

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 01/22/2026	APWS Task ID: 39A03A7B77114E9FA894E2DB2F60FFFA	APWS Project ID: 739CB8CDC85F4E958E9840A59062466F
Procedure: LDA M RWY 8 AMDT 12	Enroute: NO	Specialist: Johnson, Daniel	Agreement Number:		
Airport ID: PAJN	Airport City: JUNEAU	State: AK			
Facility ID: JDL	Facility Type: LOC	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: UTILIZED ACTIVE AIRNAV DATA FOR PAJN RWY 8 AND I-JDL.</p> <p>ESV: I-JDL FIX AZOGO 22NM 6800-10000.</p> <p>REMOVED EEF NDB FROM PROCEDURE.</p> <p>REPLACED DIBOL WITH FUMER AS PT STEP DOWN FIX.</p> <p>RAISED MINIMA TO ENSURE LOC SIGNAL RECEPTION.</p> <p>Approval Letters: Use Precipitous Point Value (PPV) Initial and Intermediate segments Juneau, AK (PAJN), LDA RWY 8 & LDA M RWY 8.</p> <p>09/30/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/28/25. 8260-2: FOVBI, LACEG 1. CHANGED FAC 1 MRA FROM 15000 TO 9000. 8260-2: BERGS 1. CHANGED FAC 1 MRA FROM 9000 TO 5600.</p>					



FIPC BASIC FORM

PROCEDURE: LDA M RWY 8 AMDT 12		AIRPORT NAME: JUNEAU INTL		AIRPORT ID: PAJN	SPECIAL CONTROL NO: KP-09-181-25
FAC ID: JDL		CITY: JUNEAU		ST: AK	ORIG CHART DATE: 01/22/2026
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID:	

PREFLIGHT NOTES

REVIEWER: troy e devine			DATE: 09/24/2025				
COMMENTS:			CHECK ONE:				
			<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input checked="" type="checkbox"/> REJECT				
						YES	NO
			CPV COMPLETE?				

PROCEDURE RESULTS

INSPECTION DATE: 09/22/2025	CREW #: VN417	N #:	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: troy e devine @ 09/25/2025 15:12			PRINTED NAME: KUEHNER, KARL REINHARD			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
 UNSAT -No fly
 LDA M RWY 8:
 -Hold at BARLO on FIG and not on -2. F-file and briefing strip on FIG still show the missed going out to SSR. Not sure the intent of the BARLO hold.
 - FOVBI to LACEG changed to 9,000'. -2 shows MRA of 15,000'.
 - Need to determine altitude that LOC will be in tolerance,

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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Federal Aviation Administration

Memorandum

To: Chris Hope, Flight Technologies and Procedures Division THRU: Wayne C Radicke, Acting Manager, Flight Procedures and Airspace Group

From: Julie Morgan, Manager, Instrument Flight Procedures (IFP) Coordination Team, AJV-A410

Subject: Approval Request: Use Precipitous Point Value (PPV) Initial and Intermediate segments Juneau, AK (PAJN), LDA RWY 8 & LDA M RWY 8.

FAAO 8260.3G Para 3-2-2.b(3). Precipitous Point Value (PPV).

Request approval for use of the PPV algorithm for the above procedure (see data below). The adjustment provided by the legacy precipitous terrain evaluation prevents achieving the requested segment altitude.

Beginning Point: FUMER – N 58 21' 41.1787" W 135 10' 26.3411"

End Point: AZOVU – N 58 21' 40.1487" W 135 4' 44.6483"

Segment type: Intermediate

Per PPV evaluation, PPV Max = 250

Segment precipitous terrain adjustment: 150 feet

To allow for the shallowest descent in the intermediate, this segment requires the need to use PPV values.

INFORMATION ONLY



FAA

Aviation Safety

Memorandum

Date: 03/18/2024
To: Manager, Instrument Flight Procedures Coordination Team
From: Manager, Flight Technologies and Procedures Division
Prepared by: Flight Procedures & Airspace Group
Subject: Approval Request; Memorandum Dated 03/01/2024

Jim Rose
Signed By: Jim Rose Mon
Mar 18 2024 13:56:49 GMT-
05:00:00 (Central Standard
Time)

Your request to use the following Procedural Data Note: “Chart Note: STRAIGHT-IN RWY 08 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.” on the “LDA X RWY 8, AMDT 12E” at Juneau Intl, Juneau, AK was discussed at the Flight Standards Procedure Review Board on 03/14/2024 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

Attachments

INFORMATION ONLY



Federal Aviation Administration

Memorandum

To: Douglas F Rodzon, Acting Manager, Flight Technologies and Procedures Division
THRU: Jim Rose, Acting Manager, Flight Procedures and Airspace Group

From: Marlon Robinson, Manager, Instrument Flight Procedures (IFP) Coordination
Team, AJV-A45

Digitally signed by
LAURA M COLLIER
Mar 01, 2024

Subject: Approval Request: Juneau Intl (PAJN), Juneau, AK

LDA M RWY 8

Request for approval to utilize VGSI to mitigate visual surface penetrations, JAW 8260.19e Para 8-54m (2) (h).

