



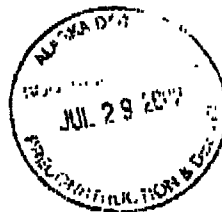
U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan Region
Air Traffic Division

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July 22, 2002

Roger K Healy
State Of Alaska, Design &
Engineering
6860 Glacier Highway
Juneau, Alaska 99801-7999



Dear Mr. Healy:

The Federal Aviation Administration has completed our second review of the now six Reasonable Bridge Alternatives that would join the Island of Gravina to the Community of Ketchikan on Revillagigedo Island.

The Air Traffic Division, in consultation with the Juneau Flight Standards District Office (who have regulatory oversight of pilots operating in and around Ketchikan), offers the following findings by alternative for your consideration:

Alternative - C3(a)

This alternative penetrates the horizontal surface by 21 feet and the transitional surface by 37 feet. This analysis assumes a vehicle height of 15 feet.

This alternative does not affect current instrument procedures. It is not anticipated that it will affect future public or special approaches. Special VFR concerns are covered in a separate section.

Alternative - C3(b)

This alternative does not penetrate any aeronautical surfaces and will have no affect on current or known future public or special approaches. Special VFR concerns are covered in a separate section.

Alternative - C4

This alternative penetrates the horizontal surface by 36 feet and the transitional surface by 64 feet. This analysis assumes a vehicle height of 15 feet.

This alternative does not affect current instrument procedures. It is not anticipated that it will affect future public or special approaches. Special VFR concerns are covered in a separate section.

Alternative - D1

This alternative does not penetrate any aeronautical surfaces and will have no affect on current or known future public or special approaches. Special VFR concerns are covered in a separate section.

Alternative - F1

This alternative does not penetrate any aeronautical surfaces and will have no affect on current or known future public or special approaches. Special VFR concerns are covered in a separate section.

Alternative - F3


This alternative does not penetrate any aeronautical surfaces and will have no affect on current or known future public or special approaches. Special VFR concerns are covered in a separate section.

The subject of Special VFR, as it relates to the Revilla Corridor, is complicated with political overtones. The Exemption that allows certain operators special operating procedures is approved at the Headquarters level in Washington D.C. They do get input from the local Flight Standards District Office in Juneau, Alaska.

Please see the attached letter from Mick Green, Principal Operations Inspector, who deals with the Ketchikan area. While his comments are not definitive, they do point to the fact that a lot of variables go into approving, disapproving and/or revoking Exemptions.

We appreciate the opportunity to comment on the numerous alternatives. If we can be of further assistance, please feel free to contact Jack Schommer, Airspace & Procedures Specialist, at (907) 271-5903, or Mick Green, Principal Operations Inspector, at (907) 586-7532.

Sincerely,


Tony Wylie
Manager, Operations Branch,
AAL-530