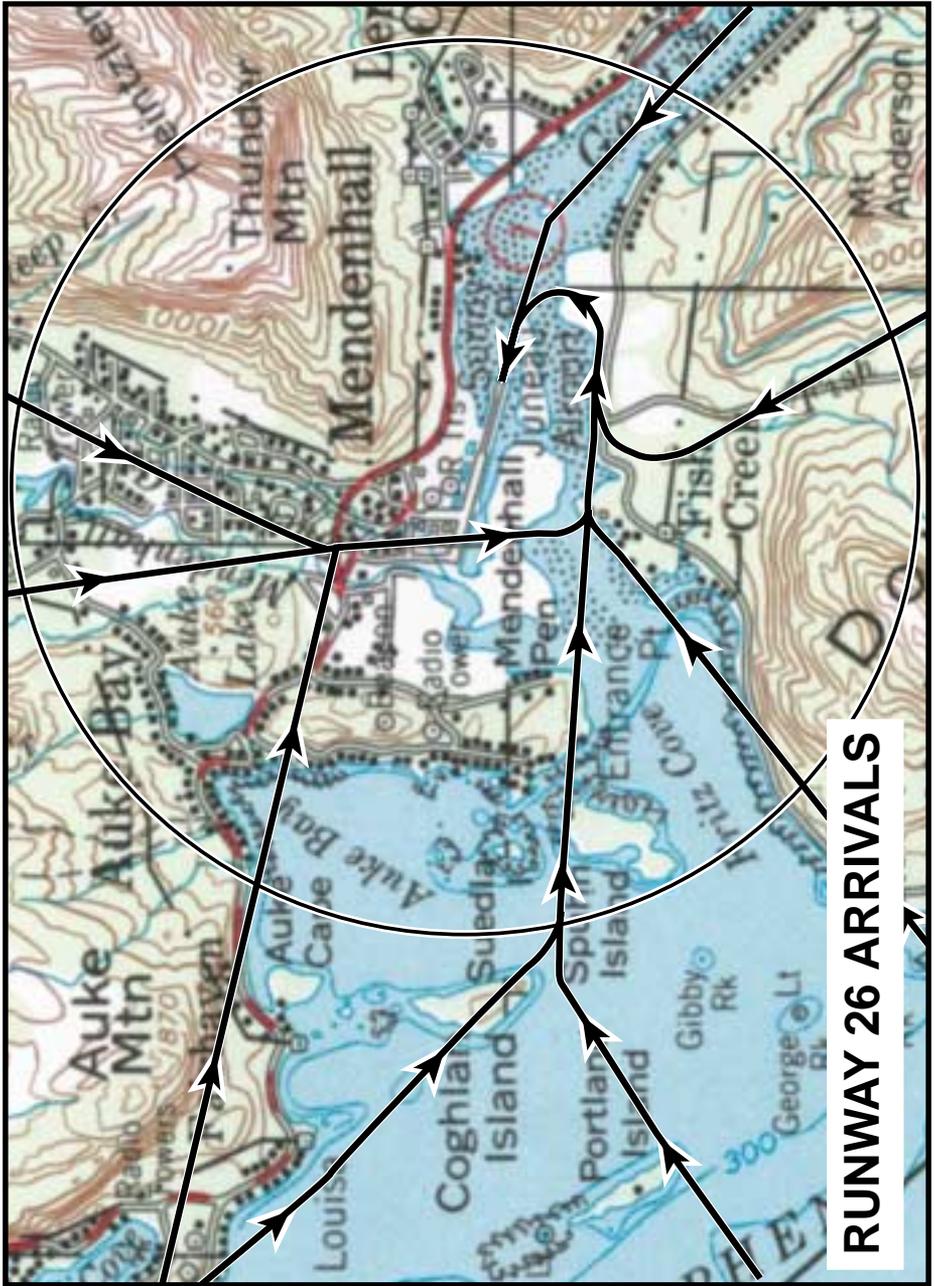
tourist and flight-seeing operations, with a significant number of those flights being done in helicopters. It is not uncommon for flights of 3-7 helicopters to be seen departing or arriving as many as six times an hour, all day long. Nearly all helicopter operations are flying routes specified in a Letter of Agreement with ATC.

Because there is no road system in Southeast Alaska, all travel must be done via boat or airplane. Most of the fixed wing traffic is providing service to the many communities in outlying areas. This fact, coupled with the geography in the area of the Juneau Airport, puts a high density of airplanes in just a few main arrival and departure corridors. The traffic flows used in the area are shown on the accompanying charts.

When approaching from the east and flying over downtown Juneau, remember to self announce your presence as you enter Gastineau Channel on 123.05. Contact Juneau tower as you cross over the Juneau-Douglas Bridge inbound. Flightseeing operations are conducted from Juneau's downtown waterfront

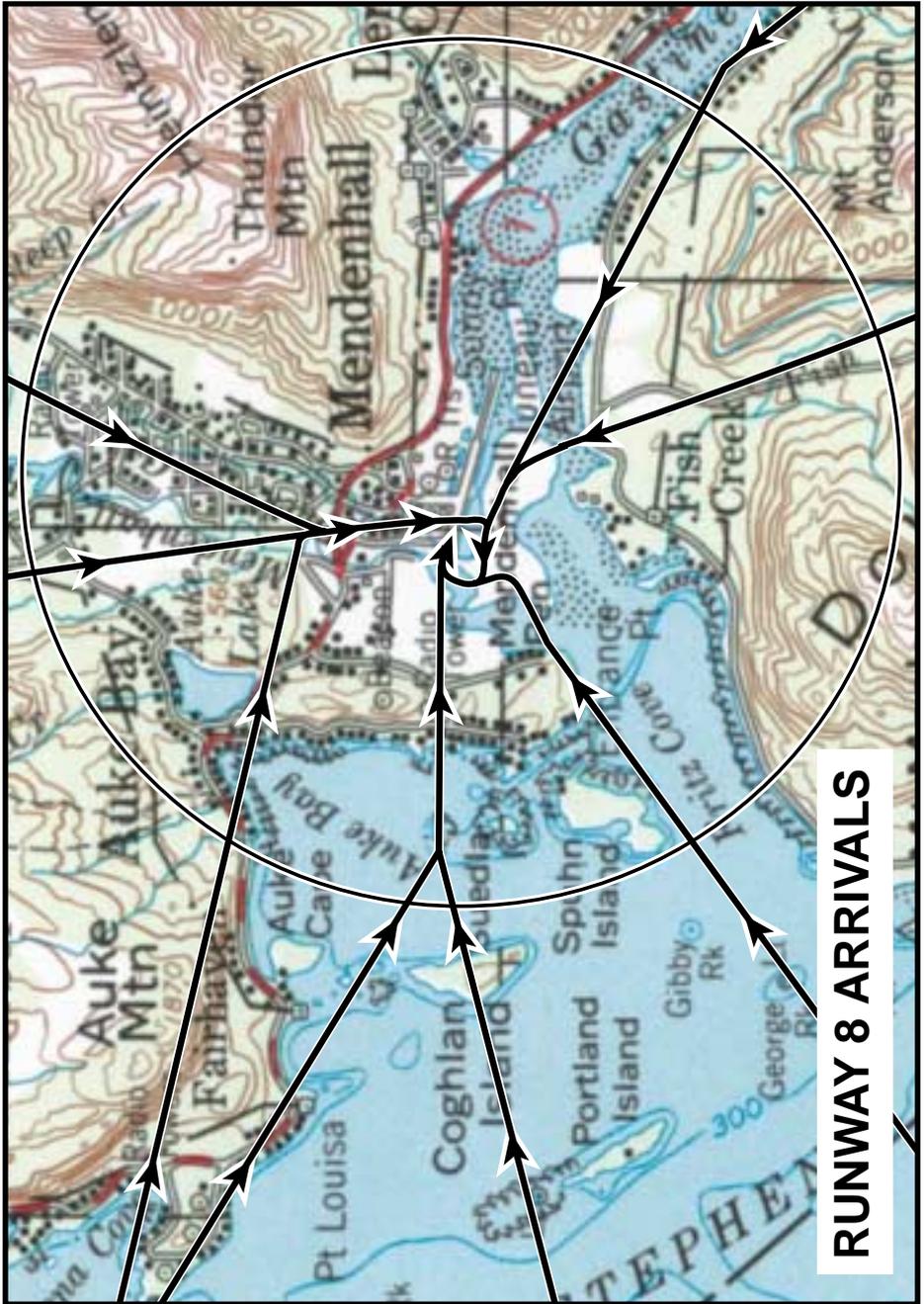
Super Bear Arrival: Aircraft arriving from the north of the Juneau Airport will be assigned the **Super Bear Arrival**. This route basically comes down the middle of the Mendenhall Valley and then over the main ramp area of the airport. Continue over the runway and enter the downwind leg for the assigned runway. Approximately one (1) mile north of the runway is a shopping mall (Super Bear Grocery) which shall be crossed at 1000 feet msl. **Maintain 1000 feet until over the runway.** (Helicopter traffic will be transiting over the airport at 500 feet and departure traffic will be crossing over the runway at 1500 feet).