RWY 08 has multiple surveyed obstacles that penetrate the 20:1 Surface.

Straight-In 20:1 Obstacles

588 FT/MSL TWR LTD (PJNUT000261) (20/3) 58°21'56.050" N I 134°38'04.430" W (187.79)
585 FT/MSL ON OL TWR (PJNU0026 ANT) (20/7.92) 58°21'56.110" N I 134°38'04.490" W (184.56)
573 FT/MSL TOWER (02-000297) (50/11.20) 58°21'56.000" N / 134°38'04.000" W (173.97)
541 FT/MSL TREE (PJNUT000213) (20/3) 58°21'53.930" N / 134°37'58.270" W (159.43)
564 FT/MSL TREE (PJNUT000278) (20/3) 58°21'55.700" N / 134°38'06.630" W (158.58)
534 FT/MSL TREE (PJNU0024) (20/7.92) 58°21'55.520" N / 134°37'58.640" W 149.41)
520 FT/MSL TREE (PJNU0022) (20/7.92) 58°21'51.660" N / 134°37'57.500" W (143.36)
551 FT/MSL TREE (PJNUT000293) (20/3) 58°21'55.010" N / 134°38'09.450" W (139.20)
541 FT/MSL TREE (PJNUT000271) (20/3) 58°21'54.340" N / 134°38'06.030" W (138.89)
521 FT/MSL TREE (PJNUT000219) (20/3) 58°21'55.650" N / 134.37'58.320" W (137.07)
504 FT/MSL TREE (PJNUT000186) (20/3) 58.21'55.890" N / 134.37'53.520" W (132.13)
503 FT/MSL TREE (PJNU0020) (20/7.92) 58°21'55.690" N / 134°37'53.360" W (131.80)
530 FT/MSL TREE (PJNUT000258) (20/3) 58.21'57.900" N / 134.38'03.140" W (130.72)
523 FT/MSL TREE (PJNUT000245) (20/3) 58.21'53.830" N / 134.38'02.680" W (130.19)
542 FT/MSL TREE (PJNUT000300) (20/3) 58.21'51.490" N / 134.38'11.720" W (128.91)
540 FT/MSL TREE (PJNUT000289) (20/3) 58°21'53.000" N / 134°38'10.190" W (128.90)
516 FT/MSL TREE (PJNUT000251) (20/3) 58°21'55.530" N / 134.38'02.520" W (121.39)
498 FT/MSL TREE (PJNUT000203) (20/3) 58°21'51.450" N / 134.37'58.840" W (118.18)
488 FT/MSL TREE (PJNUT000181) (20/3) 58°21'54.410" N / 134.37'53.940" W (116.97)
527 FT/MSL TREE (PJNU0029) (20/7.92) 58°21'51.040" N / 134.38'11.700" W (114.55)
507 FT/MSL TREE (PJNUT000246) (20/3) 58.21'57.070" N / 134.38'01.170" W (113.88)

516 FT/MSL TREE (PJNUT000276) (20/3) 58°21'50.930" N / 134.38'08.130" W (112.90)
530 FT/MSL TREE (PJNUT000304) (20/3) 58.21'53.540" N / 134.38'12.510" W (112.22)
474 FT/MSL TREE (PJNUT000180) (20/3) 58°21'53.050" N / 134.37'54.590" W (103.06)
475 FT/MSL TREE (PJNUT000188) (20/3) 58°21'51.480" N / 134.37'55.840" W (102.87)
486 FT/MSL TREE (PJNUT000221) (20/3) 58.21'57.370" N / 134.37'57.810" W (101.15)
503 FT/MSL TREE (PJNUT000273) (20/3) 58.21'52.750" N / 134°38'06.900" W (100.71)
490 FT/MSL TREE (PJNUT000238) (20/3) 58°21'51.960" N / 134.38'03.030" W (98.71)
470 FT/MSL TREE (PJNUT000192) (20/3) 58°21'57.300" N / 134°37'53.630" W (96.02)
454 FT/MSL TREE (PJNUT000161) (20/3) 58.21'54.540" N / 134°37'50.690" W (91.18)
447 FT/MSL TREE (PJNUT000162) (20/3) 58.21'56.370" N / 134°37'49.850" W (83.97)
492 FT/MSL TREE (PJNUT000283) (20/3) 58.21'49.390" N / 134°38'11.240" W (82.87)
471 FT/MSL TREE (PJNUT000230) (20/3) 58°21'49.970" N / 134.38'03.340" W (81.49)
489 FT/MSL TREE (PJNUT000284) (20/3) 58.21'56.850" N / 134°38'07.520" W (79.79)
507 FT/MSL TREE (PJNUT000345) (20/3) 58.22'01.850" N / 134°38'16.780" W (67.43)
490 FT/MSL TREE (PJNUT000323) (20/3) 58°21'53.110" N / 134.38'15.670" W (64.63)
435 FT/MSL TREE (PJNU0019) (20/7.92) 58.21'44.150" N / 134.37'58.970" W (64.31)
433 FT/MSL TREE (PJNUT000170) (20/3) 58°21'47.650" N / 134°37'56.450" W (64.27)
464 FT/MSL TREE (PJNUT000260) (20/3) 58°21'49.160" N / 134°38'07.720" W (64.25)
452 FT/MSL TREE (PJNUT000226) (20/3) 58°21'59.520" N / 134°37'57.960" W (63.97)
438 FT/MSL TREE (PJNUT000201) (20/3) 58°21'49.820" N / 134°37'59.280" W (59.16)
477 FT/MSL TREE (PJNUT000309) (20/3) 58°21'51.580" N / 134°38'14.720" W (56.06)
484 FT/MSL TREE (PJNU0030) (20/7.92) 58°21'52.050" N / 134°38'18.030" W (53.92)
469 FT/MSL TREE (PJNUT000310) (20/3) 58°21'55.370" N / 134°38'12.890" W (47.86)
409 FT/MSL TREE (PJNUT000157) (20/3) 58°21'52.520" N / 134°37'51.430" W (46.89)
437 FT/MSL TREE (PJNUT000233) (20/3) 58°21'48.120" N / 134°38'04.640" W (46.54)
426 FT/MSL TREE (PJNUT000208) (20/3) 58°21'48.000" N / 134°38'00.770" W (45.67)
403 FT/MSL TREE (PJNUT000140) (20/3) 58°21'42.560" N / 134°37'55.120" W (44.30)
413 FT/MSL TREE (PJNUT000173) (20/3) 58°21'49.170" N / 134°37'55.870" W (43.79)
406 FT/MSL TREE (PJNUT000163) (20/3) 58°21'58.250" N / 134°37'48.920" W (42.93)

