

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 10/02/2025	APWS Task ID: 9C2E667D8EB542558DB2344A8B31C4ED	APWS Project ID: A5E606EB5F834F7FBD98A0ECB1224BA2
Procedure: ASORT THREE DEPARTURE		Enroute: YES	Specialist: Townsend, Matthew		Agreement Number:
Airport ID: PAJN			Airport City: JUNEAU		State: AK
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

UTILIZED ACTIVE AIRNAV DATA FOR AIRPORT AND RUNWAY 08 AND 26.

NEW WAIVER REQUEST FOR JDL LOCALIZER TO BE USED BEYOND 15NM.

CLEARs NOTAM FDC 4/3035.

CONTACT ROBERT HAMILTON, AJV-A433, 405-954-4608.

06/10/26: THIS IS AN UPDATED FORM DEVELOPED ON 02/18/25.

1. ADDED SISTERS VORTAC TO FIX MAKEUP FOR LYNNS -2 AS ELEPHANT NDB IS SET TO DECOMM.
2. UPDATED FIX US FOR ASORT DP BY ADDING FAC 4 SSR AND REMOVING FAC 2 EEF NDB.

9/10/2025 THIS IS UPDATED IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/18/2025  
REMOVED FAC 3 COGLAN ISLAND NDB. CHANGED FIX USE AT LDA Z RWY 8 TO LDA M RWY 8.

11/06/2025 THIS IS UPDATED IS AN UPDATED COPY OF THE FORM DEVELOPED ON 9/10/2025  
REMOVED FIX LYNNS -2. FIX LYNNS LINKED TO ANOTHER PROJECT.

12/08/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/11/2025.

1. FIXES AND/OR NAVAIDS: REMOVED J501.
2. AIRPORTS SERVED: CORRECTED CITY FROM JUNEAU INTL TO JUNEAU.

8260-2 CUSI

12/15/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 9/10/2025.

FAC 1: CHANGED DME AND DIST FROM FAC NM FROM 27.14 AND 25.88 TO 25.89 AND 25.88



## FIPC BASIC FORM

<b>PROCEDURE:</b> ASORT THREE DEPARTURE		<b>AIRPORT NAME:</b> JUNEAU INTL		<b>AIRPORT ID:</b> PAJN	<b>SPECIAL CONTROL NO:</b> KG-06-172-25
<b>FAC ID:</b> ASORT3		<b>CITY:</b> JUNEAU		<b>ST:</b> AK	<b>ORIG CHART DATE:</b> 10/02/2025
<b>DFL TYPE:</b> PROC/B	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 9C2E667D8EB542558DB2344A8B31C4ED	

### PREFLIGHT NOTES

<b>REVIEWER:</b> robert t perkins			<b>DATE:</b> 07/25/2025				
<b>COMMENTS:</b>			<b>CHECK ONE:</b>				
			<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			<b>CPV COMPLETE?</b>			X	

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 07/24/2025	<b>CREW #:</b> VN555	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> robert t perkins @ 07/25/2025 21:48			<b>PRINTED NAME:</b> PERKINS, ROBERT TAHTTE			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
Minor administrative changes to procedure. No electronic data needed.

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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**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

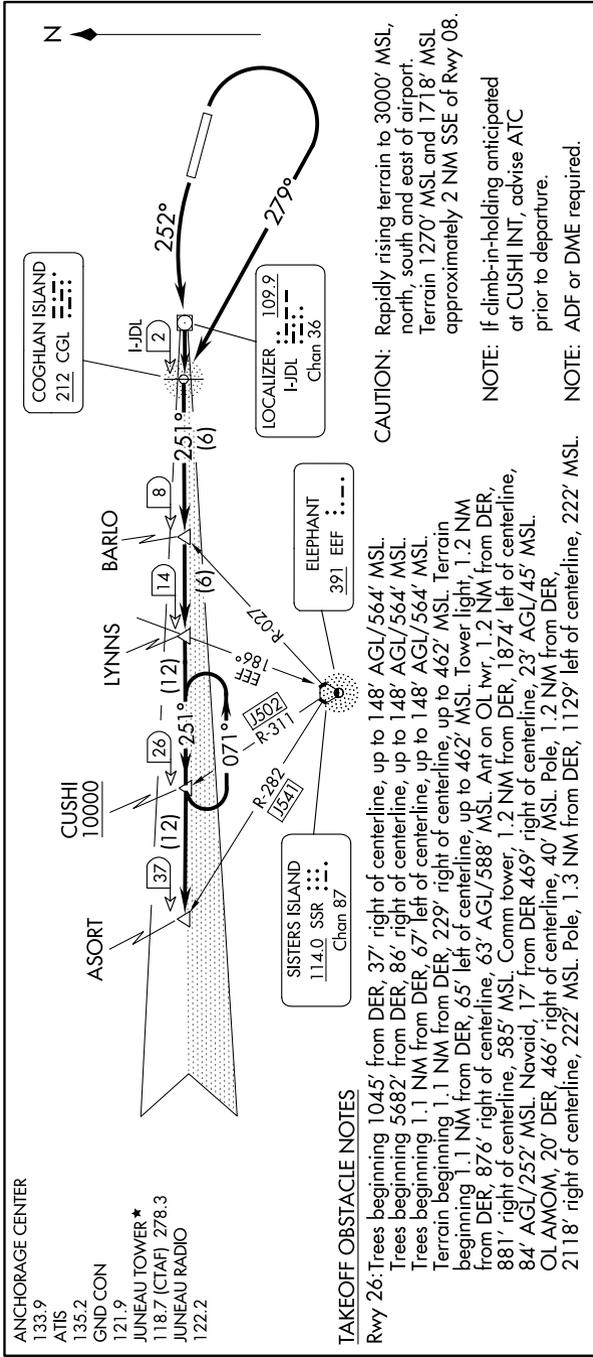
**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE

AK, 16 MAY 2024 to 11 JUL 2024



**CAUTION:** Rapidly rising terrain to 3000' MSL, north, south and east of airport. Terrain 1270' MSL and 1718' MSL approximately 2 NM SSE of Rwy 08.

**NOTE:** If climb-in-holding anticipated at CUSHI INT, advise ATC prior to departure.

**NOTE:** ADF or DME required.

**TAKEOFF OBSTACLE NOTES**

Rwy 26: Trees beginning 1045' from DER, 37' right of centerline, up to 148' AGL/564' MSL. Trees beginning 5682' from DER, 86' right of centerline, up to 148' AGL/564' MSL. Trees beginning 1.1 NM from DER, 67' left of centerline, up to 148' AGL/564' MSL. Terrain beginning 1.1 NM from DER, 229' right of centerline, up to 462' MSL. Terrain beginning 1.1 NM from DER, 65' left of centerline, up to 462' MSL. Tower light, 1.2 NM from DER, 876' right of centerline, 63' AGL/588' MSL. Ant on OL, 1.2 NM from DER, 881' right of centerline, 585' MSL. Comm tower, 1.2 NM from DER, 1874' left of centerline, 84' AGL/252' MSL. Navaid, 17' from DER 469' right of centerline, 23' AGL/45' MSL. OL AMOM, 20' DER, 466' right of centerline, 40' MSL. Pole, 1.2 NM from DER, 2118' right of centerline, 222' MSL. Pole, 1.3 NM from DER, 1129' left of centerline, 222' MSL.

**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.

**TAKEOFF MINIMUMS**

Rwy 26: Standard with minimum climb of 595' per NM to 800, then 360' per NM to 10000, or 600-2 with minimum of 360' per NM to 10000.

Rwy 8: 1000-3 with minimum climb 350' per NM from 1000 to 10000.