North Side Tower Frequency: In the spring of 1999, Juneau Tower began operating a second tower frequency. The frequency is 120.7 is used to handle air traffic operating north of the Juneau airport. The area covered by 120.7 is defined by a line extending from the west end of the runway northwest to the edge of the Class D surface area, then clockwise around to where the surface area meets the highway, then along the highway to the Lemon Creek Bridge, then direct to the east end of the runway. This frequency will be in use during busier traffic periods and will be advertised in use via the ATIS. Traffic that will arrive through this airspace will make initial contact with Juneau Tower on 120.7 and will subsequently be switched to the runway controller on 118.7. Departing fixed wing aircraft will initially depart on 118.7 and if flight into the north side airspace is requested, will be switched to 120.7 after departure. Helicopters departing and remaining in the north side airspace will be on 120.7. Helicopters that will depart and immediately cross the runway to the south will do so on 118.7.



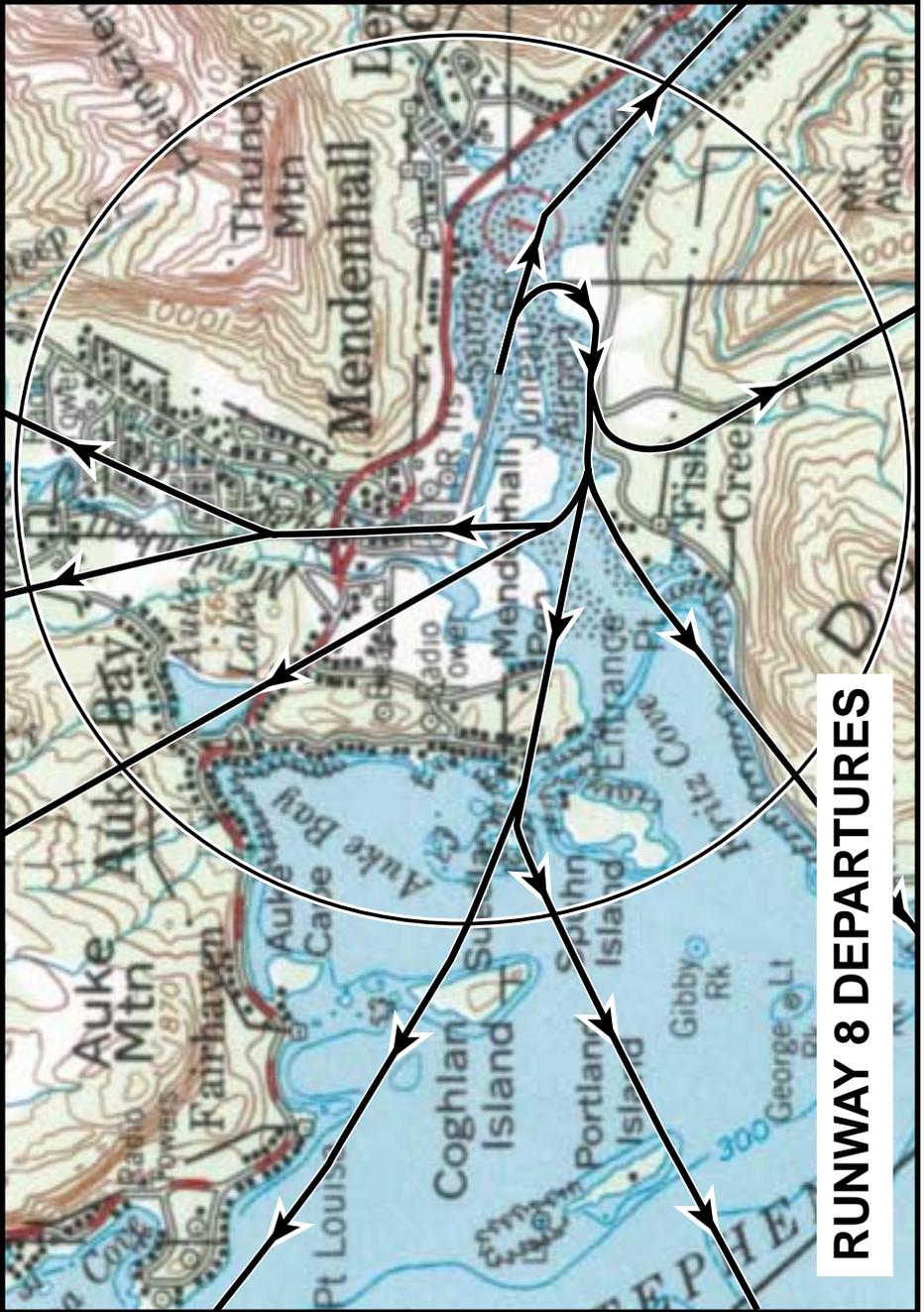
RUNWAY 26 ARRIVALS

Map not for navigational purposes



RUNWAY 8 ARRIVALS

Map not for navigational purposes



RUNWAY 8 DEPARTURES

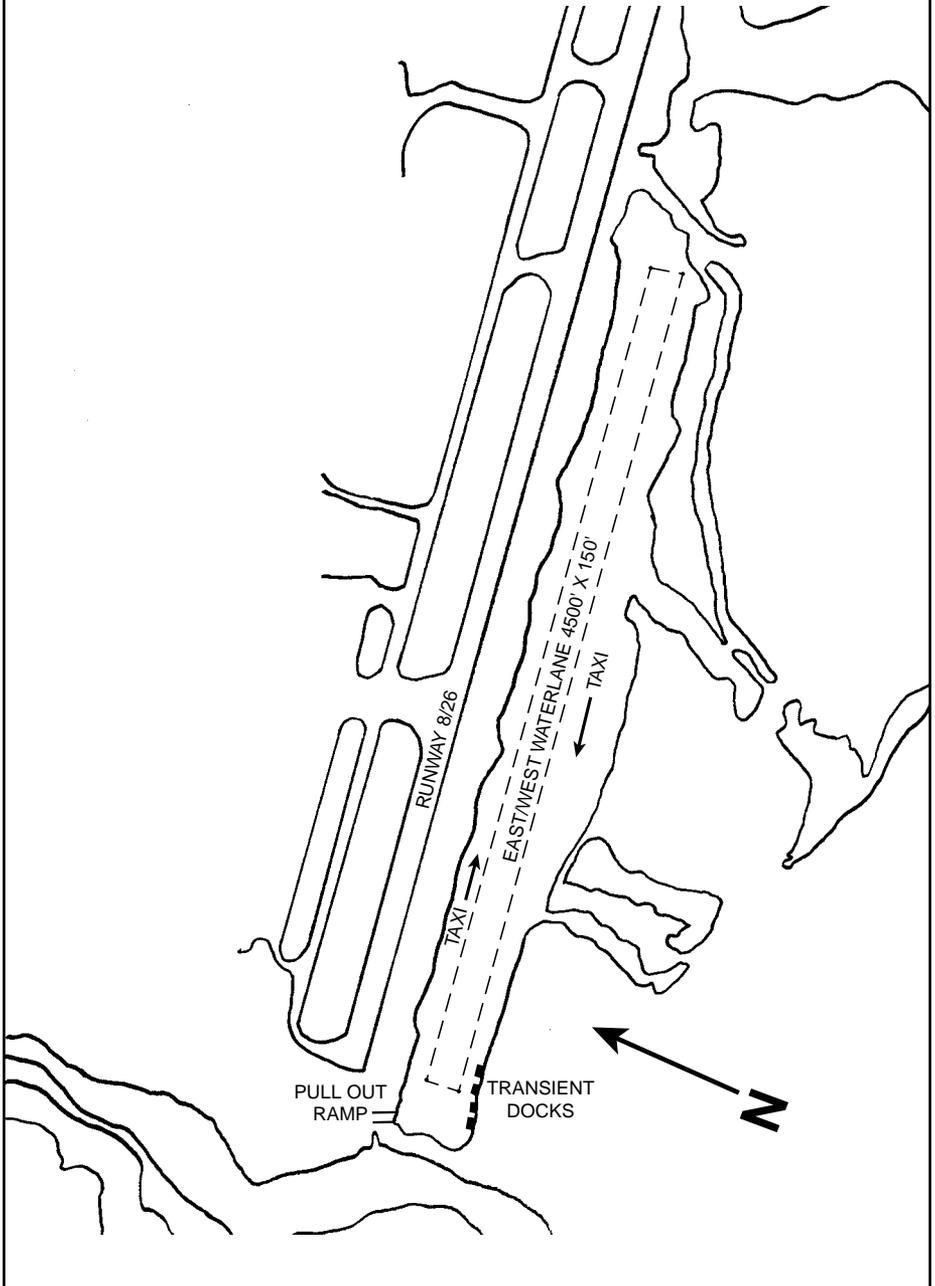
Map not for navigational purposes

FLOAT POND OPERATIONS

The floatplane pond immediately south of the runway is controlled like a parallel runway. An ATC clearance is required for landing and take-off. The landing area of the pond is defined as the middle 150 feet in width and beginning 250 feet from each end (the lane is marked by orange buoys anchored in the pond.) A clockwise taxi pattern is used; taxi east along the north shore, west along the south shore. Clearance to cross the pond at any time is required. There are five docks on the south shore at the far west end reserved for transients, all other floats are privately owned.