Request to publish the following note: "CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT."

R08 VGSI (VASI) SET AT 3.50/46 FT.

VGSI is documented, Flight Checked and verified.

Procedure will be Flight Checked.



FAA

Aviation Safety

Memorandum

Date: 03/18/2024

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 03/01/2024

Your request to use the following Procedural Data Note: “Chart Note: STRAIGHT-IN RWY 08 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.” on the “LDA X RWY 8, AMDT 12E” at Juneau Intl, Juneau, AK was discussed at the Flight Standards Procedure Review Board on 03/14/2024 and is approved.

Please direct all inquiries to Sherri Hubbard, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-6618.

Attachments

CONCURRENCES
ROUTING SYMBOL AFS-410 MANAGER
INITIALS/SIG Thomas Walsh Signed By: Thomas Walsh Mon Mar 18 2024 10:05:15 GMT-05:00:00 (Central standard Time)
DATE
ROUTING SYMBOL AFS-410B MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420C MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420E MANAGER
INITIALS/SIG
DATE
ROUTING SYMBOL AFS-420W MANAGER
INITIALS/SIG Tom Noble Signed By: Tom Noble Mon Mar 18 2024 13:29:55 GMT- 05:00:00 (Central standard Time)
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE
ROUTING SYMBOL
INITIALS/SIG
DATE

INFORMATION ONLY

US Department of Transportation
Federal Aviation Administration

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

**JUNEAU, AK (PAJN)
JUNEAU INTL
LDA Z RWY 8 (SPECIAL)**

2. Waiver Required and Applicable Standard:

ORDER 8260.3B, VOL 1, PARA 260, TABLE 4, CHANGE 25, CIRCLING APPROACH AREA.

3. Reason for Waiver (*Justification for nonstandard treatment*):

THE NEW CIRCLING AREA EVALUATION HAS AN ADVERSE IMPACT AT JUNEAU INTL FOR THE SPECIAL PROCEDURES. BY RETAINING THE OLD CIRCLING CRITERIA WE WILL BE ABLE TO RETAIN A VIABLE MINIMA.

4. Equivalent Level of Safety Provided:

- 1. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE, THEREBY RESTRICTING USERS TO THOSE AUTHORIZED BY FAA FLIGHT STANDARDS. A CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS WILL BE ADDED TO THE PROCEDURE.**
- 2. SPECIAL CREW TRAINING IS REQUIRED AND WILL INCLUDE DETAILED INFORMATION ON CIRCLING AREAS AND THE ASSOCIATED PERFORMANCE REQUIREMENTS.**
- 3. ALL USERS MUST PROVIDE DEMONSTRATED ABILITY THAT THE AIRCRAFT TO BE USED ARE CAPABLE OF THE CIRCLING MANUEUVERS AS DESIGNED.**
- 4. THE PROCEDURE WAS EVALUATED AND FOUND TO BE SATISFACTORY BY FAA FLIGHT INSPECTION.**

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

HIGH TERRAIN IN ALL QUADRANTS OF THE AIRPORT RESTRICTS THE USEFULNESS OF THE APPROACH REGARDLESS OF NAVIGATION FACILITY OR EQUIPMENT MODIFICATIONS.

