

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 08/07/2025	APWS Task ID: 9C2E667D8EB542558DB2344A8B31C4ED	APWS Project ID: A5E606EB5F834F7FBD98A0ECB1224BA2
Procedure: ASORT THREE DEPARTURE - JUNEAU AK PAJN		Enroute: YES	Specialist: Townsend, Matthew		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>UTILIZED ACTIVE AIRNAV DATA FOR AIRPORT AND RUNWAY 08 AND 26.</div> <div>NEW WAIVER REQUEST FOR JDL LOCALIZER TO BE USED BEYOND 15NM.</div> <div>CLEARs NOTAM FDC 4/3035.</div> <div>CONTACT ROBERT HAMILTON, AJV-A433, 405-954-4608.</div> <div><div>QUALITY 20 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

1. FLIGHT PROCEDURE IDENTIFICATION:

Juneau, AK
Juneau International, PAJN
ASORT Departure

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.3F, Para 13-3-2. c. (1) Localizer OEA guidance. The OEA begins at the ICAE. The maximum length of the segment is 15 NM from DER. Evaluate in accordance with paragraph 13-1-5.a. If necessary, calculate the required minimum CG using formula 13-1-4 where D is the shortest distance to the ICAB (see figure 13-3-3).

Request a waiver to the maximum length of the segment from the DER of 15 NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The ASORT departure uses positive course guidance from the JDL localizer to a distance of 37.44 DME or 38.69 NM from the DER of Rwy 26.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

An ESV has been established for the JDL localizer on the 251 radial to a distance of 38 DME at 10,000 ft. The ESV applies to both localizer guidance and DME.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The alternative to approval of this waiver request would be to convert the departure procedure into an RNAV departure following the same routing. This would exclude certain operators that are not RNAV equipped including several medevac operators. Discussions with the facility have shown that the existing conventional procedure is operationally important as it provides the most expeditious routing between Juneau and Anchorage.

Conversion of the procedure to an RNAV departure was considered an operational disadvantage.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Anchorage ARTCC

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AVJ-A	MGR

SIGNATURE

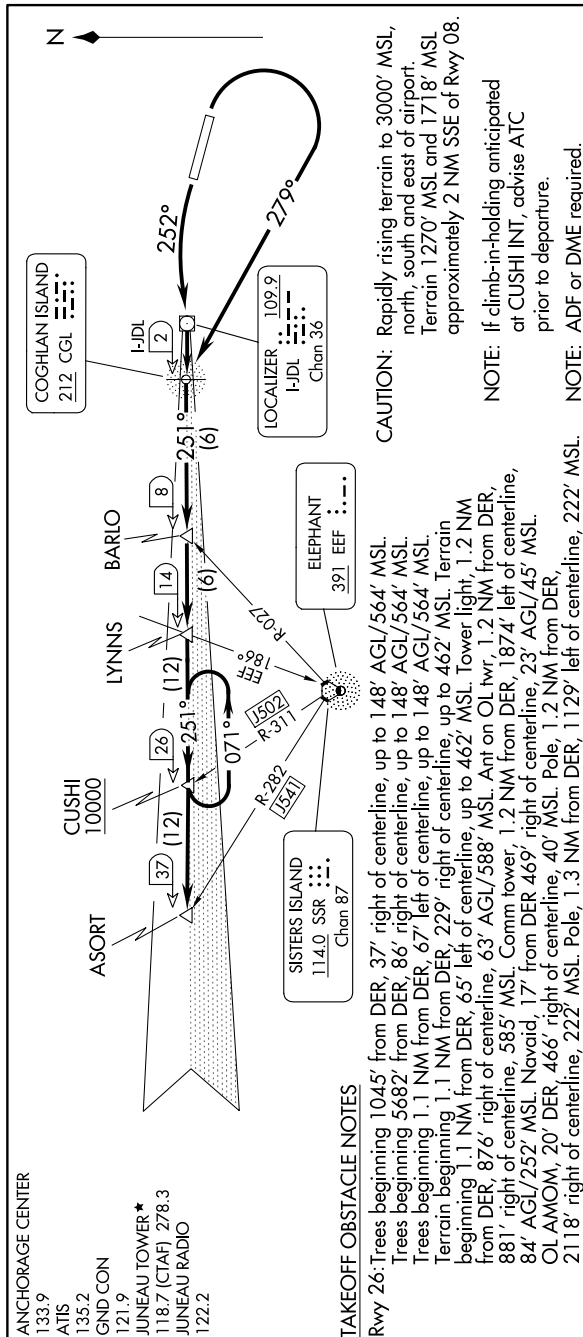
Digitally signed by
ROBERT G HAMILTON
Apr 16, 2025

