

# Ketchikan Commercial Operators

## Letter of Agreement

Original 1/15/2009

Revision: 06/01/2019

### Airspace Users—Ketchikan and Misty Fjords Area

The purpose of this LOA is to establish safe operating practices in the Ketchikan and Misty Fjords National Monument Wilderness Area. The intent is to ensure horizontal and vertical separation of aircraft and to ensure aircraft in the same area are on the same frequency.

All Operators signing this document are indicating voluntary compliance with the routes and procedures. This document is non-binding and does not restrict operators from using non-depicted routes or procedures. It is recognized that both weather and other conditions may dictate alternate routes and procedures. In these instances, it is recommended that the operator announce his/her actions more frequently over the radio.

#### **1. Frequencies (Map-1 and Map-2)**

- a. Mountain Point to mid Behm Canal 122.75
- b. Mid Behm Canal East into Rudyard, Boca, Walker and Smeaton 122.85
- c. Ward Cove departure to Misty Fjords/George Inlet. 122.75
- d. Prior to entering Class E airspace, air traffic arriving from East Behm Canal and West Behm Canal are to monitor current ATIS at 134.45. Pilots are additionally recommended to monitor 122.75 at indicated boundaries.

#### **2. Altitudes (Map-3)**

- a. When flying to the Misty's fly at 1,000ft, 2,000ft, 3,000ft or hemispherical
- b. When returning from the Misty's 500ft, 1,500ft 2,500ft or hemispherical

#### **3. Choke Points**

- a. Mountain Point (Map-4a)
  - i. East Flow---Outbound traffic inside of Cutter Rock, inbound traffic stays wide
  - ii. West Flow---Inbound traffic inside of Cutter Rock, outbound traffic stays wide
- b. Head of Rudyard/The Narrows—Confined area. Use position reports and extra scan to mitigate air traffic hazards. Use extreme caution if taking off or landing in The Narrows due to boat traffic and restricted visibility.
- c. Point Higgins- Bear Viewing Routes (Map-4b)
  - i. Neets Bay/Traitors Cove-Outbound traffic avoid overflying the homes at Point Higgins. Use position reports and extra traffic scans to mitigate high volume traffic.
  - ii. Behm Canal North - Any time that weather or personal preference dictates flying a non-direct route, pilots shall make additional radio calls to notify other traffic.

#### **4. Standard Misty Route (stay right when there is opposing traffic Map-5)**

- a. Revilla to Rudyard—Right side Carroll Inlet to Gnat Cove, Right side Gokachin Lakes or Ella Lake to Behm Canal

- b. Rudyard In—Into Rudyard (stay right), Punchbowl Cove/The Wall, Punchbowl Lake, The Cut, Big Goat Falls/Lake, The “Y”, Nooya Lake, The Narrows, Head of Rudyard.
- c. Rudyard Out—Head of Rudyard, The Narrows, Nooya Lake, The “Y”, out to Behm Canal
- d. Revilla to Ketchikan—Behm Canal to Right side Ella Lake or Gokachin Lakes, Right Side Gnat Cove, Right Side Carroll Inlet or cross to George Inlet.
- e. George Inlet Fixed Wing Tour Route

## 5. Map-6

- a. Ketchikan Lakes Helicopter Route

## 6. **Non Standard Misty Route**

- a. Any time that weather or other conditions dictate flying a nonstandard route, pilots shall make additional radio calls to notify other traffic.

## 7. **Reporting Points/CTAF Frequencies**

- a. Primary—It is recommended that you call each Primary reporting point with short but efficient calls such as “{aircraft type and tail number} Mountain Point for Gnat Cove-2,000.”

Mountain Point 122.75	Gnat Cove 122.75	Gokachin Lakes 122.75	Ella Lake 122.75
Eddystone Rock 122.85	Pt. Louise 122.85	The Wall 122.85	The Cut 122.85
Big Goat Lake 122.85	The “Y” 122.85	The Narrows 122.85	Head of Rudyard 122.85