- Tower frequency 118.7
- Waterlane marked at corners with orange ball buoys
- Taxi routes are clockwise, eastbound on the north side, westbound on the south side
- Tower approval required to cross pond at **any point**
- Vehicle access to float pond must be arranged through the Airport Manager's office or FBO
- Fuel available by truck only

FLOAT POND MAP



TAKU TOUR AREA REPORTING POINTS

- Treadwell
- Marmion Island
- Salisbury Point
- Flat Point
- Swede Point
- Barrel Point
- Hole in the Wall Glacier
- Camp 10
- Rhino Peak
- North Branch Mendenhall Glacier
- South Branch Mendenhall Glacier
- Taku Point
- Jaw Point
- Williams Mtn RCO
- Gunsight
- Bishop Point



Map not for navigational purposes

MENDENHALL/HERBERT GLACIER REPORTING POINTS

- Terminus of the Mendenhall Glacier
- Suicide Falls
- South Branch
- North Branch
- Rhino Peak
- Upper Herbert Pass
- Lower Herbert Pass
- Echo Pass
- Princess Peak
- Little Matterhorn Peak
- Terminus of the Herbert Glacier
- West Branch
- East Branch
- Gunsight
- South Pass



Map not for navigational purposes

ALASKA AIRLINES COMMON TURBOJET ROUTES - JUNEAU

These VFR routings are the preferred routes for turbojet aircraft. Normal VFR rules apply and aircraft are free to deviate from these routes in order to safely comply with FAR's and good operating practices. The altitudes are approximate altitudes for arriving aircraft. Except where VFR enroute altitudes are shown for short trips between two closely located airports, departing aircraft are climbing at high rates along depicted departure paths to high enroute altitudes.

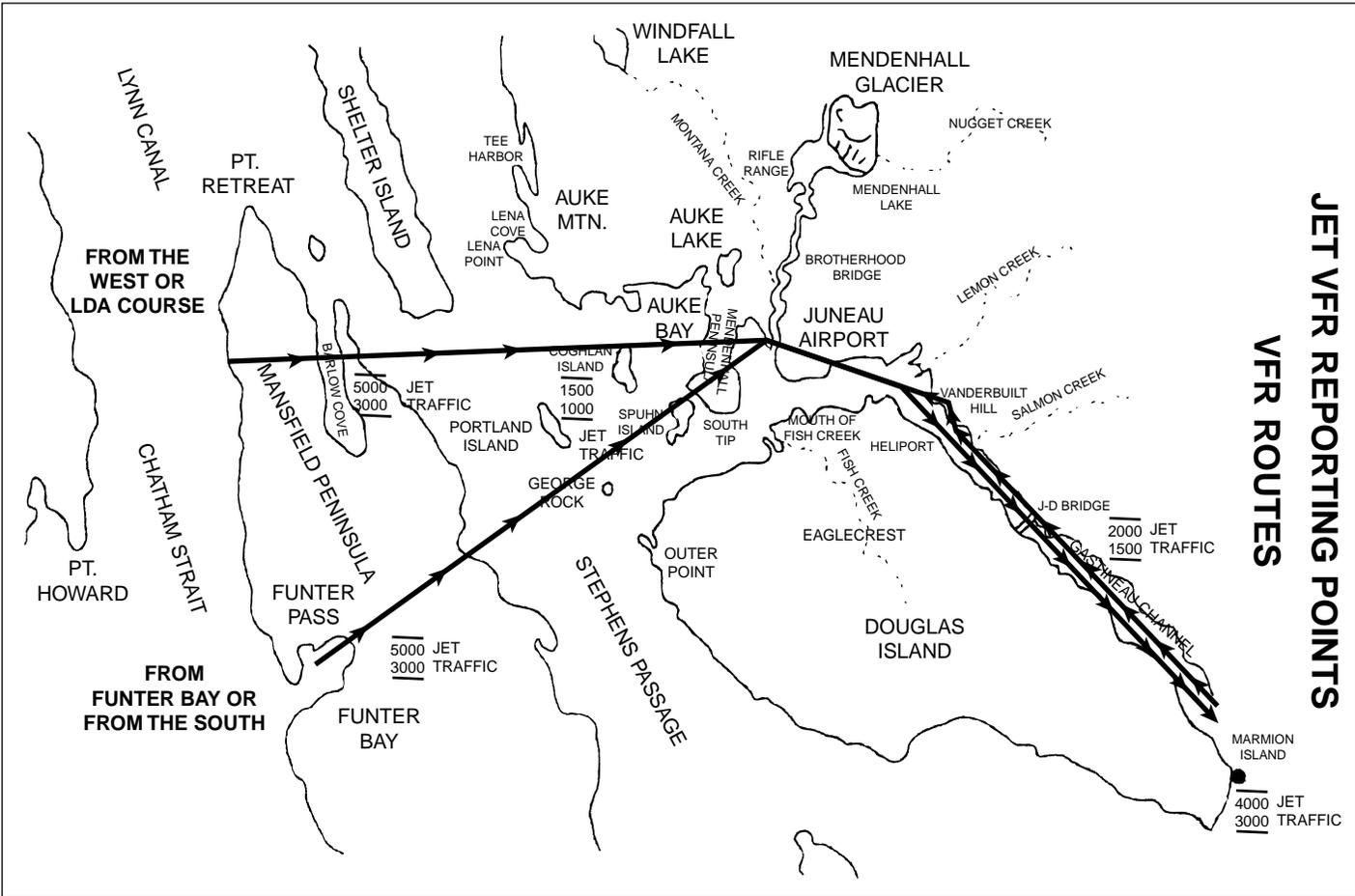
Aircraft cross the Douglas Bridge above 4000 feet. During climb out, steep aircraft deck angles are such that forward and downward visibility is extremely limited.