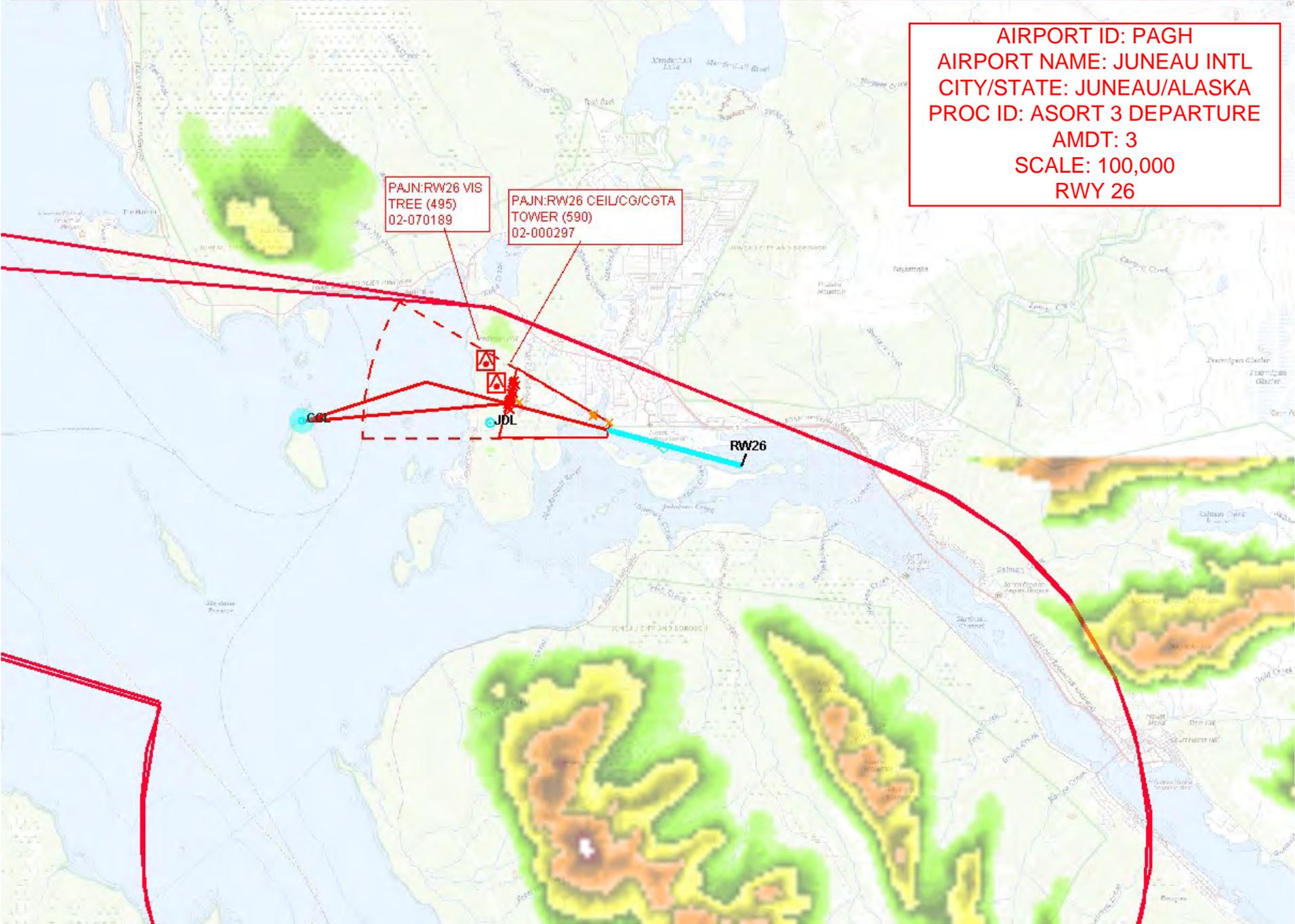
NOTE: Chart not to scale.

AK, 16 MAY 2024 to 11 JUL 2024



NM 2 4 6 8 10 12  
FT 20000 40000 60000 80000

AIRPORT ID: PAGH  
AIRPORT NAME: JUNEAU INTL  
CITY/STATE: JUNEAU/ALASKA  
PROC ID: ASORT 3 DEPARTURE  
AMDT: 3  
SCALE: 100,000  
RWY 26



