LETTER OF AGREEMENT

Revision: ONE (1)
Date:_June 23, 1997_

LETTER OF AGREEMENT

Airspace Users - Juneau, Alaska and Vicinity

Revision: ONE (1) Of this LOA is forwarded to your organization. Please remove effected pages and insert changes.

Contact this office for any additional information or changes necessary for safe and expeditious traffic management in the Juneau area.

POC for the above is Boyce J. Bingham, Juneau FSDO, Juneau AK.

FAA
JNU FSS 5/31/98

Revision: ORIGINAL
Date:_May 29, 1997_

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Airspace Users - Juneau, Alaska and Vicinity

This letter of agreement is entered into for the purpose of establishing safe operating practices in uncontrolled airspace in the geographic areas surrounding Juneau, Alaska. The intent is to ensure horizontal and vertical separation of aircraft, and to ensure aircraft on common routes are on the same radio frequencies. Signature of an aircraft operator to this agreement indicates that when operating on the described routes, these procedures should be adhered to. This does not restrict an aircraft operator from utilizing non-depicted routes in uncontrolled airspace. Variations from this letter of agreement may be made after verbal coordination with other affected parties. This agreement does not relieve aircraft operators and pilots from adhering to Federal Aviation Regulations, or Operating Specifications issued to that company by the FAA. 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.

The methods employed include preferred routes, primary and secondary reporting points, specific radio frequencies, frequency change-over points, and specific altitudes for specified directions of flight at traffic conflict areas.

The routes and procedures are designed to include commercial aircraft operations (air-carriers and tour operators), both fixed and rotary-wing, special use operations (paragliders, powered and non-powered parachutes), general aviation, and military users.

The procedures in this agreement are based on effective procedures developed over years of use by local commercial operators. The topography and prevailing weather surrounding Juneau, Alaska channels aircraft into common routes, creating potential conflicts between aircraft regardless of the type of operation being conducted. The largest concentration of aircraft is comprised of VFR commuter traffic, and air tours. However, all aircraft are geographically required to use the same routes.

The procedures are separated into four geographic areas. These are (1) the Juneau Airport Class-D surface area, (2) the Juneau Ice Field and its glacier drainages, (3) Gastineau Channel and Taku Inlet to include the Taku Glacier ice field, and (4) Lynn Canal, Glacier Bay and Cross Sound/Icy Strait. These are described in Appendices A, B, C, and D to this agreement.

Modifications to a specific area procedure will be made via dated 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.

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GENERAL PROCEDURES APPLYING TO ALL FOUR GEOGRAPHIC AREAS:

1. Altitudes

VFR Hemispherical Cruising Altitudes apply above 3,000 feet AGL.

Enter drainages (upstream direction), fly at thousand foot levels (1000, 2000, 3000...MSL).

Exit drainages (downstream direction), fly at 500 foot levels; (500, 1500, 2500...MSL).

Minimum altitude in uncontrolled airspace is 500 feet AGL vertically from any terrain, except during takeoff and landing, unless a higher altitude is necessary to ensure power off glide to an emergency landing site.

Helicopters crossing a ridgeline may cross at 300 feet AGL.

NOTE: This does not restrict non-tour aircraft from operating below 500 feet when conducting specialized operations in accordance with other Federal Aviation Regulations.

2. Reporting Points

Primary and secondary reporting points are listed in each geographic area appendix. The charts enclosed depict these reporting points. Those depicted as Primary are the minimum points which should be used. Secondary points were chosen to enhance reporting.

Pilots should report approaching these points, and when approaching passes. Position reports should be given when approaching a frequency changeover line on both the frequency leaving and the frequency changing to. This will minimize traffic conflicts and allow opposing traffic two opportunities to receive your position.

3. Rules of the Road

*Except where noted in a Specific Area Procedure and Alaska Air Lines GPS/RNP procedural track or when confronted with weather, traffic or other conflicts, normal traffic will fly on the right side of rivers, valleys, mountain passes, shorelines, or waterways.