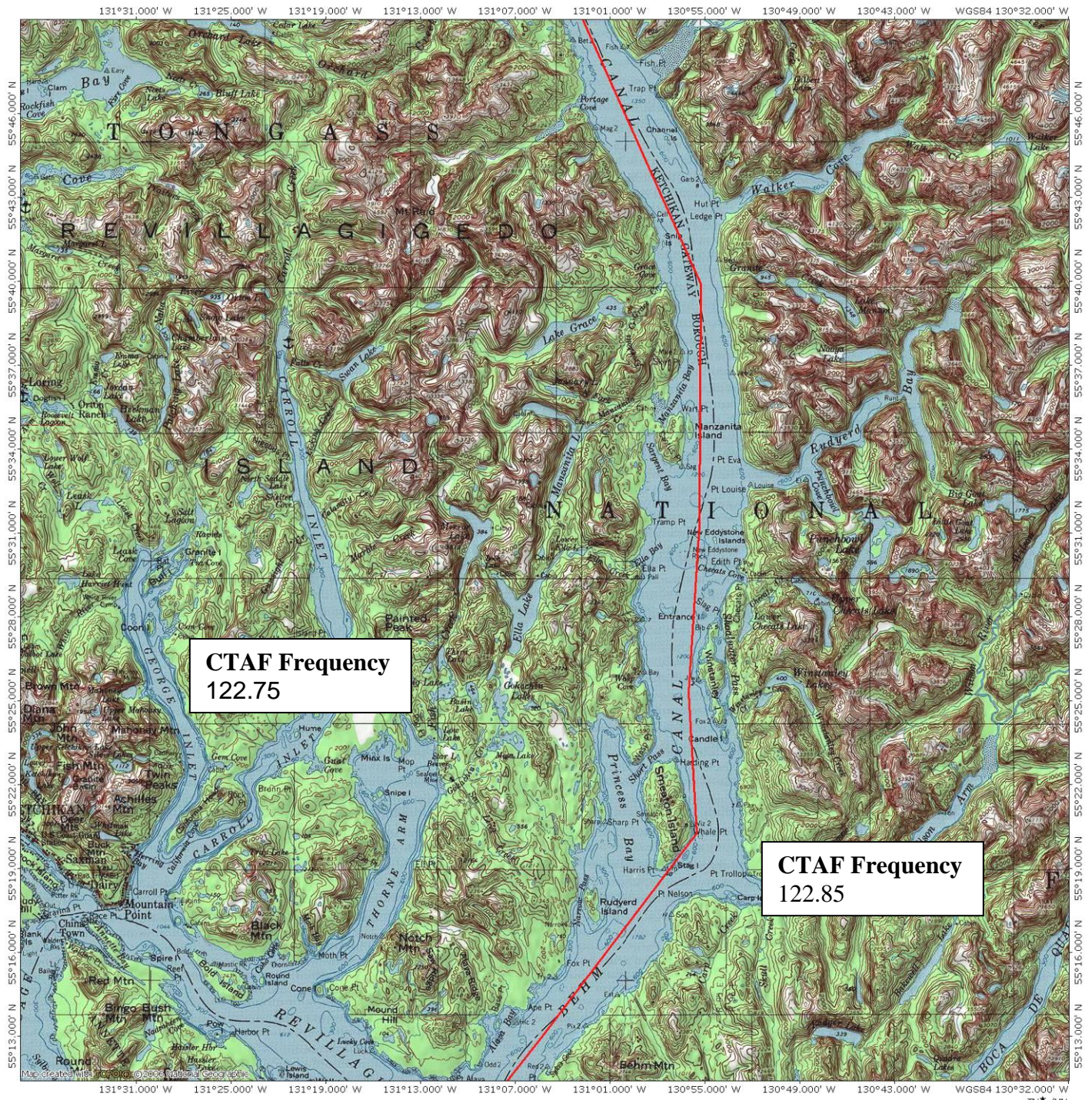
- b. Secondary—Any other point to more accurately broadcast your position when needed.

## 8. **Best Practices:**

- a. Report weather conditions to other pilots and operators
- b. Report weather conditions to FSS using PIREPS
- c. Use “cue based” visibility during training and daily operations
- d. Develop alternate tour routes for poor weather days
- e. Use “Lead Pilots” on tours to oversee a group of tour planes
- f. Use position reports; they help prevent mid-air and encourage in-flight weather/hazard/emergency communications between pilots

