

JUNEAU INTL (JNU/PAJN)

Elevation 25ft

CATEGORY C<https://www.youtube.com/watch?v=eXGV3k1r2Yo> – Rwy 08 approach terrain overview<https://www.youtube.com/watch?v=2VvAx-XaaLw> – Rwy 26 approach terrain overview**GENERAL**

- The airfield is located 7nm NW of central Juneau
- Large EASTERLY variation (20°E)
- A well-provisioned destination with good facilities
- Significant terrain in all sectors and offset LDA approach

Threats**CFIT**

- The airport is surrounded by significant terrain on all sides with peaks over 6,700ft asl within 20nm
- MSAs of 10,800ft within 30nm
- Rwy 08 final approach terrain: a ridge of 588ft asl is located on a 1.5nm final which is NOT shown on the charts. The offset approach takes the aircraft to the south of this ridge prior to visual alignment with the extended centreline. See '[Approach](#)' section for more details.
- The ridge immediately prior to the 08 threshold is likely to present an unusual visual aspect, especially at night
- The Rwy 08 missed approach profile requires an immediate turn to avoid terrain. Close adherence to the published procedure is necessary to maintain separation from terrain and the possibility of a go-around after the missed approach point should also be considered.
- Careful handling and strict adherence to published tracks and altitudes necessary to avoid GPWS activations on final approach
- Visual turn required after departure Rwy 08 with terrain in close proximity

Mid-Air Collision

- Significant GA and VFR activity on and in the vicinity of the airfield

Runway Excursion

- Rushed approaches Rwy 08 due to steep (3.7°) vertical profile
- Late turn (inside 1nm) required to align with the extended centreline

Loss of Control

- Rwy 08 stable criteria: LDA track passes over the southern edge of Coghlan Island at 3.3nm. This will cause a sharp reduction in radio altimeter reading and when the aircraft is at 1000ft aal the radalt will indicate ~600ft above terrain.

Special Considerations

- LDA Rwy 08 minima are higher than standard VFR minima. The weather conditions and forecast should be checked carefully before departure and appropriate contingency measures planned if the forecast is marginal.

ARRIVAL**Diversion Airports**

SITKA	SIT/PASI	095 nm/198°T	CAT C
GUSTAVUS	GST/PAGS	041 nm/277°T	CAT C
ANCHORAGE INTL	ANC/PANC	571nm/296°T	CAT A

Approach

- The only instrument approach available is the LDA Rwy 08. Note the temperature restriction on the chart for use of VNAV.
- The aircraft should be fully configured prior to reaching the FAF in order to mitigate against rushed approaches and to minimise the likelihood of spurious GPWS activations
- No Category D straight-in minima are published. However, Simfest are authorised to use the Category D circling minima instead. Note that two sets of circling minima are published for day and night operations.
- The LDA 08 takes the aircraft over a 'saddle' between two hills with peaks approximately 590ft asl at around 1.5nm final. The southern peak is slightly lower than the northern peak. After passing over this ridge the aircraft can then be manoeuvred to align with the extended centreline, but not before. This is shown in the video linked above.
- Note that the VASIs are set at 3.5° compared to the LDA vertical path of 3.7°. As such the VASIs will likely indicate high on short final, particularly with the B744 eye-wheel height. Avoid the temptation to dive for the VASIs once visual.

GROUND

- Twy B1 unsuitable for wide-body operations

DEPARTURE

- Steep climb gradients are required to 10,000ft from both runways
- Use full CLB thrust and climb at Vref +100 to 10,000ft.
- Note Above 10,000ft restriction at CUSHI. If necessary the aircraft can be placed in to a hold at CUSHI whilst climbing above 10,000ft, but this must be requested from ATC in advance. Check the LEGS and VNAV CLB page prior to departure to verify whether the restriction will be met.
- Rwy 26 is preferred for departure wherever possible.
- SIDs from Rwy 08 require a visual climb and right-hand turn to avoid terrain. This will need to be accomplished in the take-off configuration using 25° of bank. Brief how the turn will be flown and consider AFDS modes (e.g. use of SPD INTV to prevent acceleration). Ensure the AFDS bank selector is set to 25°.

- In the event of engine failure from either runway, the safest course of action is likely to be to follow the SID to BARLO then route to EEF NDB and take up the hold (right hand turns, inbound 347°).

WEATHER

- Temperatures are milder than might be expected for the latitude due to the warming influence of the Pacific Ocean
- Moist, long winters with short but mild summers
- Snowfall mainly Nov-Mar
- Spring (Apr-May) is the driest season, whilst Autumn (Sep-Oct) is the wettest
- Mean daily min/max temperatures -14°C/+7°C (Jan) +6°C/+25°C (Jul)

OPERATIONAL INFORMATION

Handling Agent	Aero Services
Handling Agent VHF	122.950
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment not available). Keep ground power connected to reduce APU fuel burn.