If weather requires deviation from standard or Specific Area Traffic Patterns, radio position calls should include this information.

* Alaska Air Lines GPS/RNP tracks center on the Gastineau channel.

Section C (Continued)

A depiction of these instrument approach procedures are in "Appendix C" It should be noted that IFR jet traffic inbound to the airport may be operating in instrument conditions while VFR traffic is operating below an overcast in controlled airspace (Class-E extension) outside of a radar environment. Extreme vigilance is required when operating below an overcast in Gastineau Channel below or within the Class-E airspace extension to Juneau airport.

VFR traffic inbound to the airport should remain at or above 1,000 feet MSL until west of the Juneau-Douglas Bridge, and on the northeast (downtown) side of the channel. Traffic for the harbor will turn and descend below 1,000 MSL over the "Yacht Club" and then remain over Gastineau Channel. Outbound (southeast bound) traffic remains over the Douglas Island shoreline.

Helicopter traffic departing ERA helipad on Douglas Island will depart and climb over mid-channel. Southeast bound crossing the Douglas highway at the "Gravel Pit" (midway between ERA and the Juneau-Douglas bridge, and continuing climb to 1,500 feet MSL.

Helicopters re-entering Gastineau Channel from Salmon, Gold or Sheep Creek will do so between 1,000 and 1,500 feet MSL. Helicopters returning to the ERA helipad from downtown will remain on the northeast (Juneau) side of the channel. Descents to ERA are made over mid-channel and started at the radio tower west of the Juneau-Douglas bridge. Crossing to the ERA helipad from mid-channel will be from as nearly abeam ERA as possible.

Helicopters crossing from Douglas Island between the Douglas Harbor and Treadwell into Sheep Creek will cross between 1,500 and 2,000 feet MSL. Airplane traffic inbound and outbound in Gastineau Channel will be at or below 1,000 feet MSL or above 2,000 feet MSL at this crossing.

Aircraft heading upstream (northeast) in Taku Inlet on either shoreline will be in a continuous climb, or at level thousand foot altitudes (1000, 2000, 3000 feet MSL) when ceilings permit. **Aircraft heading downstream** (southwest) on either shoreline will remain at 500, 1500, 2500 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 above 1,000 feet MSL until downstream of the Taku Glacier.