6. Coordination With User Organizations (*Specify*):

AJV-354 LRE

7. SUBMITTED BY

DATE **JUN 06 2013**

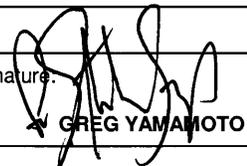
Office Identification:

AJV-35

Title:

**MANAGER, TERMINAL PRODUCTS
GROUP**

Signature:


GREG YAMAMOTO

8. CONTINUATION

Comments:

Approved

9. AFS ACTION

Disapproved

Not Required

Comments:

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

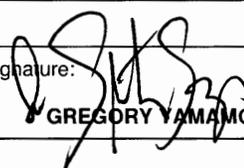
Date:

Routing Symbol:

Signature: Gary L. Powell

Signed By: Gary L. Powell
Thu Aug 01 2013 14:19:08
GMT-0400 (Eastern Daylight Time)

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 LDA Z Rwy 8 (special)					
2. Waiver Required and Applicable Standard: Missed Approach Section 2, request to use the 8260.3B, Table 5, Turning Missed Approach Radii, para 275. Request use of 1 NM flight path radius (R1), with a 2 NM Obstruction Radius (R).					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): 1. Rapidly rising terrain to the North, East and South of the airport requires a reduced turn radius to avoid that terrain. 2. Request use of 1 NM flight path (R1), with a 2 NM obstruction radius (R2). 3. 8260.3B missed approach construction does not allow for a 2 NM obstruction radius. 4. The airport is located at the entrance of a very long mountain valley in the remote regions of Alaska. The missed approach point is 3.2 NM and offset 14 degrees from the threshold providing the lowest minimums possible.					
4. Equivalent Level of Safety Provided: 1. All users will be required to demonstrate their ability to execute the missed approach procedure; per 8260-7B. 2. Special crew training will be required; per 8260-7B. 3. The most adverse wind condition while on final of 30K from a quadrant between 300-360 degrees will be published on the approach plate, rendering procedure NA during these conditions. 4. This is a special instrument approach procedure, thereby restricting users to those knowing the requirements and properly trained. A note: "Use of this procedure requires specific authorization by FAA Flight Procedures", will be added to the procedure. 5. The Missed approach is constructed using a 1 NM turn radius with a 2 NM obstruction radius, the OCS starts at CGL NDB. The outside tie back in 15 degrees offset from a tangent point on the 1 NM radius to BARLO. The inside tieback is from the 2 NM arc tangent point to the 15 NM full width (2-4-4-2). 6. This procedure was evaluated and found to be satisfactory by FAA Flight Inspection.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: NONE.					
6. Coordination With User Organizations (<i>Specify</i>): AJV-354 <u>LRC</u>					
7. SUBMITTED BY					
DATE: JUN 06 2013	Office Identification: AJV 35	Title: MANAGER TERMINAL PRODUCTS GROUP	Signature:  GREGORY YAMAMOTO		

INFORMATION ONLY

US Department of Transportation Federal Aviation Administration		FLIGHT PROCEDURES STANDARDS WAIVER		FLIGHT STANDARDS USE ONLY	
				CONTROL NO:	
1. Flight Procedure Identification: JUNEAU, AK (PAJN) JUNEAU INTL LDA Z RWY 8 (SPECIAL)					
2. Waiver Required and Applicable Standard: Missed approach climb gradient of 345 FPNM to 2900. Clarification on Missed Approach Climb Gradient Application, AFS-400 Memorandum dated June 22, 2010.					
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): To keep current lowest minima, ATC request a missed approach climb gradient greater than 200 FT per NM.					
4. Equivalent Level of Safety Provided: 1. This is a special instrument approach procedure, thereby restricting users to those authorized by FAA Flight Standards. A chart note: use of this procedure requires specific authorization by FAA Flight Standards will be added to the procedure. 2. Special crew training is required and will include detailed information on execution of the missed approach and the climb gradient requirement. 3. A note will be added to the approach chart stating the missed approach climb gradient in feet per NM. 4. The procedure was evaluated and found to be satisfactory by FAA Flight Inspection.					
5. How Relocation or Additional Facilities Will Affect Waiver Requirement: High terrain in all quadrants of the airport restricts the usefulness of the approach regardless of navigation facility or equipment modifications.					
6. Coordination With User Organizations (Specify): AJV - 354 <u> </u>					
7. SUBMITTED BY					
DATE: JUL 26 2013	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature:  GREG YAMAMOTO		

8. CONTINUATION

Comments:

9. AFS ACTION

- Approved
- Disapproved
- Not Required

Comments:

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

Date:

Routing Symbol:

Signature:

Gary L. Powell
The Official of the State of Florida

SPECIFICATION ONLY-NOT FOR COCKPIT USE

JUNEAU, ALASKA

AL-1191

FIG

LOC/DME I-JDL 109.9 Chan 36	APP CRS 071°	Rwy Idg THRE 25 Apt Elev 26	8457
-------------------------------------------------	------------------------	-----------------------------------	-------------