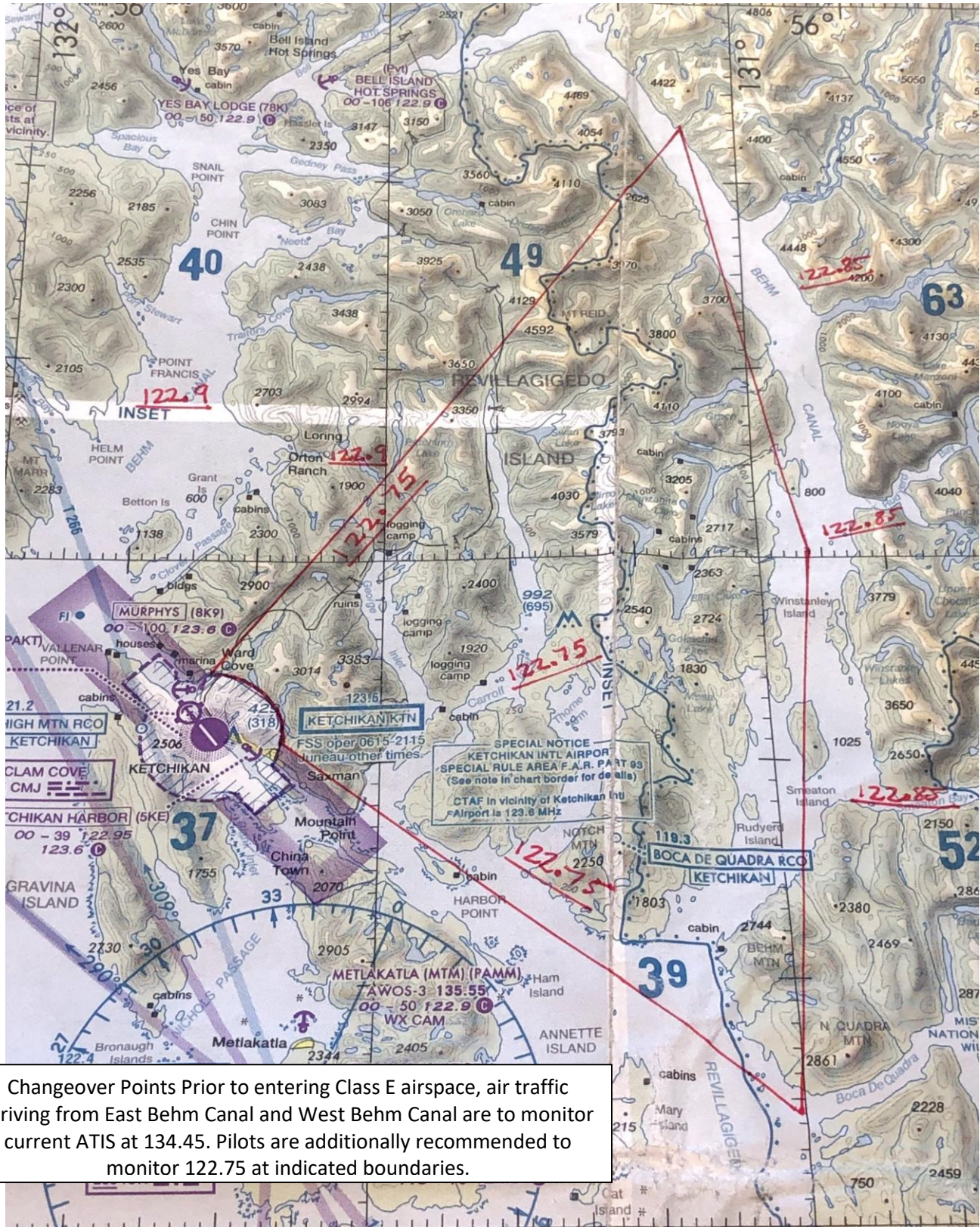
Signature of an aircraft operator to the routes and procedures contained in this Ketchikan Commercial Operators Letter of Agreement (LOA) indicates voluntary compliance, in that while operating on the described routes, these procedures should be adhered to. This does not restrict an aircraft operator from utilizing non-depicted routes. Deviations from this letter of agreement may be made with verbal coordination to other affected parties. 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.**