GPS approaches hold to different altitudes.

ALASKA AIRLINES GPS

Alaska Airlines conducts GPS approaches and departures to runways 8 and 26 at Juneau with specially equipped Boeing 737s. As they enter Gastineau Channel the aircraft will be descending out of 5500 feet. They cross the Douglas Bridge at approximately 2660 feet. The ground track follows a mid-channel course. This same route is also used for VFR arrivals by Alaska Airlines.

JET VFR REPORTING POINTS VFR ROUTES

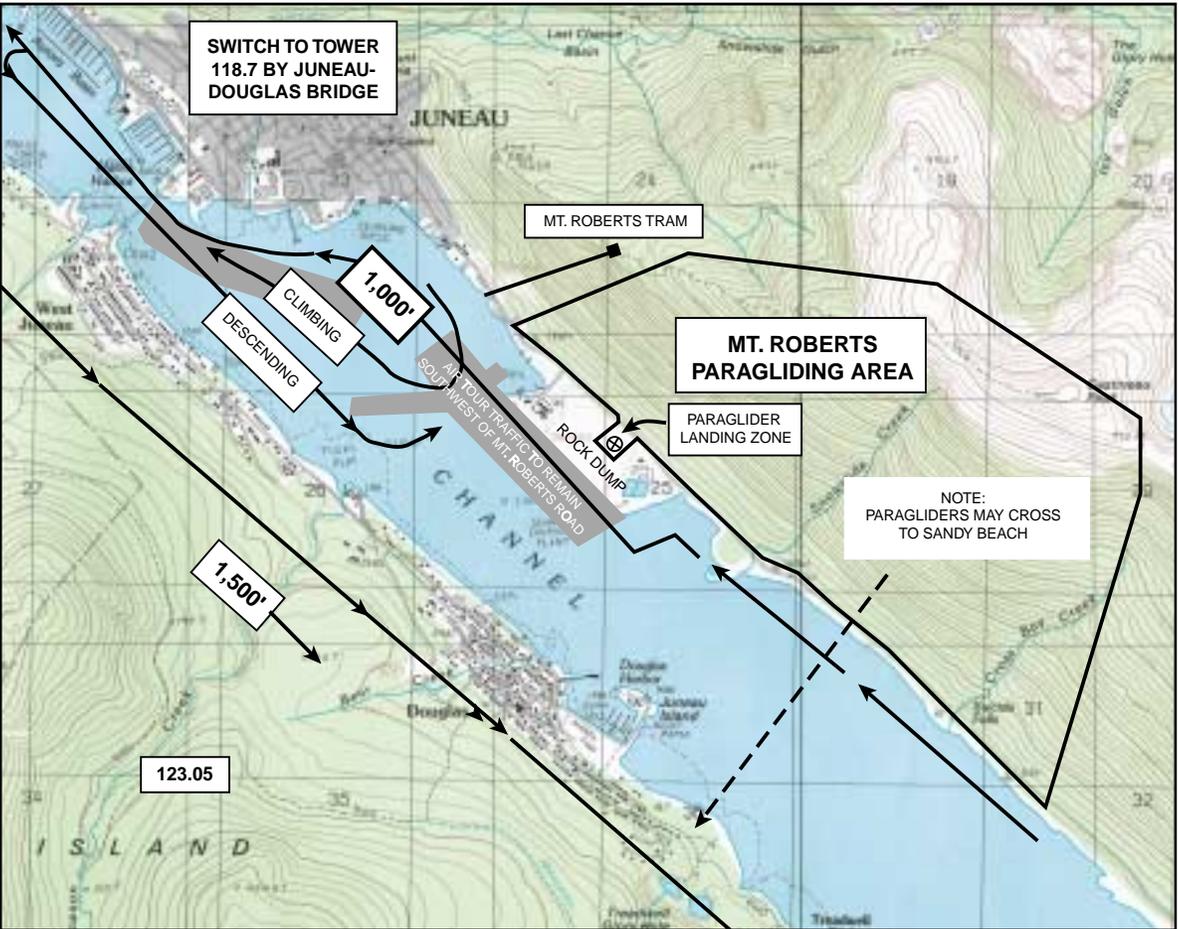


FLOAT PLANE STANDARD PROCEDURES FOR JUNEAU HARBOR

In order to ensure safe operation in Juneau waterways, the standard procedures listed below are strongly recommended.

Questions should be directed to the US Coast Guard Marine Safety Office in Juneau, at (907) 463-2450 or the Federal Aviation Administration at (907) 586-7532.

1. Follow international navigation rules while operating as a vessel (on the water).
2. No take-offs, landings, or step taxiing within a cruise ship lightering corridor.
3. Take-offs, landings, or step taxiing only within the boundaries of the take-off and landing corridors. Pilots have the option to use other areas when wind and weather conditions require, but must maintain adequate separation from vessel traffic.
4. Observe right-hand traffic rule in the channel.
5. Pilots are reminded not to fly within 500 feet of any structures, except as necessary for take-off and landing.
6. Take-offs and landings should be made on the outside of the cruise ship due to the tenders transiting from the ship to the dock. Be aware that choppy water can exist due to fishing boat and pleasure boat activity causing wakes.