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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DEPARTURE ROUTE DESCRIPTION

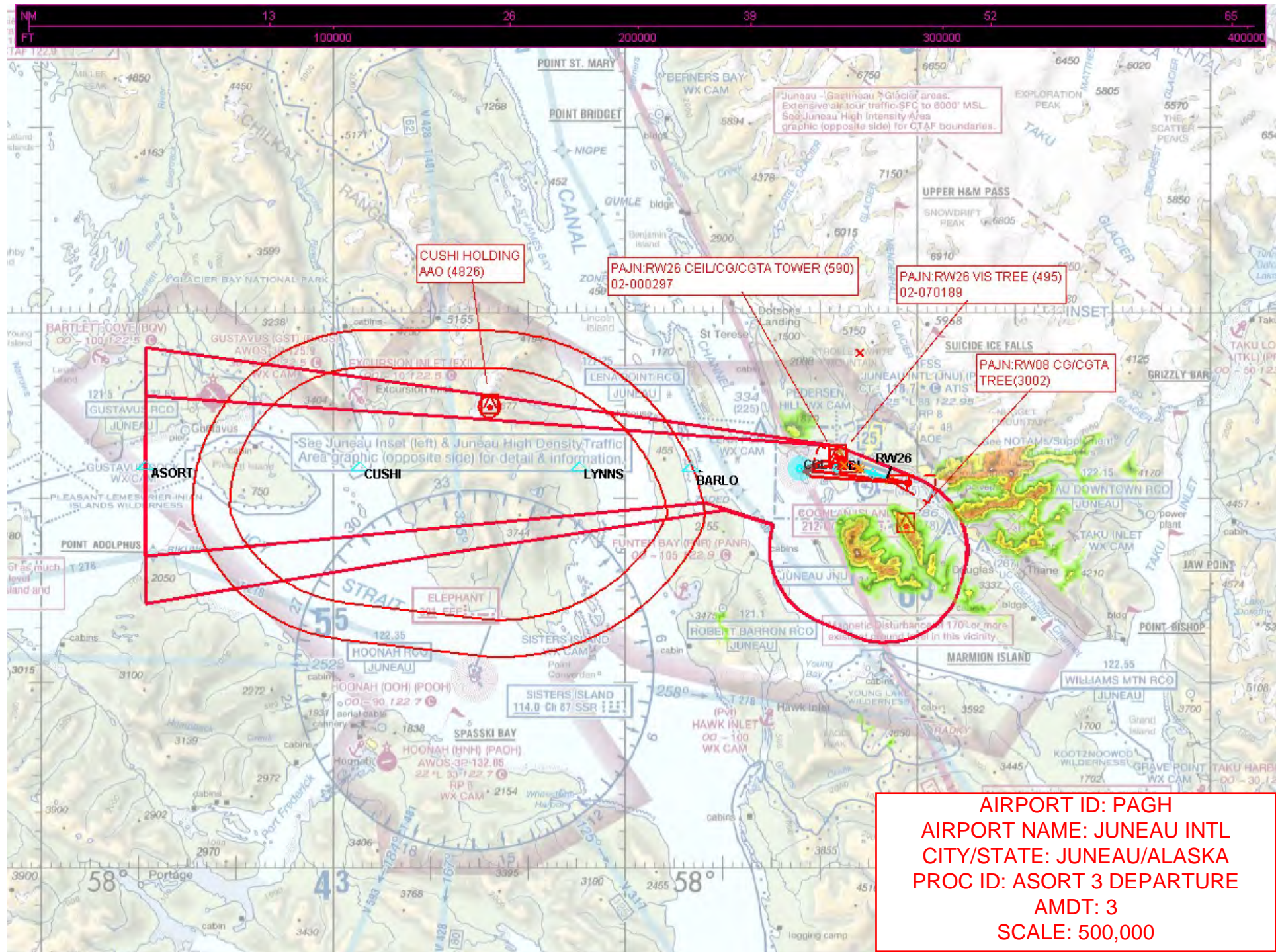
TAKEOFF RUNWAY 8: Climbing right turn as soon as practical. Climb in visual conditions direct CGL NDB or heading 279° to I-JDL West course/2 DME (visual conditions must be maintained from takeoff until established over CGL NDB or I-JDL West course/2 DME at or above 1000 MSL), thence