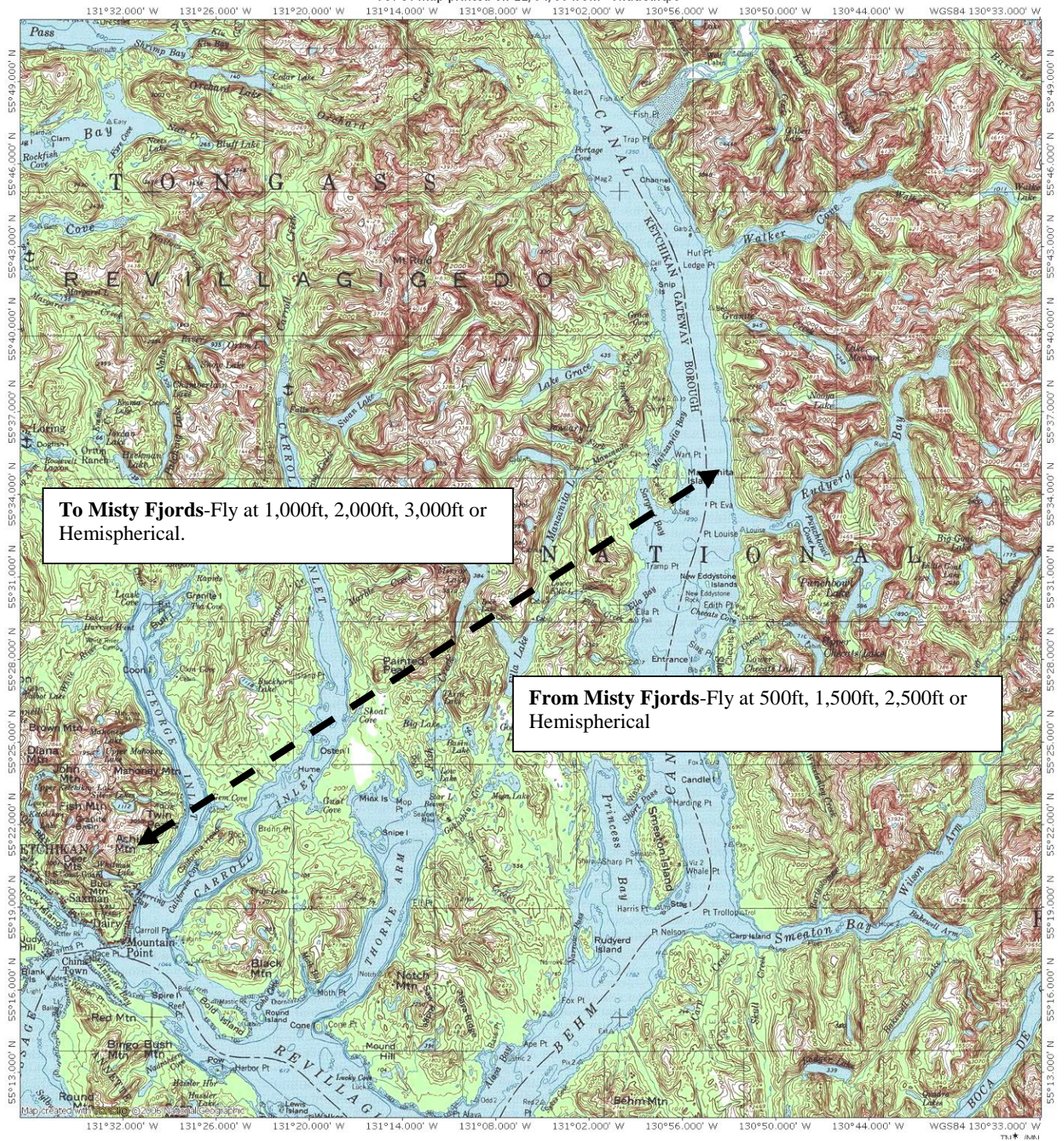
Map-1 Misty Fjords CTAF Frequencies





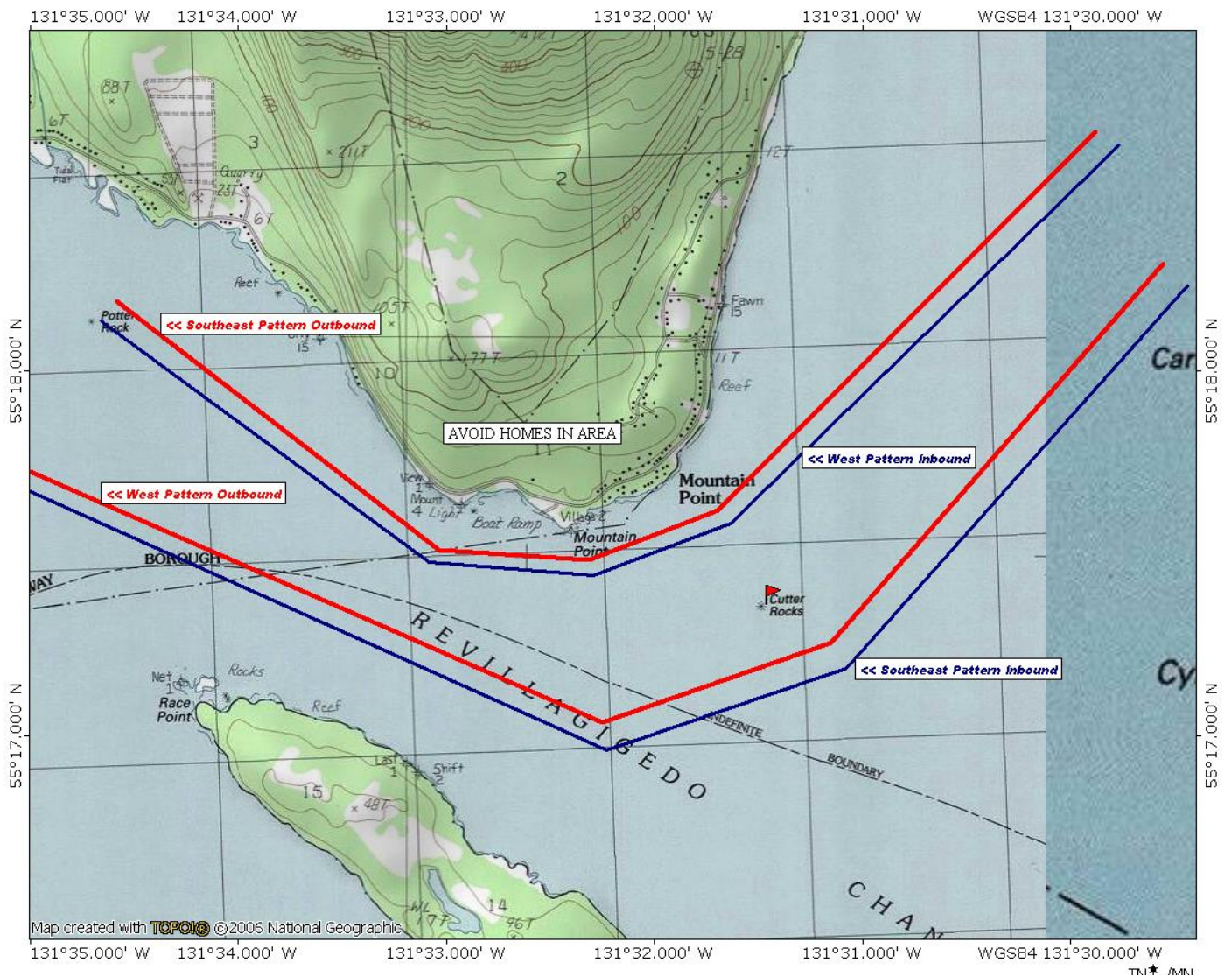
**Map-2 Frequency Changeover Points**





**Map-3 Altitudes Enroute To/From Misty Fjords**





### Map-4a Choke Points Mountain Point

**Note:** Color-coded arrival and departure routes for Inbound and Outbound aircraft.





**Map-4b Choke Points Point Higgins  
Tour Operators flying to Neets Bay or  
Traitors Cove should avoid homes in this area.**