Map not for navigational purposes

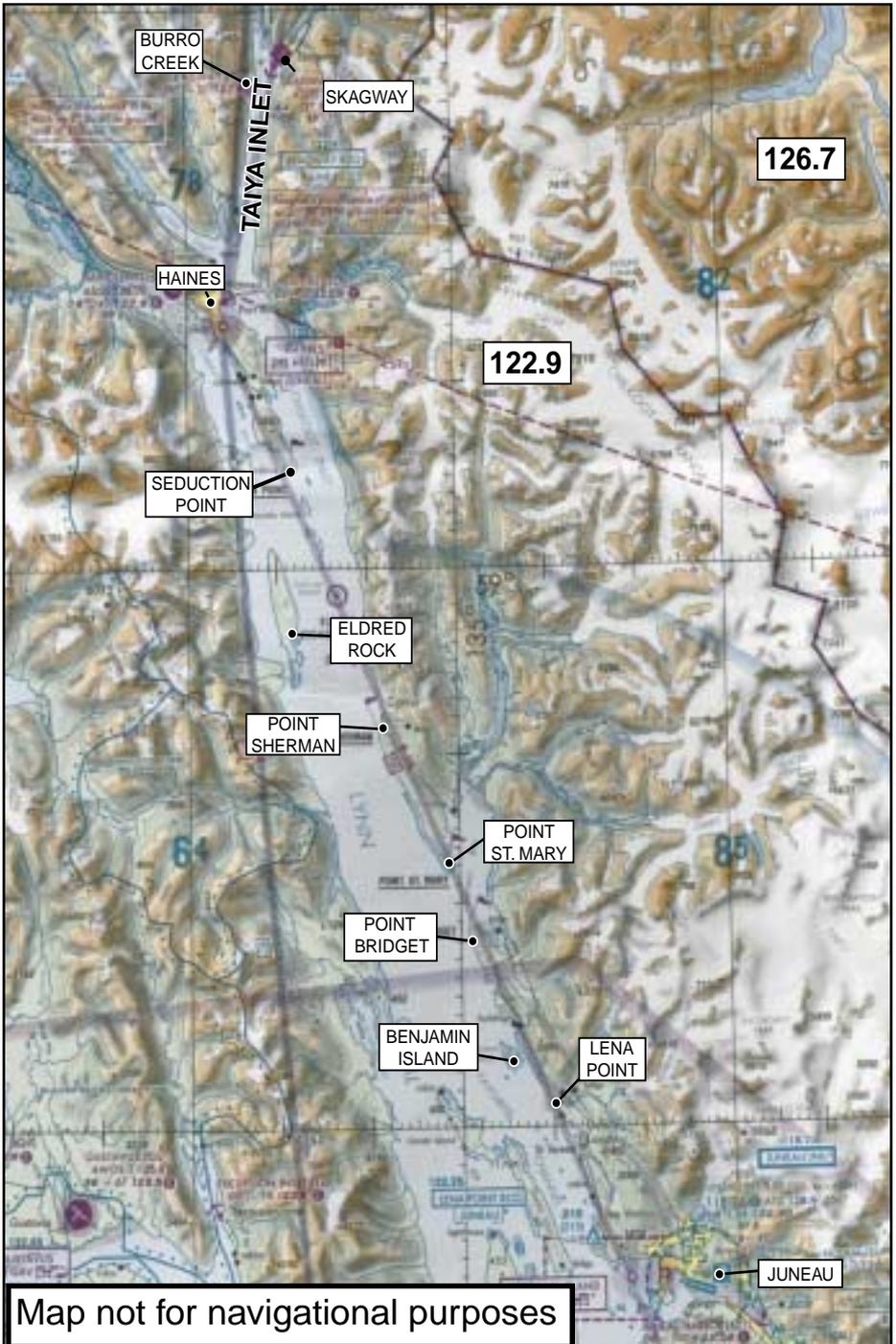
Floatplane landing area

TRAFFIC BETWEEN JUNEAU/HAINES/SKAGWAY

1. Traffic north-bound from Juneau to Haines or Skagway should fly at altitudes of 1500 or 2500 feet and close to or over the shoreline. Traffic flying up Taiya Inlet should fly to the left of the inlet.
2. Traffic south-bound from Haines and Skagway should fly at altitudes of 1000, 2000 or 3000 feet MSL and further out over the water, (within gliding distance of shore), weather permitting. When departing Skagway down Taiya Inlet, fly out-bound to the left of the inlet.
3. Traffic to Haines and Skagway, pilots should give a position report 10 minutes or 15 miles out and when entering traffic pattern on the published CTAF.
4. Monitor 122.9 while operating in Lynn Canal.

REPORTING POINTS

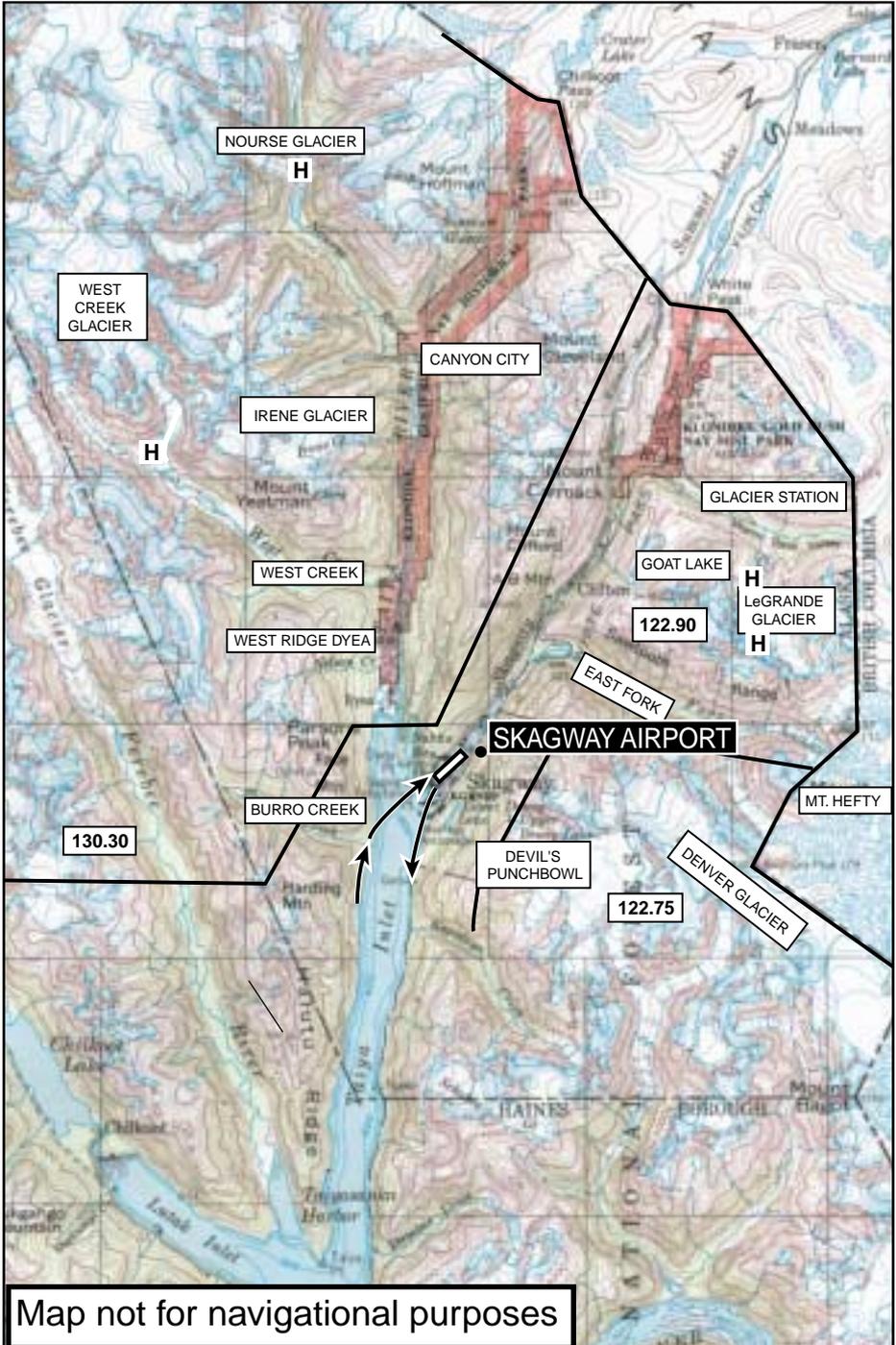
- Taiya Inlet
- Burrow Creek
- Point Seduction
- Eldred Rock
- Point Sherman
- Point St. mary
- Point Bridget
- Benjamin Island
- Eagle Beach
- Lena Point