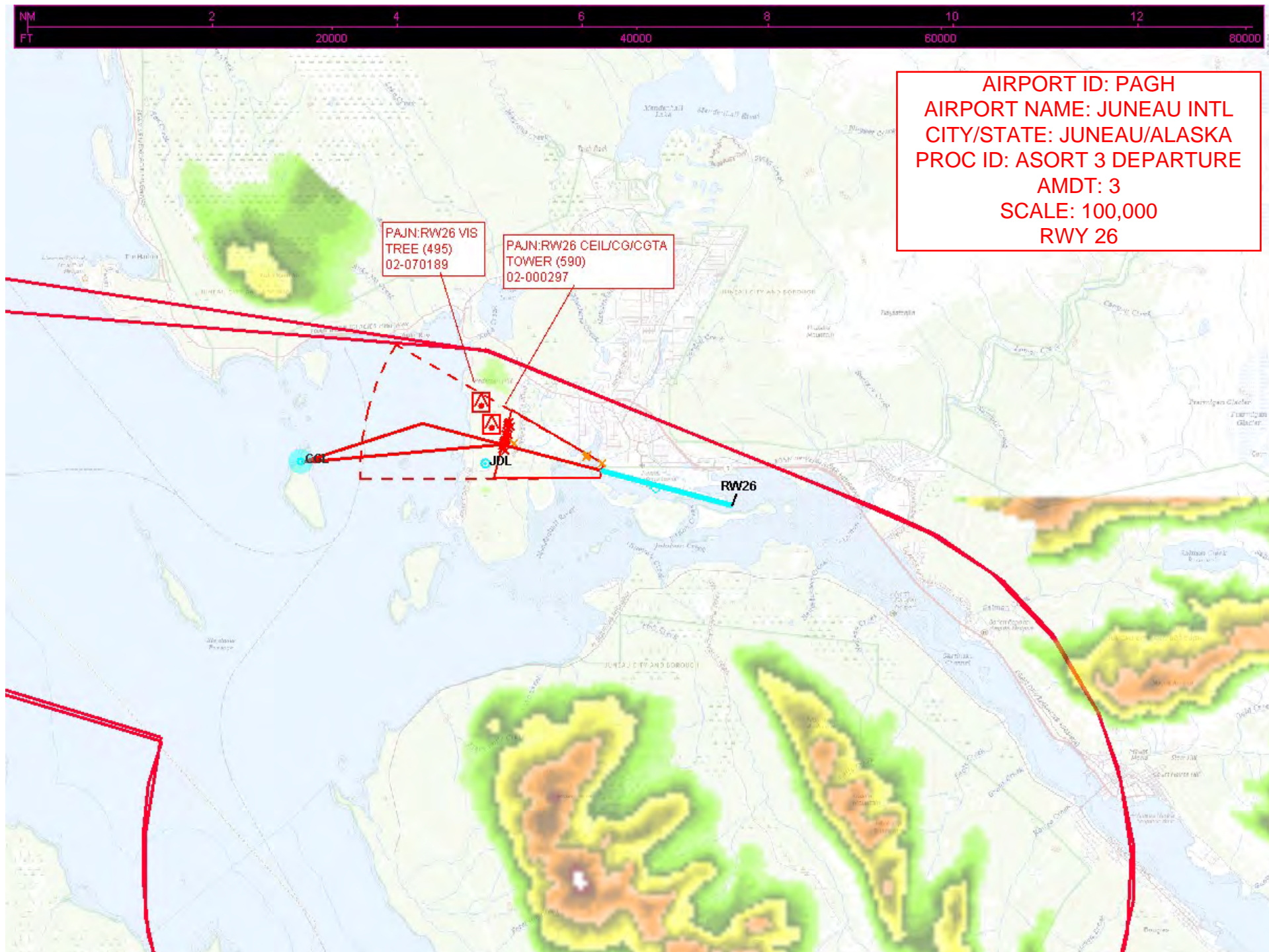
TAKEOFF RUNWAY 26: Climbing left turn heading 252° to CGL NDB or I-JDL West course/
2 DME, thence