OLD

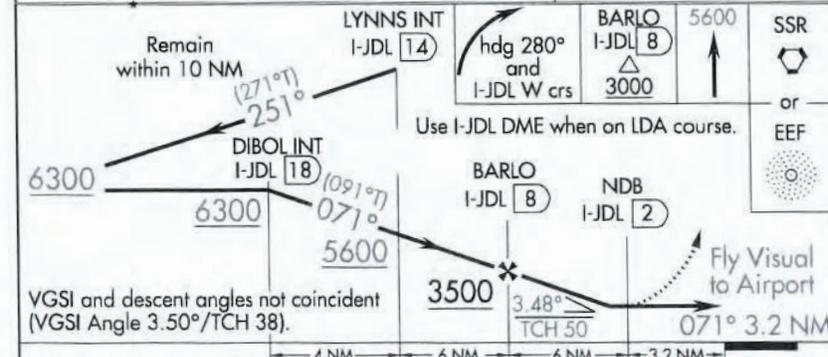
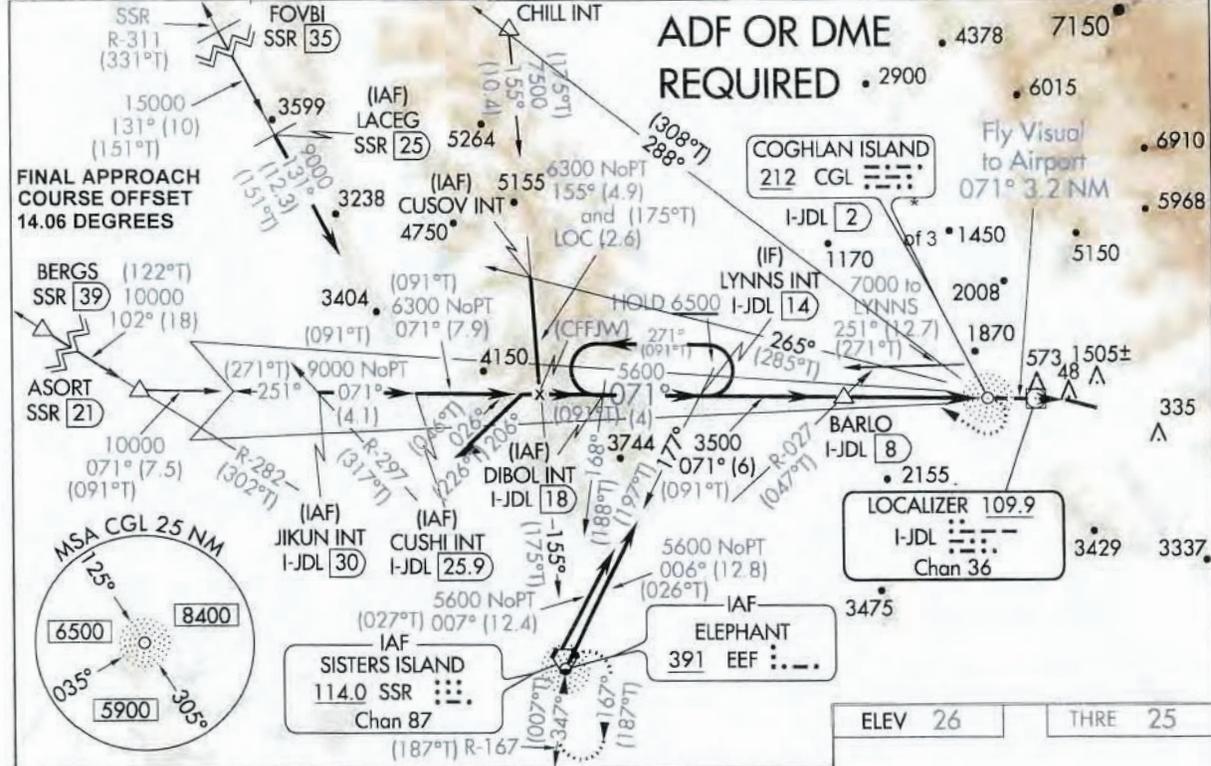
LDA Z RWY 8
JUNEAU INTL (JNU)(PAJN)

V When VGSi inop, procedure NA at night. For inop JNUA lead-in lights, increase all visibility to 4 miles. Circling NA north of Rwy 8-26. When JNUA lead-in lights are not visible at the MAP, execute missed approach. **CAUTION:** Any go around after passing MAP will not provide standard obstruction clearance. Procedure NA when winds exceed 30K from 300° to 360°. Use of this procedure requires specific authorization by FAA flight standards. *MISSED APPROACH REQUIRES MINIMUM CLIMB OF 345 FEET PER NM TO 2900. IF UNABLE TO MEET CLIMB GRADIENT. SEE LDA X RWY 8.

MALS R
A5

MISSED APPROACH: Immediate climbing right turn on heading 280° and I-JDL west course to cross BARLO INT/I-JDL 8 DME at or above 3000. Disregard I-JDL course until crossing bearing 180° from (360° bearing to) CGL NDB. Do not exceed a ground track radius turn of 1 NM, continue climb to 5600 direct SSR VORTAC or EEF NDB and hold.