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APPENDIX C

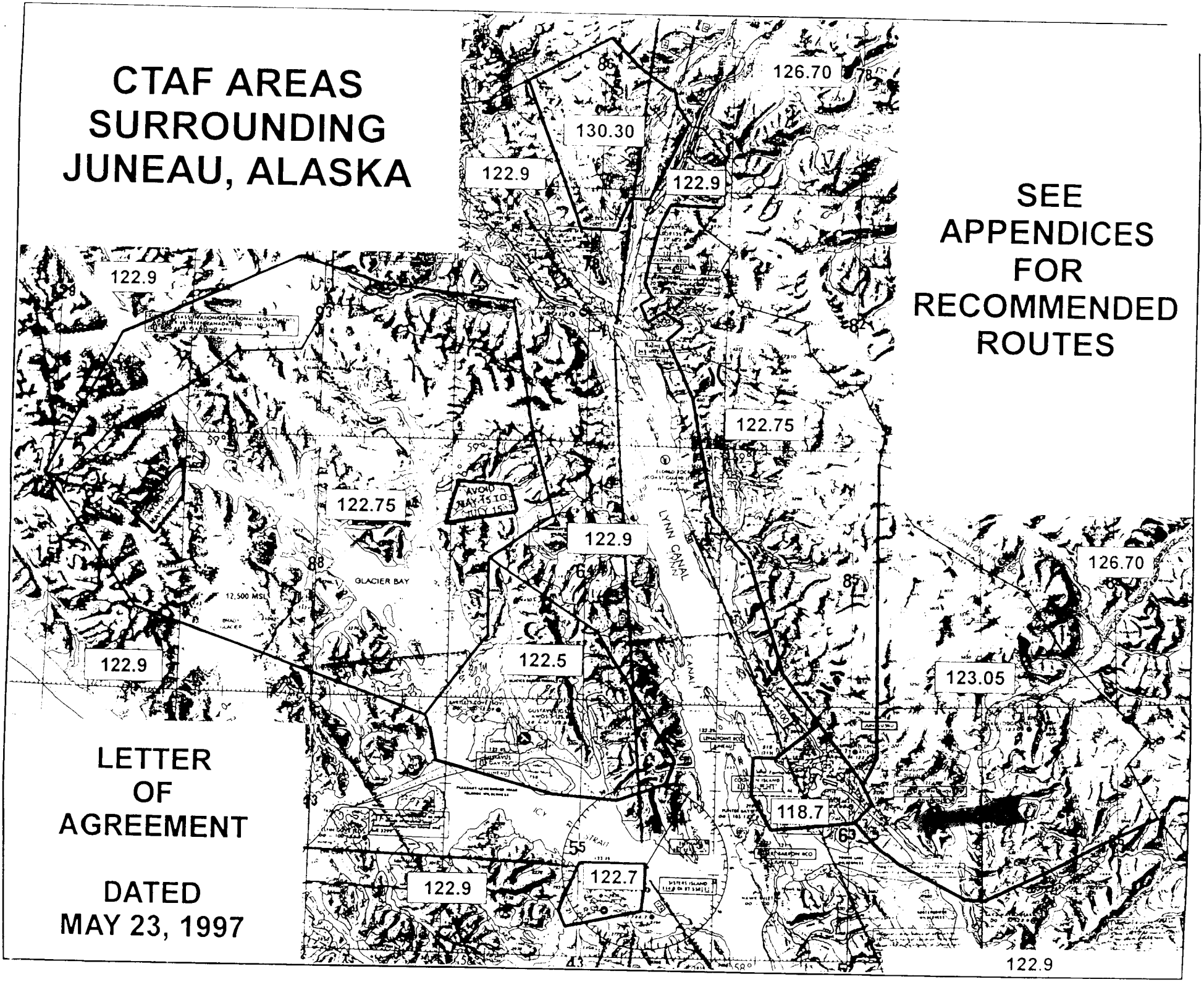
Gastineau Channel / Taku Inlet / Taku Glacier

CTAF FREQUENCY 123.05

REPORTING POINTS

PRIMARY	SECONDARY
Treadwell	Dupont
Marmion Island	Cooper Cut
Salisbury Point	Point Bishop
Flat Point	Jaw Point
Toe of Taku	Glory Lake
Swede (upriver) Point	Grizzly Bar
Barrel (downriver) Point	Taku Point
Toe of Hole-in-the-Wall	Sockeye Falls Flats
Taku / Hole-in-Wall junction	West Twin Glacier