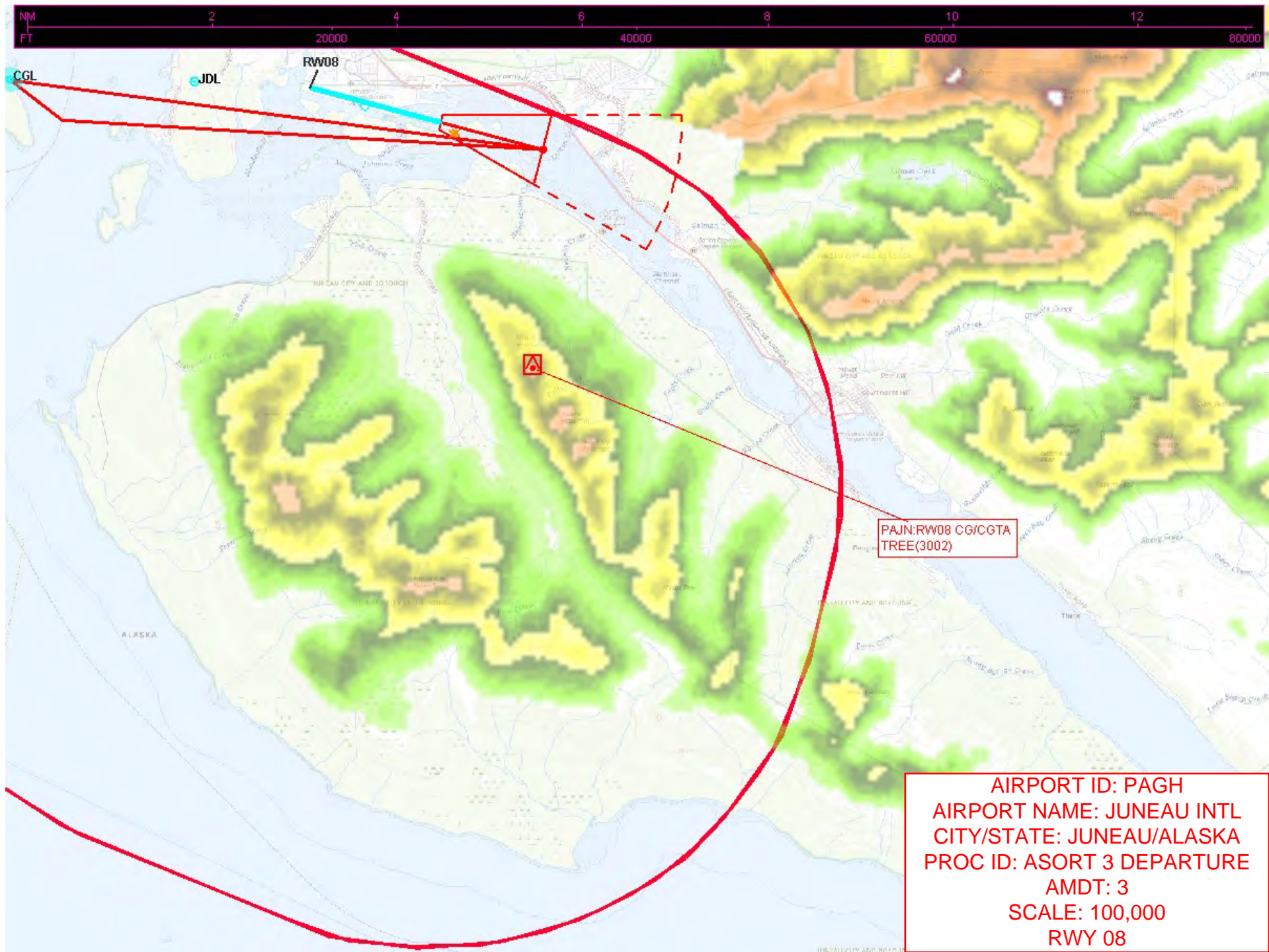
..... via I-JDL West course or 251° bearing from CGL NDB to cross CUSHI INT/I-JDL 26 DME at or above 10000, then on I-JDL West course or CGL NDB bearing 251° to ASORT INT/I-JDL 37 DME.

NOTE: Chart not to scale.