ATIS 135.2	ANCHORAGE CENTER 133.9	JUNEAU TOWER* 118.7 (CTAF) 278.3	GND CON 121.9
			JUNEAU RADIO 122.2



CATEGORY	A	B	C	D
S-LDA 8		1000-2	975 (1000-2)	
CIRCLING	1000-2 974 (1000-2)	1020-2 994 (1000-2)	1540-3 1514 (1600-3)	2380-3 2354 (2400-3)
NIGHT MINIMUMS				
S-LDA 8		1000-2	975 (1000-2)	
CIRCLING	3000-5 2975 (3000-5)		3000-10	2975 (3000-10)

Fly Visual to Airport
071° 3.2 NM

PROTOTYPE-NOT
FOR NAVIGATION

REIL Rwy 26
HIRL Rwy 8-26

JUNEAU, ALASKA

Amdt 11 SPECIAL-FIG

58°21'N-134°35'W

JUNEAU INTL (JNU)(PAJN)

LDA Z RWY 8

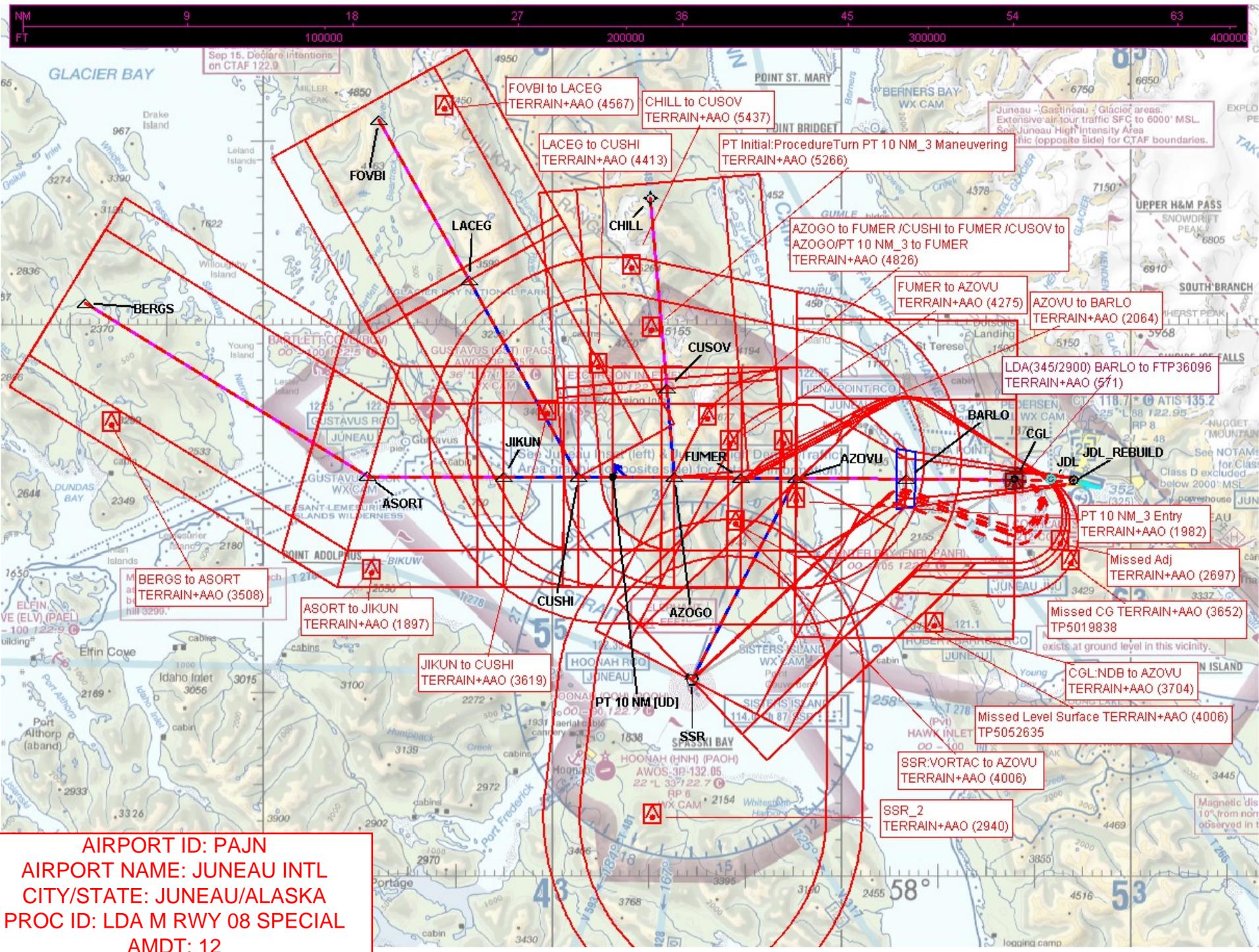
SPECIFICATION ONLY-NOT FOR COCKPIT USE

ESV Details

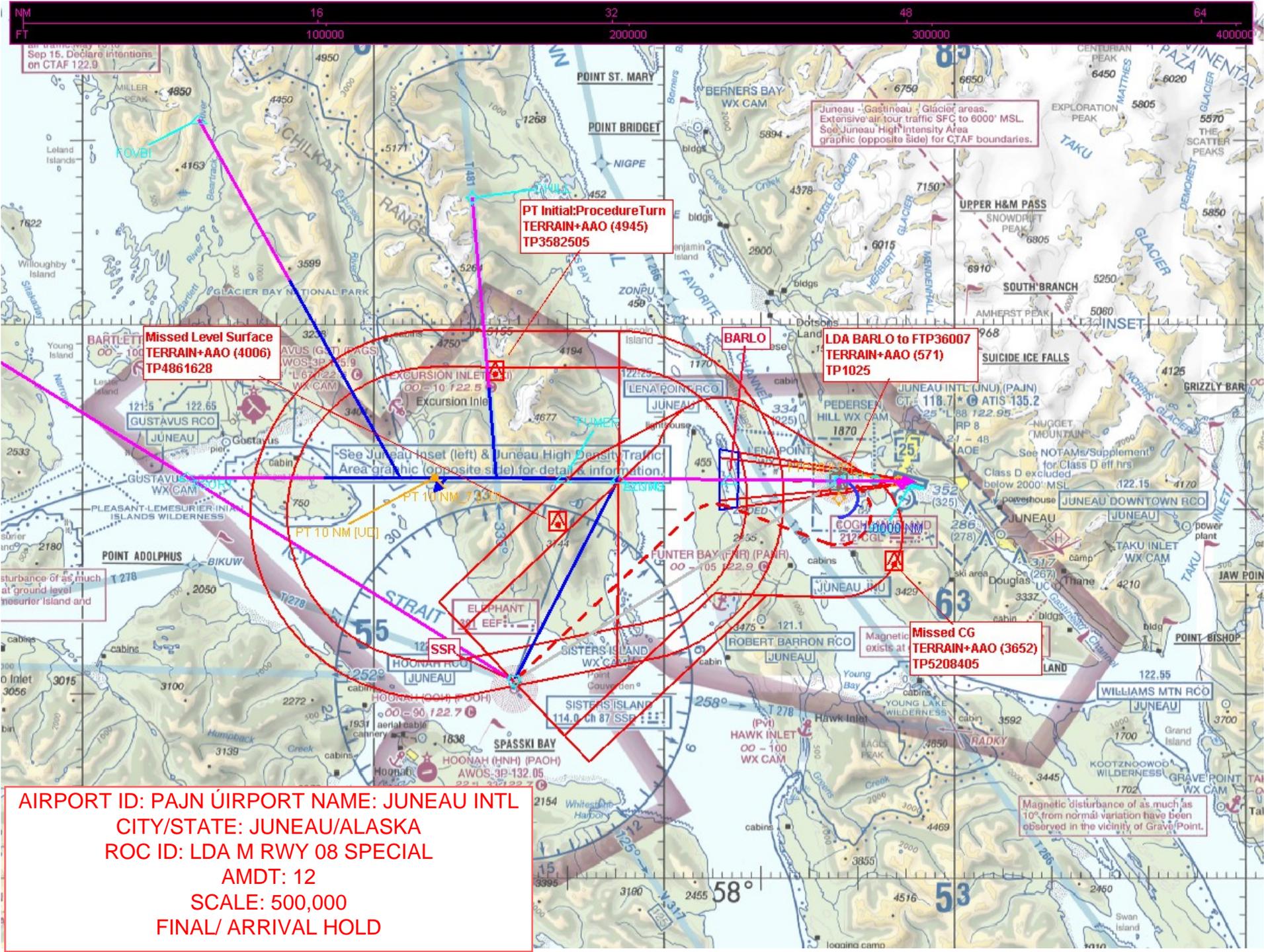
Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:IAP LDA M RWY 8		City:JUNEAU		Ident:JDL		State:AK
Type/Class: LOC		Frequency: M109.9		Reference Number: 25091515		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 690660 - 010	251		22	68	100	
Requirement: AZOGO LDA M RWY 8 SPECIAL IAP						
Signature:Hill Casey			Routing Symbol:AJV-A431			Date:09/12/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 690660 - 010	251					