Map not for navigational purposes

SKAGWAY AIRPORT AREA

1. Burro Creek is the standard reporting point for entering the traffic pattern at Skagway, unless reporting straight in for runway 19 from the north. Fixed wing traffic should be at or above 1000 feet MSL at Burro Creek. Helicopters between Burro Creek and the waterfront should be at or below 500 feet MSL. Skagway traffic specifics can be found in the Alaska Supplement.
2. Helicopters operate from the heliport located on the Skagway waterfront, south of the runway. Helicopter traffic operates in both directions on the routes shown over Dyea and Chilkoot Trail.
3. Monitor 130.30 for helicopter position reports. Watch for helicopter traffic at 500 feet at Taiya Inlet.
5. Skagway CTAF 122.9



Map not for navigational purposes

ALASKA AIRLINES

COMMON TURBOJET ROUTES - GUSTAVUS

The following depiction of VFR routings are the preferred routes for turbojet aircraft. Normal VFR rules apply and aircraft are free to deviate from these routes to safely comply with FARs and good operating practices. The altitudes depicted are approximate altitudes for arriving aircraft. Except where VFR enroute altitudes are shown for short trips between two closely located airports, departing aircraft are climbing at high rates along depicted departure paths to high enroute altitudes.



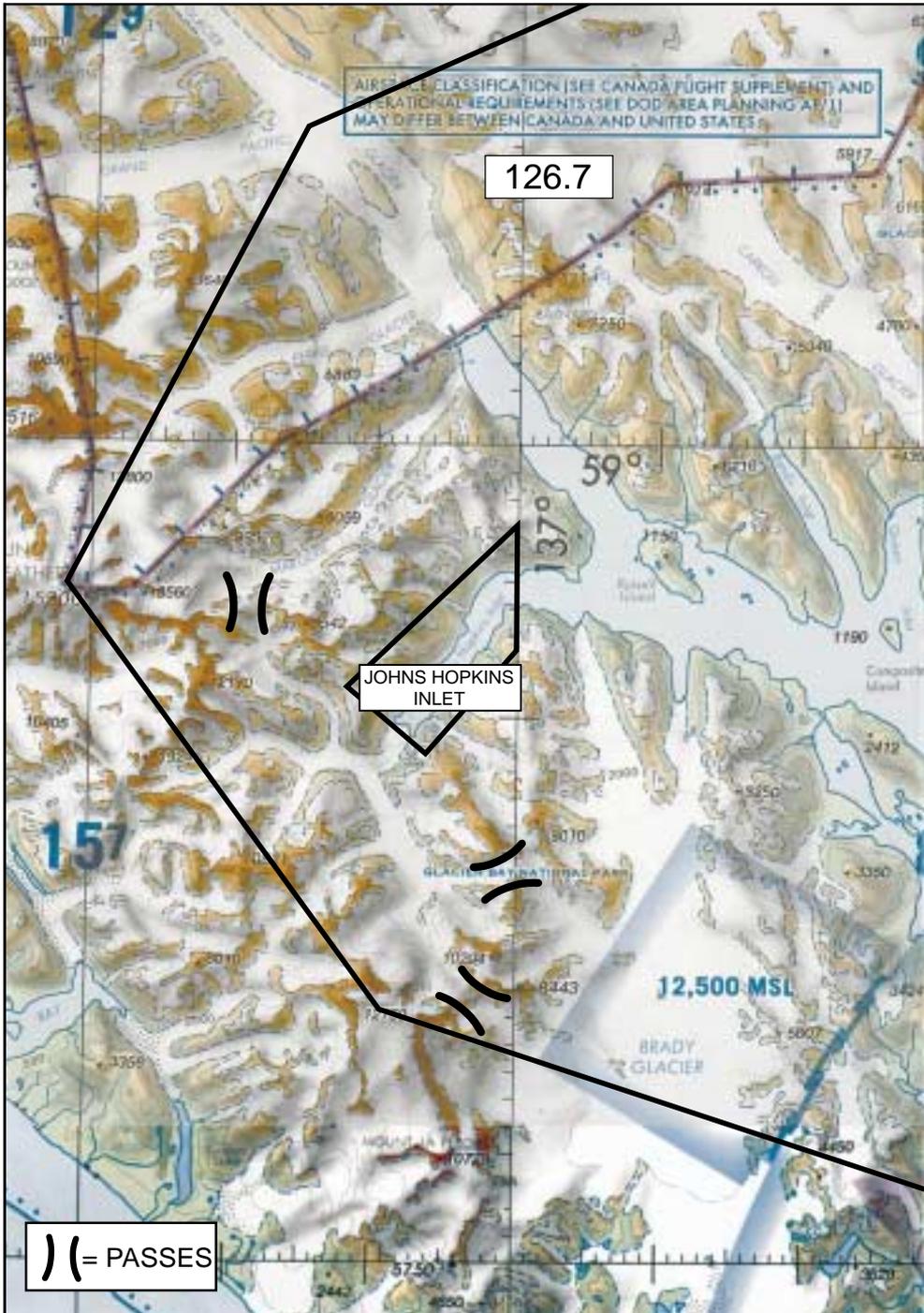
Map not for navigational purposes

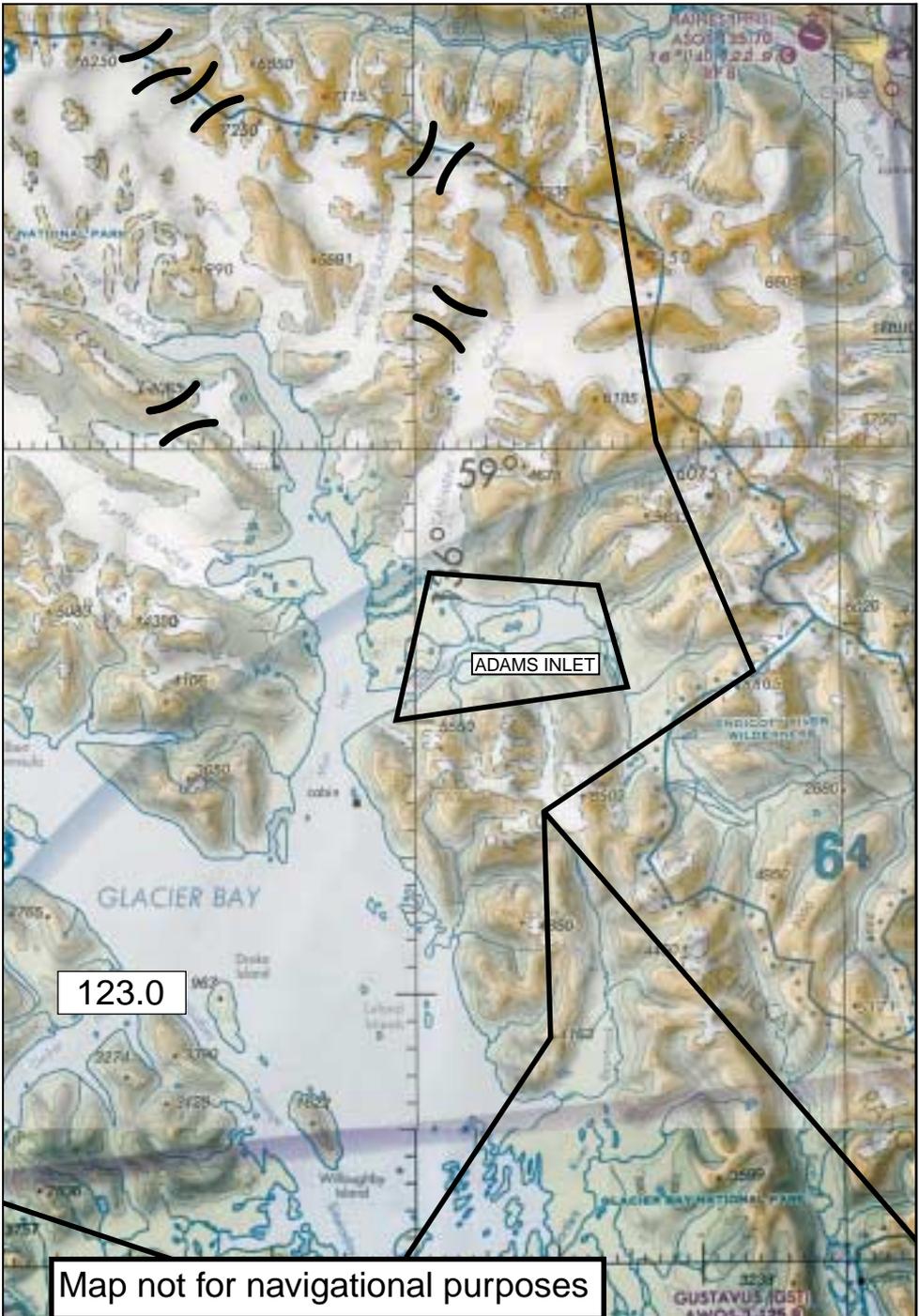
RECOMMENDATIONS FOR FLIGHTS IN GLACIER BAY NATIONAL PARK AND PRESERVE

1. Contingent on weather and visibility, aircraft should maintain 2000 feet AGL to avoid impact on sensitive wildlife (i.e., molting and nesting birds, pupping and molting seals, sea lions at haul outs, etc.), and other park visitors.
2. Noise-inducing propeller pitch and RPM changes are often amplified in the narrow fjords of Glacier Bay and should be avoided. This will minimize impact on wildlife and other park users. As a guideline, aircraft operation should not cause a change in the behavior of wildlife.
3. Pilots may wish to consider restricting the number and duration of circular flights and number of aircraft in circular flight patterns over specific areas. This will minimize noise and visual impact on wildlife and other park users.
4. Flights occur throughout the Park area. High traffic areas are depicted on the Glacier Bay map. Rules of the road (right of center) apply in passes and narrow valleys. Recommended routing along the outer coast of the Park, for flight between Cape Spencer and Yakutat, is right of the surf line.