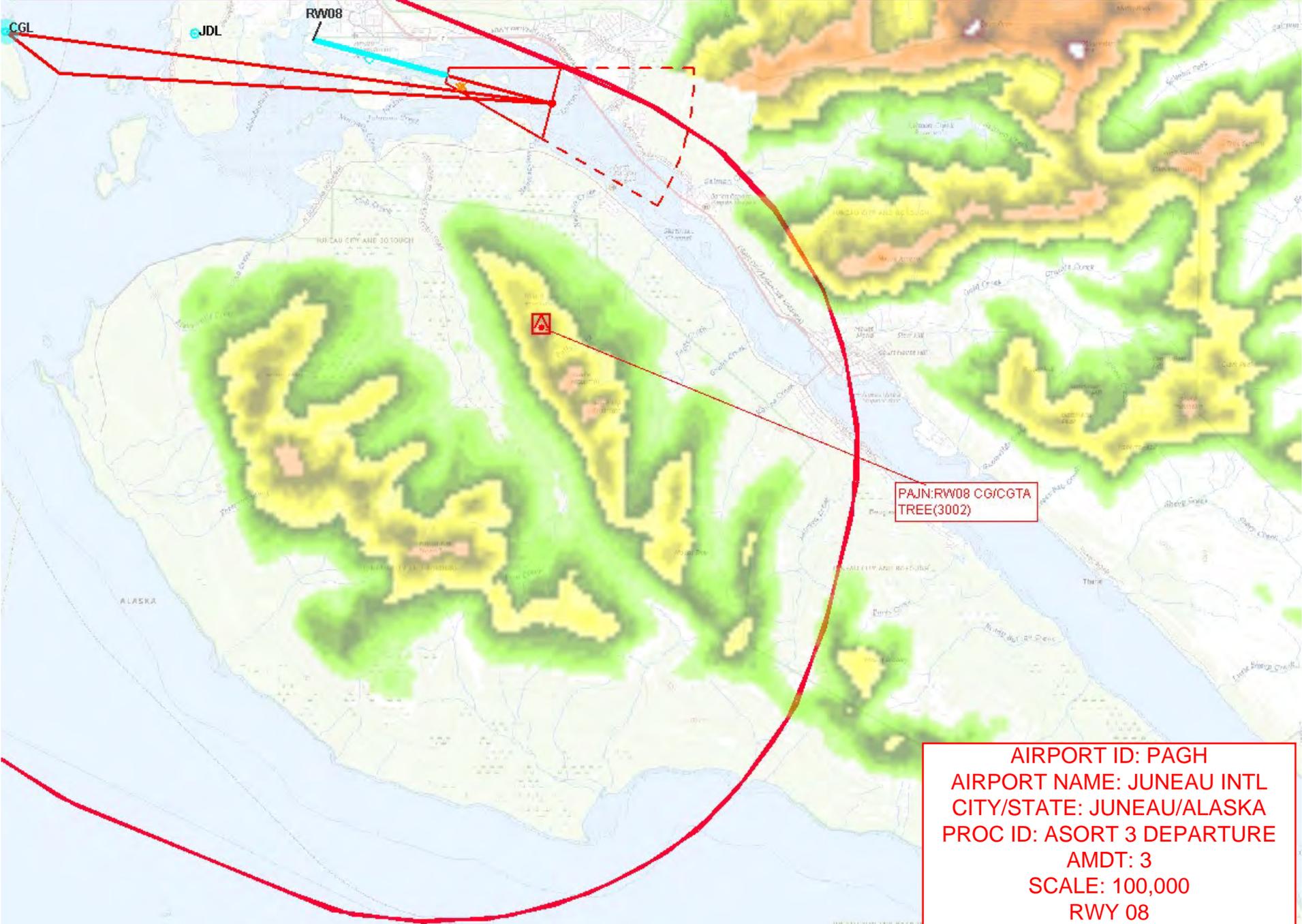
PAJN:RW26 VIS  
TREE (495)  
02-070189

PAJN:RW26 CEIL/GIGGTA  
TOWER (590)  
02-000297

RW26

GGL

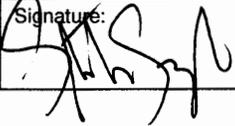
JDL



PAJN:RW08 CG/CGTA  
TREE(3002)

AIRPORT ID: PAGH  
AIRPORT NAME: JUNEAU INTL  
CITY/STATE: JUNEAU/ALASKA  
PROC ID: ASORT 3 DEPARTURE  
AMDT: 3  
SCALE: 100,000  
RWY 08

**INFORMATION ONLY**

US Department of Transportation Federal Aviation Administration	<b>FLIGHT PROCEDURES STANDARDS WAIVER</b>	<b>FLIGHT STANDARDS USE ONLY</b> <b>CONTROL NO:</b>
<b>1. Flight Procedure Identification:</b> JUNEAU INTL JUNEAU, AK ASORT DEPARTURE		
<b>2. Waiver Required and Applicable Standard:</b>  MULTIPLE CLIMB GRADIENTS ARE REQUIRED FOR DEPARTURES FROM RWY 26. FAA ORDER 8260.3B CHANGE 25, VOLUME 4, PARA 1.4.4		
<b>3. Reason for Waiver (Justification for nonstandard treatment):</b>  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.		
<b>4. Equivalent Level of Safety Provided:</b>  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.		
<b>5. How Relocation or Additional Facilities Will Affect Waiver Requirement:</b> RELOCATION OR ADDITION OF FACILITIES WOULD HAVE NO IMPACT ON THE NEED OF THIS WAIVER.		
<b>6. Coordination With User Organizations (Specify):</b>  AJV 354 <u>CRS</u>		
<b>7. SUBMITTED BY</b>		
DATE: <b>JUN 04 2013</b>	Office Identification:  AJV-35	Title: Greg Yamamoto, Manager, Terminal Products Group  Signature: 

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:

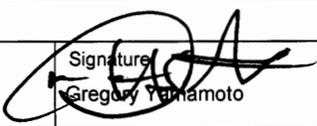
**Gary L. Powell**

Signed By: Gary L. Powell

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



**INFORMATION ONLY**

US Department of Transportation Federal Aviation Administration		<b>FLIGHT PROCEDURES STANDARDS WAIVER</b>		<b>FLIGHT STANDARDS USE ONLY</b>	
				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 <u>W</u>					
7. SUBMITTED BY					
DATE: <b>JUL 10 2013</b>	Office Identification: AJV-35	Title: Terminal Products, Manager	Signature:  Gregory Yamamoto		

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)

**SIGN HERE**