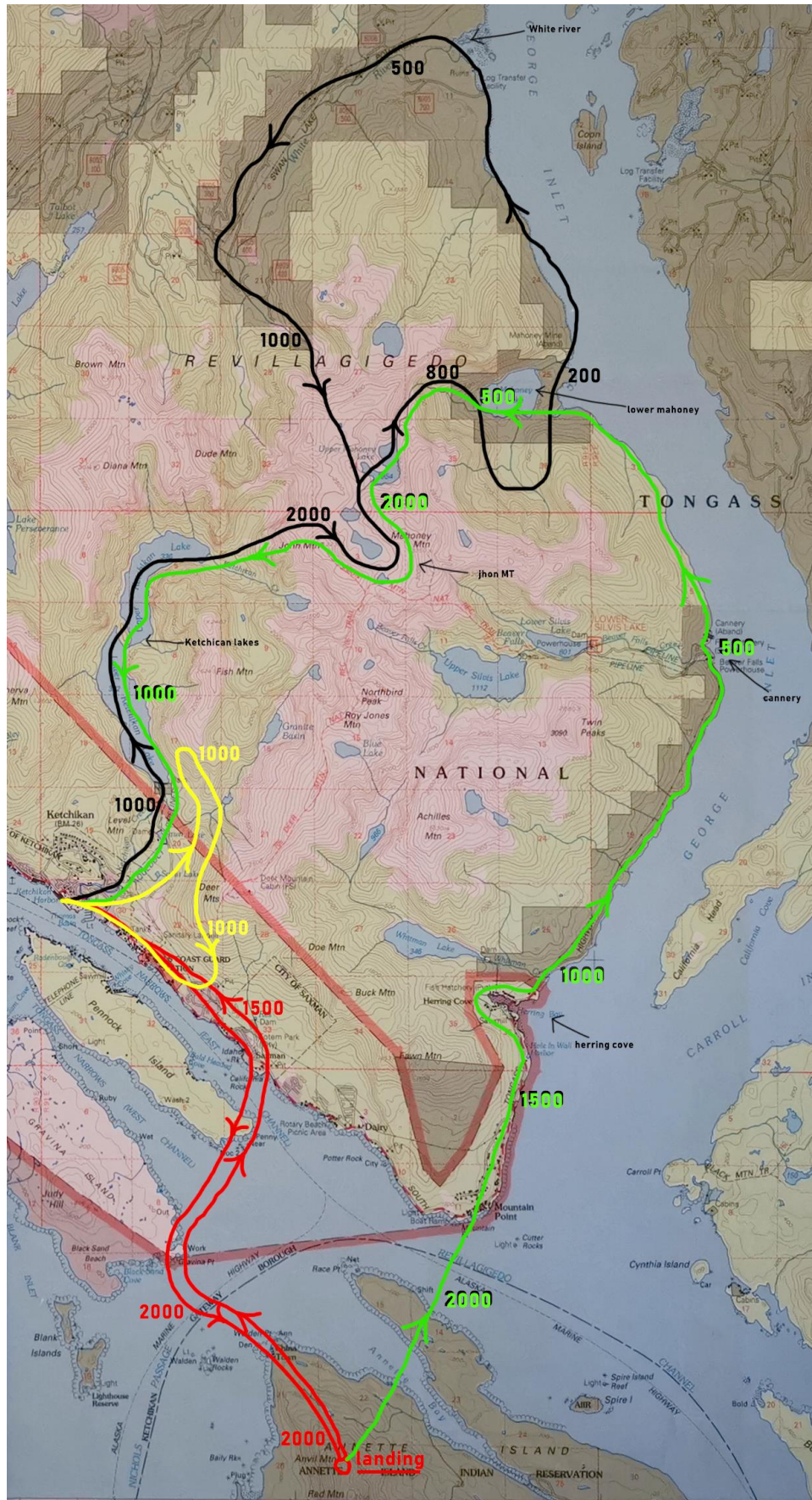


**Map-5 Standard Misty Route**

**Note: Red line is outbound and Blue line is inbound**

**Note: George Inlet Fixed Wing Tour Route in black**





Map-6 Ketchikan Lakes Helicopter Route



<b>Taquan Air:</b>	<b>Pirate Airworks:</b>
Title	Title
Date	Date
<b>Misty Fjords Air:</b>	<b>Pacific Airways:</b>
Title	Title
Date	Date
<b>Carlin Air:</b>	<b>Family Air:</b>
Title	Title
Date	Date
<b>SeaWind Aviation:</b>	<b>Island Air Express:</b>
Title	Title
Date	Date
<b>Island Wings:</b>	<b>Southeast Aviation:</b>
Title	Title
Date	Date
<b>Alaska Seaplane Tours (RDM):</b>	<b>Ketchikan Helicopters:</b>
Title	Title
Date	Date
<b>Temsco Helicopters:</b>	<b>Heli Air Alaska (Pollux Aviation):</b>
Title	Title
Date	Date



## Ketchikan Fixed Wing Commerical Operator Letter of Agreement Addendum

\_\_\_\_\_ is implementing the following in house addendum over and above the Ketchikan Commercial Operators letter of agreement, effective immediately.

I, \_\_\_\_\_, a pilot employed by \_\_\_\_\_ have read and fully understood the Ketchikan Commercial Operators letter of agreement revision 06/01/2019.

I agree to comply with the route, procedures and safe practices contained in the *Ketchikan Commercial Operators Letter of Agreement* at all times while I am flying any aircraft for any purpose and voluntarily comply with the following recommended addendum safety measures.

These changes are as follows:

- Anti-Collision/Pulse lights and or aircraft landing lights shall be on at all times when aircraft are being flown.
- All company aircraft are equipped and use ADSB 'In' and 'Out' at all times.
- All company aircraft will not fly in the Ketchikan Lakes area.
- All company aircraft will stay over water as much as possible on standardized tour routes.
- All company aircraft will follow the route on Page 8 for the George Inlet tours which is over water and out of the Ketchikan Lakes area.
- All pilots will announce position reports at all reporting points identified in the agreement.

---

Pilot Signature

Date