5. Local air carriers operating out of Skagway, Haines, Juneau, and Gustavus are sources for Glacier Bay flight information. Pilots unfamiliar with the Park areas and local flight operations are encouraged to contact local air carriers before visiting the Park.
6. Special restrictions apply to aircraft landings in Park waters. Please contact Glacier Bay National Park at (907) 697-2230 for additional information and assistance.
7. See Juneau sectional chart for other information.

GLACIER BAY OPERATIONS

1. Heavy flightseeing traffic is present in the Glacier Bay area from early May through the end of September. Aircraft can be found in any part of the park at various altitudes, with the greatest concentration in the shaded areas and passes on the following page.
2. Aircraft should have their landing light on at all times for improved traffic recognition and separation. Frequency 122.75 should be monitored while in this area for general tour flight activity position reporting.
3. It is advisable to check with local carriers or Park Service regarding air tour operations and sensitive areas for that particular day (i.e. heavy tour bookings, molting water fowl locations or seal pupping areas).
4. Adams Inlet (see outlined area on map) is a refuge for molting (flightless) ducks and geese from approximately July 1 – September 15. The inlet is also designated as non-motorized waters for the entire visitor season (May 1 – September 15) for protection of wildlife and visitor solitude. The NPS requests pilots transiting via the Endicott River to maintain as high an altitude as practical and to minimize the time spent over this area.
5. Motor vessels are banned from upper Muir Inlet (see outlined area on map) June 1 – July 15 to provide an opportunity for visitor solitude and wilderness recreation in the East Arm. Upper Muir Inlet is especially susceptible to engine noise due to its almost vertical canyon walls. Pilots are requested to adhere to the 2000 feet AGL minimum and to avoid prolonged circling when over this area.
6. Johns Hopkins Inlet (see outlined area on map) is closed to all vessels May 1 – June 30 to prevent disturbance to harbor seals during pupping. The NPS requests pilots strictly observe the recommended 2000 foot AGL minimum and to minimize time spent in this area during those dates.