CTAF AREAS SURROUNDING JUNEAU, ALASKA



SEE APPENDICES FOR RECOMMENDED ROUTES

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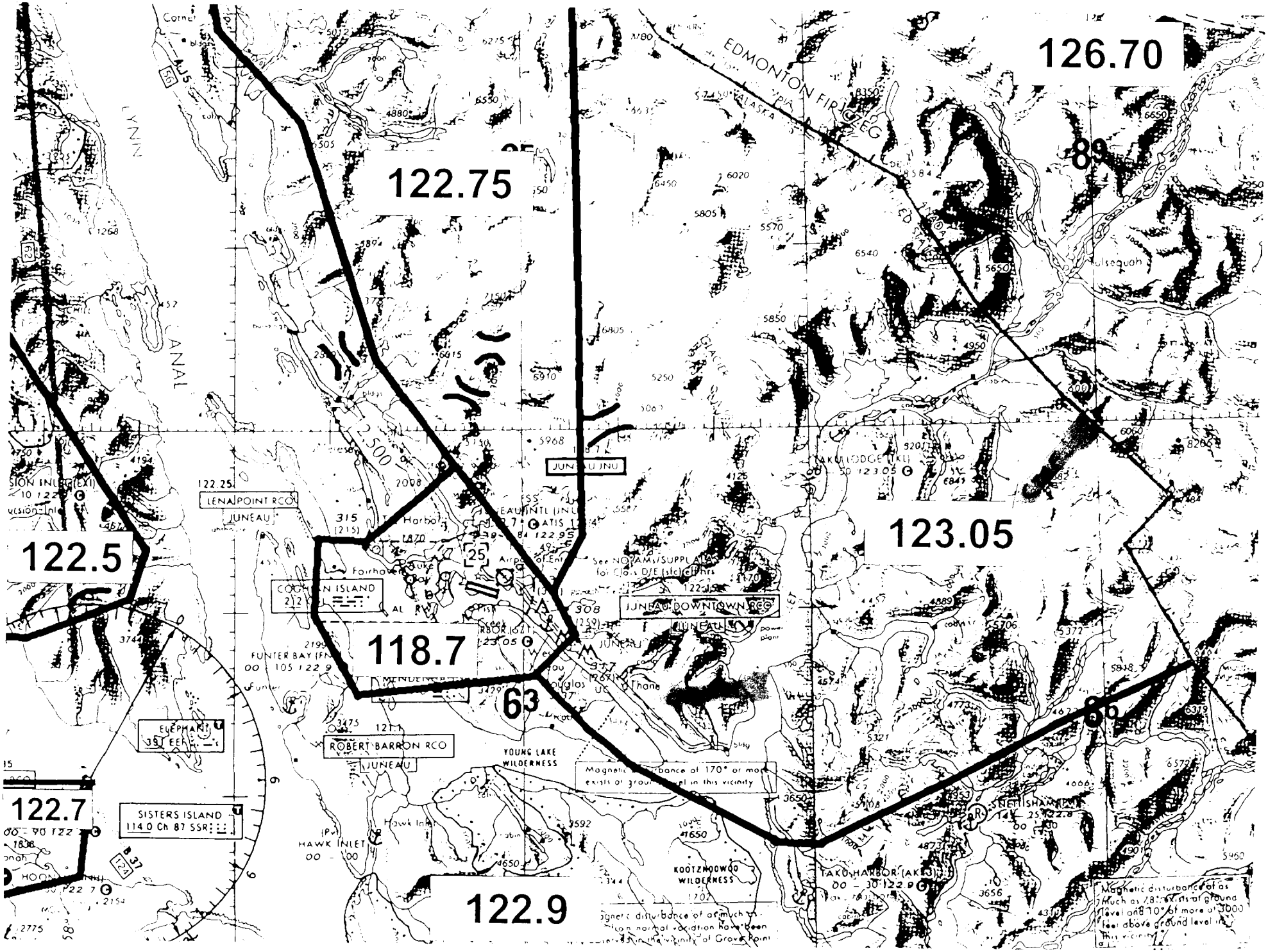
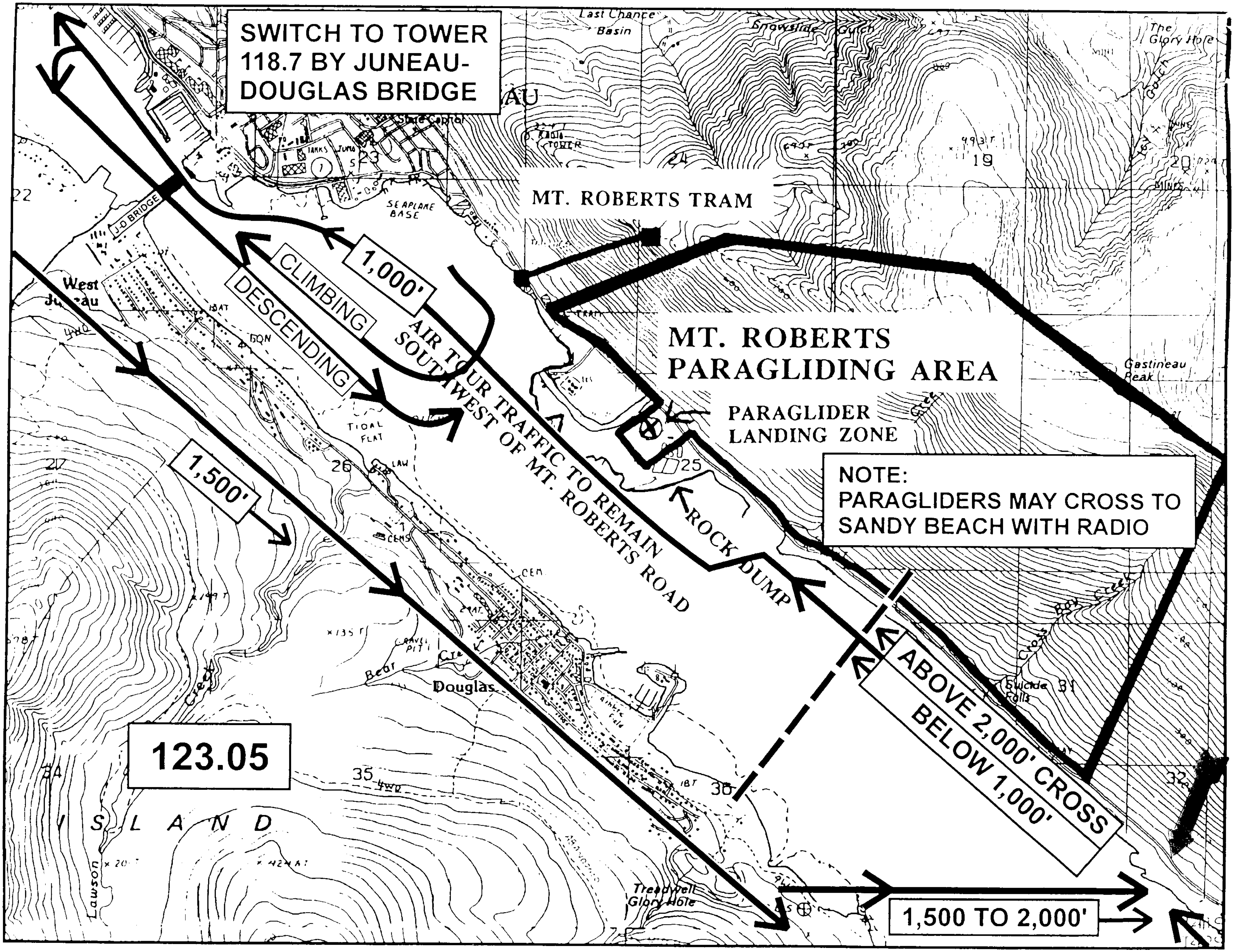
DATED MAY 23, 1997


