

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

JUNEAU AUTOMATED FLIGHT SERVICE STATION  
JUNEAU INTERNATIONAL AIRPORT  
9230 CESSNA DRIVE  
JUNEAU, ALASKA 99801

ISSUED: January 21, 2009

EFFECTIVE: February 1, 2009

Juneau Automated Flight Service Station (AFSS)  
LETTER TO AIRMEN NO. 09-01

SUBJECT: Juneau Airport Wind System (JAWS)

CANCELLATION: February 1, 2010

**JUNEAU AIRPORT WIND SYSTEM (JAWS)**

JAWS is a system at Juneau airport to provide moderate or greater turbulence alerts. The system has been undergoing a series of operational evaluations in recent years, and in November, 2008, an enhancement was made to better correlate alerts with actual conditions. This notice is to increase awareness of the ongoing JAWS evaluation, and inform pilots that **JAWS is strictly advisory**.

Turbulence alert levels are estimated using real-time wind measurements from a network of wind sensors (anemometers and wind profilers) located around Gastineau Channel and the Juneau airport.

The anemometers report wind speed and direction from Sheep Mountain, Eaglecrest, Mount Roberts, Pederson Hill, and runway locations.

The wind profilers report wind information at 6,000 ft. and below over North and South Douglas Island and Lemon Creek.

Juneau AFSS uses JAWS data to brief pilots on current wind conditions and turbulence alerting in the Juneau area. Alaska Airlines' local Juneau Operations and Seattle Dispatch, via the Internet, use the data to inform pilots of current wind conditions, and for aircraft route planning purposes. Alaska Airlines pilots, as the final authority for the aircraft, use the JAWS wind information and alerts to make local flight operations decisions. National Weather Service uses the data, via the Internet, to provide forecast information, obtain data on frontal passages, descent of freezing levels, etc. Part 135 operators and general aviation pilots use the information, via the Internet, (<http://jaws-prototype1.net>), as a planning tool for local area flights.

Turbulence alerts will be available through Juneau AFSS for the following areas:

- 08A 26D - Approach for runway 08/Departure for runway 26
- DownWind - Downwind of runways
- LmnCreek - Lemon Creek
- Gast S-2 - Gastineau Channel below 2000 ft
- Gast 2-6 - Gastineau Channel 2000-6000 ft
- 8 High - Gastineau Channel Part 121 Departure

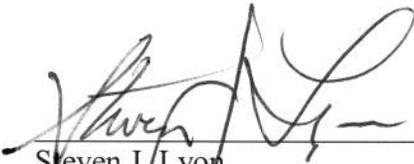
The last alert area, Runway 8 departure, is intended for the climb out of higher performance aircraft, such as B737. The area it covers overlies the Gastineau Channel alert areas.

There are two levels of alert severity:

- Moderate turbulence for a Boeing 737 type aircraft
- Severe turbulence for a Boeing 737 type aircraft

The accuracy of the JAWS alerts can't be fully ascertained without first-hand knowledge of actual turbulence (or non-turbulent) conditions. This data can only be obtained from pilots using the Juneau airspace. Pilot participation is critical to the success of this evaluation. When turbulence alerts are generated, air traffic control specialists may solicit extra Pilot Reports, (PIREPS), to validate the accuracy of the system.

Any assistance you can provide, whether via PIREP to the AFSS or ATCT would be greatly appreciated.



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Steven J. Lyon  
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Juneau Automated Flight Service Station