AK, 16 MAY 2024 to 11 JUL 2024







INFORMATION ONLY

US Department of Transportation Federal Aviation Administration	<h2 style="margin: 0;">FLIGHT PROCEDURES STANDARDS WAIVER</h2>	FLIGHT STANDARDS USE ONLY CONTROL NO:
1. Flight Procedure Identification: JUNEAU INTL JUNEAU, AK ASORT DEPARTURE		
2. Waiver Required and Applicable Standard: MULTIPLE CLIMB GRADIENTS ARE REQUIRED FOR DEPARTURES FROM RWY 26. FAA ORDER 8260.3B CHANGE 25, VOLUME 4, PARA 1.4.4		
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): IF A SINGLE CLIMB GRADIENT WAS PUBLISHED , 595 FT PER NM TO 7000 FEET, MOST AIRCRAFT WOULD NOT BE ABLE TO MEET THE PERFORMANCE CAPABILITY REQUIRED TO THAT HIGH OF AN ALTITUDE.		
4. Equivalent Level of Safety Provided: 1. THE SECOND CLIMB GRADIENT ENSURES AIRCRAFT AND OCS SURFACES ARE CLEAR OF ALL OBSTACLES OUTSIDE OF 2 NM PER CRITERIA WHILE REQUIRING LOWER PERFORMANCE CAPABILITIES. 2. THE FIRST CLIMB GRADIENT, 595 FT PER NM TO 800 FEET, IS TO AVOID TOWERS WITHIN 2 NM OF THE DEPARTURE END. FOR AIRCRAFT UNABLE TO MEET OR EXCEED THE FIRST CLIMB GRADIENT, A CEILING AND VISIBILITY OF 600-2 WILL BE PUBLISHED.		
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: RELOCATION OR ADDITION OF FACILITIES WOULD HAVE NO IMPACT ON THE NEED OF THIS WAIVER.		
6. Coordination With User Organizations (Specify): AJV 354 <u>CRS</u>		
7. SUBMITTED BY		
DATE: <div style="font-size: 1.2em; font-weight: bold;">JUN 04 2013</div>	Office Identification: AJV-35	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> Title: Greg Yamamoto, Manager, Terminal Products Group </div> <div style="width: 45%;"> Signature: </div> </div>

8. CONTINUATION

Comments:

9. AFS ACTION

☒ Approved
☐ Disapproved
☐ Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Approval is contingent on a satisfactory flight inspection.

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell

Tue Aug 06 2013 12:25:26 GMT-0400 (Eastern Daylight Time)

SIGN HERE

INFORMATION ONLY

US Department of Transportation Federal Aviation Administration	FLIGHT PROCEDURES STANDARDS WAIVER	FLIGHT STANDARDS USE ONLY CONTROL NO:
1. Flight Procedure Identification: Juneau INTL (PAJN) Juneau, AK ASORT Departure		
2. Waiver Required and Applicable Standard: 8260.3 paragraph 1.6 volume IV and 8260.46 Table 1 initial climb area.		
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): The initial climb area for runway 8 was evaluated, but due to high terrain north, east, and south of the airport, aircraft will have to depart visually. Aircraft will then fly to a known NAVAID established on a specific course at or above an altitude (1000 MSL). Once established, all required departure obstruction clearance will be provided.		
4. Equivalent Level of Safety Provided: 1. Procedure requires visual flight from runway 8 to a point where IFR flight can be made until established on the IFR enroute structure. The departure procedure will clearly state visual flight conditions must be maintained from takeoff until established over CGL NDB or I-JDL W course/2.00 DME at or above 1000. 2. Aircraft will climb in visual flight conditions direct to CGL NDB or heading 276:09 to I-JDL W course/2.00 DME to cross at or above 1000 MSL. From there, aircraft will fly on the CGL NDB 248 bearing or I-JDL W course to continue on the departure. 3. 1000-3 is required to depart from runway 8 to ensure the aircraft can maintain visual flight conditions until over the CGL NDB or established on I-JDL W course/2.00 DME. 4. Climb gradient of 350 feet per NM is also added once the aircraft is established on the departure route. 5. The following note will be added to the departure, "Caution rapidly rising terrain to 3000 FT MSL north, south, and east of airport".		
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: Relocation or addition of facilities would not have an impact on the need for this waiver.		
6. Coordination With User Organizations (Specify): AJV-354		
7. SUBMITTED BY		
DATE: JUL 10 2013	Office Identification: AJV-35	Title: Terminal Products, Manager <div style="text-align: right;"> Signature: Gregory Yamamoto </div>

8. CONTINUATION

Comments:

9. AFS ACTION

☒ Approved
☐ Disapproved
☐ Not Required

Comments:

Approved Based on the Equivalent Level of Safety in Block 4.

Approval is contingent on a satisfactory flight inspection.

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell
 Tue Aug 06 2013 12:25:35 GMT-0400 (Eastern Daylight Time)

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