126.70
122.75
123.05
122.5
118.7
122.7
122.9
63
89
LENA POINT RCO
JUNEAU
JUNEAU DOWNTOWN RCO
ROBERT BARRON RCO
SISTERS ISLAND
114.0 Ch 87 SSR
YOUNG LAKE WILDERNESS
KOOTZNOOWOO WILDERNESS
EDMONTON FIR
LYNN CANAL



SWITCH TO TOWER
118.7 BY JUNEAU-
DOUGLAS BRIDGE
MT. ROBERTS TRAM
MT. ROBERTS
PARAGLIDING AREA
PARAGLIDER
LANDING ZONE
NOTE:
PARAGLIDERS MAY CROSS TO
SANDY BEACH WITH RADIO
1,000'
CLIMBING
DESCENDING
AIR TOUR TRAFFIC TO REMAIN
SOUTHWEST OF MT. ROBERTS ROAD
ROCK DUMP
1,500'
ABOVE 2,000' CROSS
BELOW 1,000'
123.05
1,500 TO 2,000'
J-D BRIDGE
SEAPLANE BASE
West Juneau
TIDAL FLAT
Douglas
Gastineau Peak
Last Chance Basin
Snowslide Gulch
The Glory Hole
Treadwell Glory Hole
Suicide Falls
I S L A N D
Lawson