



# Flightseeing Routes: Flying Neighborly

The Fly Neighborly program is a voluntary noise-reduction program designed by Helicopter Association International to be implemented worldwide by helicopter operators, large and small. The program aims at addressing noise abatement, pilot awareness and training, flight operations planning, safety, and sensitivity to community concerns.

As part of Juneau flightseeing operators work, the following routes were developed in concert with the Fly Neighborly Program guidelines in order to meet the goals outlined above. The flightseeing routes are specific to each company and are in concert with letters of agreement with the FAA, under which companies operate. Return flights reverse the routes, unless otherwise indicated.

## Steep Creek Route

The Steep Creek Route departs from the east end of the Juneau airport and climbs up the ridge behind Fred Meyer. This route proceeds behind Thunder Mountain, over Steep Creek to Nugget Falls and the Mendenhall Glacier or the Icefield. This route is used only by TEMSCO.

## West Departure Route

This route departs respective heliports north of the Taxiway and aircraft remain below 500 feet until the west parking area. They then climb to cross over the beacon on Mendenhall Peninsula at 2000 feet. From the beacon, the route proceeds west over Auke Bay, turning north over the Ferry terminal at 2000 to 2500 feet, and then flying toward the Rifle Range and to the glaciers or Icefield. TEMSCO Helicopters, NorthStar Trekking and Coastal Helicopters all use the West Departure Route.

## West Departure to Spaulding Meadows, McGinnis Creek, and the Mendenhall Glacier

The West Departure is used to access the Mendenhall Glacier (via the Rifle Range), the Herbert Glacier and the Juneau Icefield via the McGinnis Creek and Spaulding Meadows Route. The Spaulding Meadows Route is along the north edge of Spaulding Meadows and is designed to avoid overflying the Montana Creek Trail and Forest Service cabins. A low weather route up Montana Creek also comes off the west departure. The McGinnis Creek Route is a new route used to access the Herbert Glacier and Juneau Icefield on good weather days and it avoids the Windfall Lake area and the toe of the Herbert Glacier. TEMSCO Helicopters, NorthStar Trekking and Coastal Helicopters all use this route.

## West Departure to Lena Point

Lena Point is a low-weather route that proceeds west to Lena Point and up the shoreline of Lynn Canal to the northwest to access Herbert Glacier. TEMSCO Helicopters, NorthStar Trekking and Coastal Helicopters all use this route.

## Mendenhall Route

This route departs respective heliports north of the Taxiway. The aircraft stay below 500 feet until the west parking area, then climb to 2000 feet and make a turn to the North over the golf course. They then cross Egan Drive for the greenbelt to the west of the Mendenhall River, cross the Back Loop Road at Montana Creek, proceed to the Rifle Range for the Mendenhall Glacier, or proceed up Montana Creek/McGinnis Creek for the Herbert Glacier and Juneau Icefield. TEMSCO Helicopters, NorthStar Trekking and Coastal Helicopters all use this route.

## Egan Departure for Blackerby Ridge

The aircraft depart east from their respective heliports and stay north of the Taxiway. They remain below 500 feet until the east end of the airport and then climb along their route to the Lemon Creek Bridge, and either Blackerby Ridge, or transitioning to the North Douglas Route under low weather conditions. (See Below). All aircraft stay south of Sunny Point. The Egan departure to Blackerby Ridge is a primary route for TEMSCO Helicopters, NorthStar Trekking, Coastal Helicopters and Era Aviation, operating from the airport. Egan Departure to North Douglas is a secondary and low weather route.

## North Douglas Departure

Flights take off from the North Douglas heliport and ascend to 2200 to 2500 feet over the Channel and then turn south to fly along the mountains of Douglas Island. Across from Sheep Creek, the route crosses the Channel at 2500 feet and proceeds up the Sheep Creek Valley to the Norris and Taku Glaciers and Juneau Icefield. When weather restricts operations, the North Douglas departure proceeds down the Channel for Taku Inlet. The normal return route is via the Salmon Creek route to the North Douglas heliport. When weather conditions preclude the Salmon Creek route, the return is the reverse of the North Douglas departure. Era Helicopters is the primary user of this route.

## Gastineau Channel Route

Wings planes depart and return just right of the center of Gastineau Channel. On departure, the planes then travel toward Stephen's Passage to Taku Inlet. The outbound traffic will climb to a maximum altitude of 3000 to 5000 feet, depending on destination. Returning traffic in Gastineau Channel will maintain 1000 feet, weather permitting, until descent for landing. On rare clear days, deviations from the Gastineau route may take planes over the Mendenhall Glacier, via the airport, to a downtown landing.