Requirement/Remarks:						
Signature:			Routing Symbol:			Date:

ESV Details

Originating Office :AJV-A432		Airspace Docket Number :		Request Type :Establish		
Facility Data						
Chart Name:IAP LDA M RWY 8		City:JUNEAU		Ident:JDL		State:AK
Type/Class: DME		Frequency: M997		Reference Number: 25091520		
Extended Service Volume Data: (Requesting Officer)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	
FAA 713527 - 008	251		22	68	100	
Requirement: AZOGO LDA M RWY 8 SPECIAL IAP						
Signature:Mitchell Tyler			Routing Symbol:AJV-A442			Date:09/16/2025
Extended Service Volume Data: (FIFO)						
ESV ID	Radial 1	Radial 2	Distance	Minimum Altitude	Maximum Altitude	Action Type
FAA 713527 - 008	251					
Requirement/Remarks:						
Signature:			Routing Symbol:			Date:



AIRPORT ID: PAJN
AIRPORT NAME: JUNEAU INTL
CITY/STATE: JUNEAU/ALASKA
PROC ID: LDA M RWY 08 SPECIAL
AMDT: 12
SCALE: 500,000



air traffic advisory to
 Sep 15. Declare intentions
 on CTAF 122.9

Juneau - Gastineau - Glacier areas.
 Extensive air tour traffic SFC to 8000' MSL.
 See Juneau High Intensity Area
 graphic (opposite side) for CTAF boundaries.