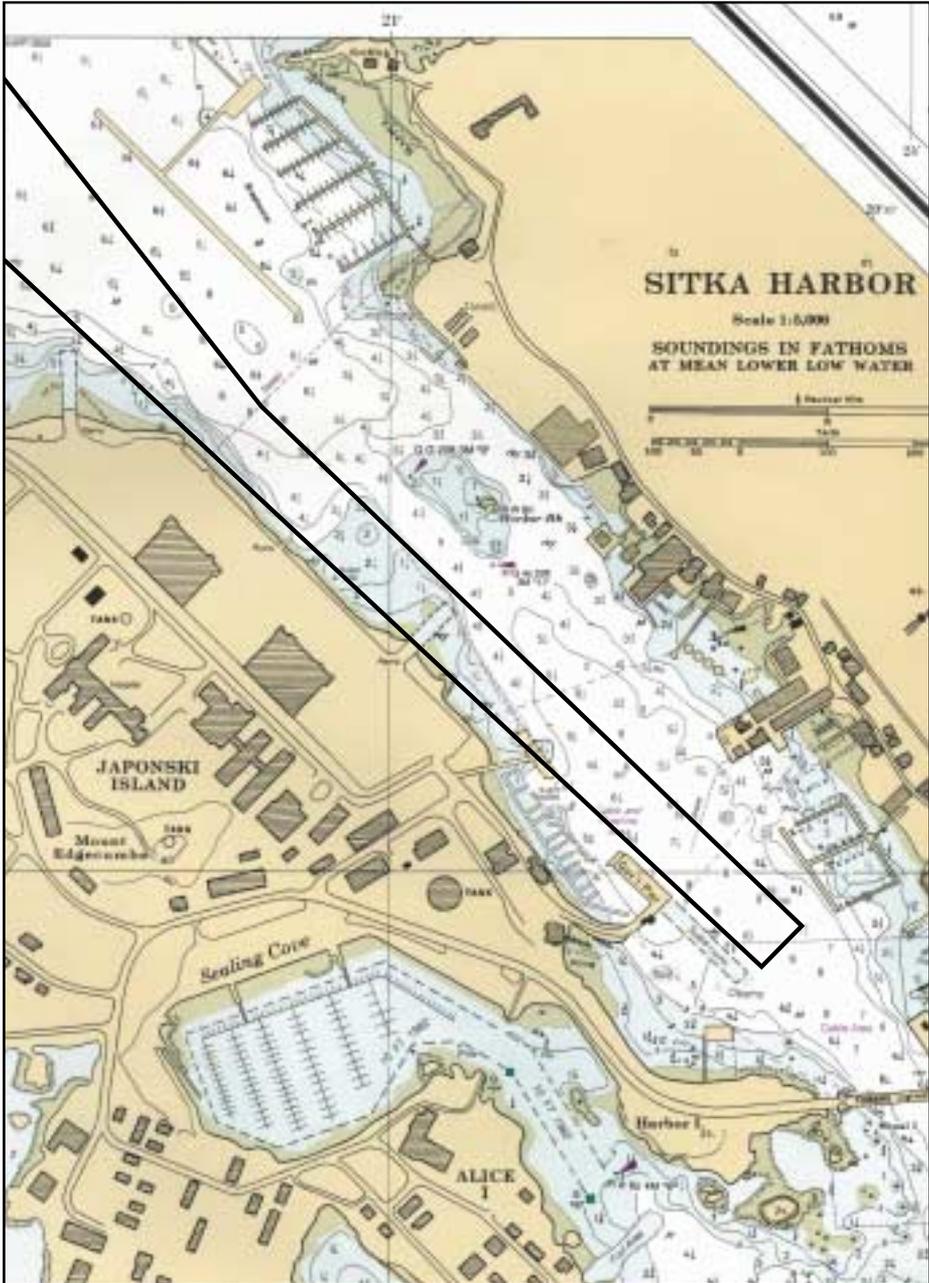




SITKA HARBOR - FLOAT PLANE STANDARD PROCEDURES

In order to ensure safe operation in Sitka waterways, the standard procedures listed below are strongly recommended. Questions should be directed to the U.S. Coast Guard, Marine Safety Detachment Sitka at (907) 966-5454, Marine Safety Office Juneau at (907) 463-2450, Juneau Flight Standards at (907) 586-7532, the Harbor Master at (907) 747-3439, or the Sitka FSS at (907) 966-2221.

1. Follow international navigation rules while operating as a vessel (i.e. on the water).
2. No onstep taxiing in the channel except during take-off and landing. This is due to a no wake zone in effect in Sitka Channel from O'Connell Bridge to the north end of Thompson Harbor.
3. Take-off and landing corridor located on the southwest side of Western Anchorage, paralleling Japonski Island, from the government pier (USCG Cutter Woodrush), out to the breakwater. Pilots have the option to use other areas when wind and weather conditions require, but must maintain adequate separation from vessel traffic.
4. Pilots are reminded not to fly within 500 feet of any structures, except as necessary for take-off and landing, including the O'Connell Bridge.
5. Pilots landing south of Sitka and taxiing under the O'Connell Bridge are advised to be on the lookout for high speed vessel traffic.



Map not for navigational purposes

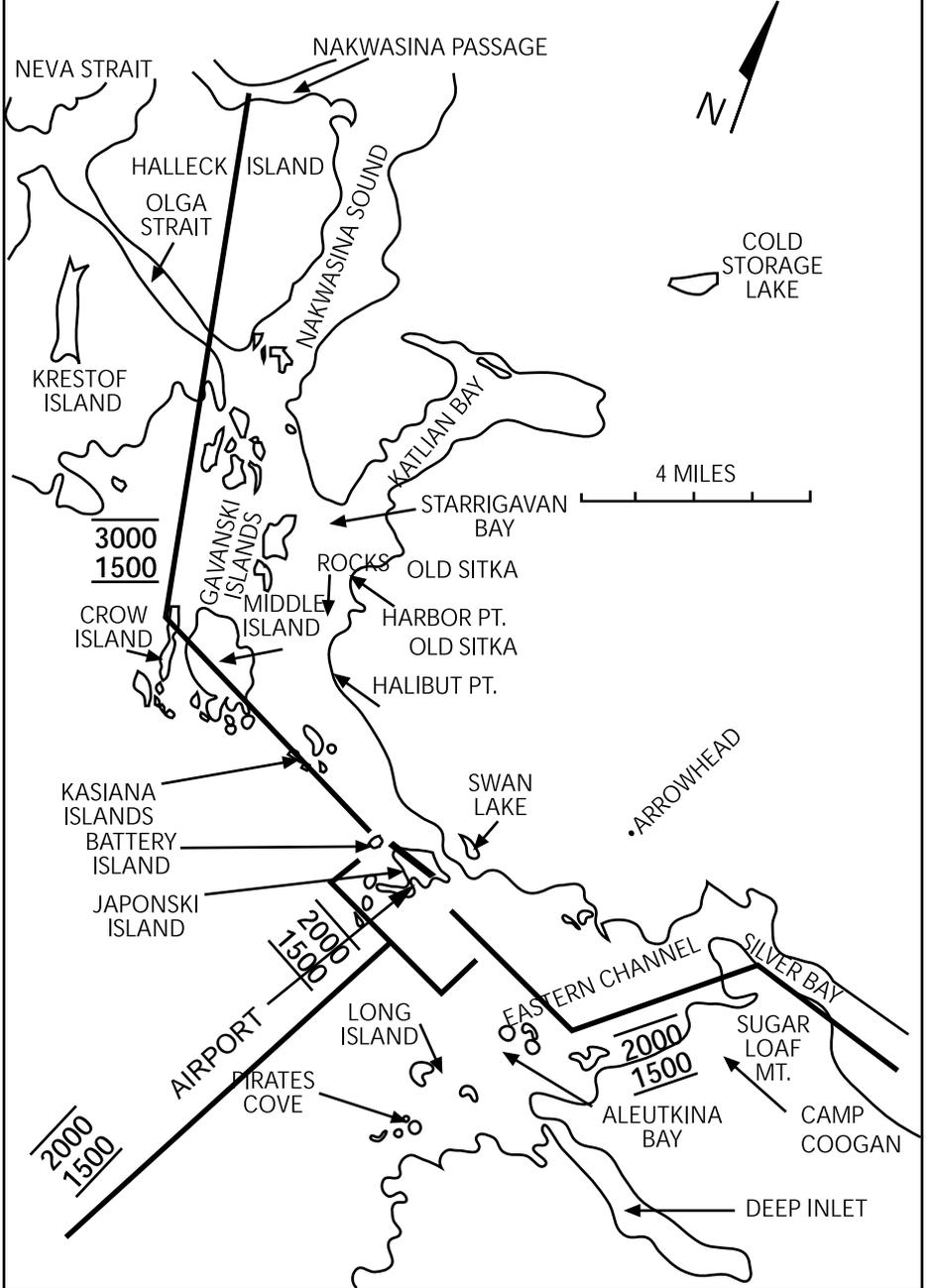
ALASKA AIRLINES

COMMON TURBOJET ROUTES - SITKA

The following depiction of VFR routings are the preferred routes for turbojet aircraft. Normal VFR rules apply and aircraft are free to deviate from these routes in order to safely comply with FARs and good operating practices. The altitudes depicted are approximate altitudes for arriving aircraft. Except where VFR enroute altitudes are shown for short trips between two closely located airports, departing aircraft are climbing at high rates along depicted departure paths to high enroute altitudes.

Note: These routes are used during clear or nearly clear meteorological conditions. When broken or overcast conditions exist, large aircraft use terminal approach routes.

VFR REPORTING POINTS



Department of Transportation
Federal Aviation Administration
Alaskan Region
Juneau FSDO
1910 Alex Holden Way, Suite A
Juneau, Alaska 99801

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

AN EQUAL OPPORTUNITY EMPLOYER