PT Initial: Procedure Turn
 TERRAIN+AAO (4945)
 TP3582505

Missed Level Surface
 TERRAIN+AAO (4006)
 TP4861628

LDA BARLO to FTP36007
 TERRAIN+AAO (571)
 TP1025

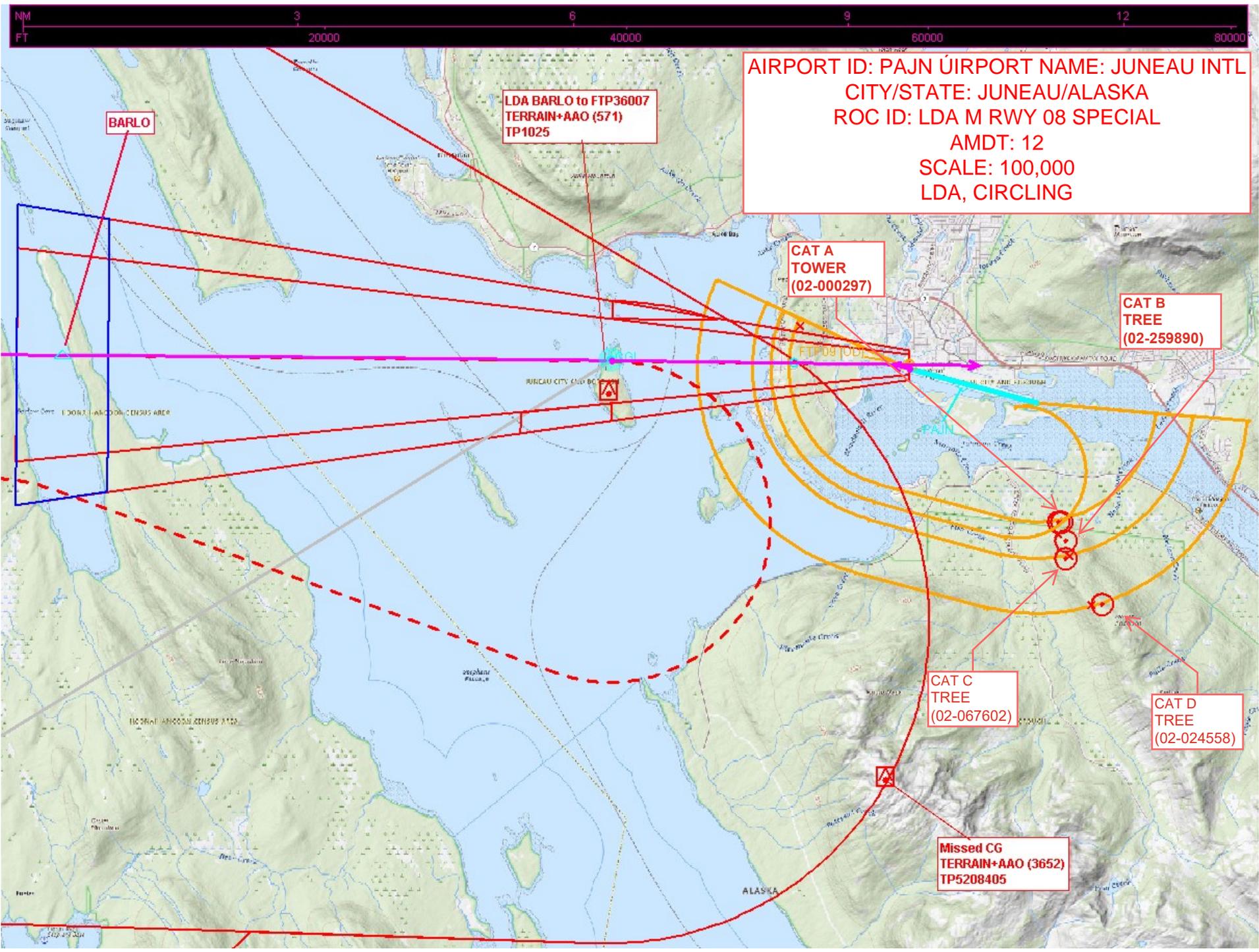
See Juneau Inset (left) & Juneau High Density Traffic
 Area graphic (opposite side) for detail & information.

6000' NMD
 212' CGL

Missed CG
 TERRAIN+AAO (3652)
 TP5208405

Magnetic disturbance of as much as
 10° from normal variation have been
 observed in the vicinity of Grave Point.

AIRPORT ID: PAJN AIRPORT NAME: **JUNEAU INTL**
 CITY/STATE: **JUNEAU/ALASKA**
 ROC ID: **LDA M RWY 08 SPECIAL**
 AMDT: **12**
 SCALE: **500,000**
 FINAL/ ARRIVAL HOLD



AIRPORT ID: PAJN AIRPORT NAME: JUNEAU INTL
CITY/STATE: JUNEAU/ALASKA
ROC ID: LDA M RWY 08 SPECIAL
AMDT: 12
SCALE: 100,000
LDA, CIRCLING

BARLO

LDA BARLO to FTP36007
TERRAIN+AAO (571)
TP1025

CAT A
TOWER
(02-000297)

CAT B
TREE
(02-259890)

CAT C
TREE
(02-067602)

CAT D
TREE
(02-024558)

Missed CG
TERRAIN+AAO (3652)
TP5208405