

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/02/2025	APWS Task ID: FE0E2EFB848E4293824B877955C4BB79	APWS Project ID: 283E2EEC5D6047EFB44AE3FA26B77EA5
Procedure: RNAV (GPS) T RWY 8 AMDT 1 (SPECIAL)	Enroute: NO	Specialist: Nesbitt, Cole	Agreement Number:		
Airport ID: PAJN	Airport City: JUNEAU	State: AK			
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

AMENDMENT COMPLETED USING ACTIVE AIRNAV DATA.

EEF NDB DECOMMISSIONING.

MULTIPLE WAIVERS AND APPROVAL REQUESTS REQUIRED.

CONTACT CASEY HILL: 405-954-0624.

8260-2 ASORT

9/9/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/18/2025.

1. REMOVED EEF FROM FIX MAKE-UP FACILITIES AND ALL FIX USE.
2. FIX MAKE-UP FACILITIES: UPDATED FAC 1 DME FROM NM 37.44 TO 37.45.
3. REMARKS: ADDED HOLDING PAT 1 ESTABLISHED FOR ATC FLOW CONTROL.
4. FIX USE: UPDATED LDA Z RWY 8 TO LDA M RWY 8.
5. FIX USE: CHANGED SPECIAL IAP LDA M RWY 8 FAC FROM 2 TO 1.



8260-2 DIBOL

9/11/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/18/2025.

1. REMOVED SPECIAL IAP LDA Z RWY 8 AT PAJN FROM FIX USE.
2. REMOVED IAP LDA X RWY 8 AT PAJN FROM FIX USE.
3. REMOVED INT AND DME FROM FIX TYPE.
4. REMOVED ALL FIX MAKE-UP FACILITIES.
5. REMOVED I-JDL ESV.
6. REMOVED ALL REMARKS.
7. REMOVED IAP FROM REQUIRED CHARTING.

08/05/2025: THIS IS AN UPDATE COPY OF THE FORM DEVELOPED ON 04/30/2025.

1. REMOVED NOTE: STRAIGHT-IN RWY 8 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.
2. ADDED NOTE: RWY 8 AT NIGHT, OPERATIONAL VGSI REQUIRED. UPON REACHING MDA, DO NOT DESCEND UNTIL ON OR ABOVE THE GLIDEPATH TO THRESHOLD.

11/07/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/30/2025.

1. CHART NOTE CHANGED FROM "WHEN JNU/PAJN ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA".



1. FLIGHT PROCEDURE IDENTIFICATION:

Juneau, AK
(PAJN) Juneau Int'l
RNAV (GPS) T Rwy 8 (Special)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260-58C Para 3-2-2 Alignment. a. Straight-in with offset alignment. (3) Offset > 10 deg and < or = 20 deg. The course must cross rwy centerline extended at least 3000 ft prior to the LPT (5200 ft max).

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

The procedure is offset from Rwy centerline by 13.77 deg but it is aligned with the Rwy 8 lead-in lights as well as the Rwy 8 VASI. The final approach segment has a "Fly Visual to Airport" portion from the missed approach point to the threshold of 3.2 NM. Preserving the alignment with the lead-in lights and VASI was deemed an operational advantage over adjusting the final to cross centerline 3000 ft from the threshold.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The procedure, as currently aligned, takes advantage of the lead-in light guidance and the non-standard VASI configuration. Both of these visual aids are specially configured to support Rwy 8 arrivals. When paired, they increase the flyability of the procedure by offering protection from rapidly rising terrain left of course.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Adjusting final to cross runway centerline extended 3000 ft from the threshold while losing guidance provided by lead-in lights and non-standard VASIs would be an overall operational disadvantage.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ZAN

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

Digitally signed by

CASEY D HILL

Jun 23, 2025

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

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 RNAV (GPS) T RWY 8 (SPECIAL)		
2. Waiver Required and Applicable Standard: Reduce size of circling obstacle evaluation areas. FAAO 8260.3, Volume 1, para 260, Change 21.		
3. Reason for Waiver (<i>Justification for nonstandard treatment</i>): Larger circling areas required by FAAO 8260.3, Volume 1, para 260, Change 21 has an adverse impact on this special procedure. Retaining old circling area criteria will allow retention of current minima. During winter months, air service is the primary means of access to the city of Juneau. Request to use the following radius for circling obstacle evaluation areas, radius are drawn from end of each runway and connected with tangent lines: CAT A - 1.3 NM CAT B - 1.5 NM CAT C - 1.7 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 aircrew training is required and will include detailed information on execution of circling maneuvers and the associated performance requirements. 3. All users must provide demonstrated ability that the aircraft to be used are capable of the circling maneuvers 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 <i>LR</i>		
7. SUBMITTED BY		
DATE: FEB 07 2014	Office Identification: AJV-35	Title: Manager, Terminal Products Group
		Signature: <i>[Signature]</i> GREG YAMAMOTO

INFORMATION ONLY

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:

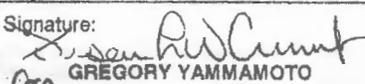
Signature:

 Gary L. Powell

Signed By: Gary L. Powell
Tue Apr 22 2014 08:42:50 GMT-0400 (Eastern Daylight Time)

SIGN HERE

INFO 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 RNAV (GPS) T Rwy 8, Orig					
2. Waiver Required and Applicable Standard: FAAO 8260.54A, Chapter 6. Missed Approach Section 2, request to use the 8260.3B, Table 5, Turning Missed Approach Radil, 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. To permit CAT C operations. 2. Rapidly rising terrain to the North, East and South of the airport requires a reduced turn radius to avoid that terrain. 3. Request use of 1 NM flight path (R1), with a 2 NM obstruction radius (R2). 4. 8260.54A missed approach construction does not allow for a 2 NM obstruction radius. 5. 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. 4. There is no climb gradient required on the missed approach. 5. 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 Standards", will be added to the procedure. 6. The Missed approach is constructed using a 1 NM turn radius with a 2 NM obstruction radius, the OCS starts at the latest fix received point at the MAP. The outside tie back is 15 degrees offset from the final approach course. The inside tieback is 15 degrees offset from the 2 NM arc tangent point to the first WP. This method evaluates more obstruction area than the current criteria with the exception of the first turn. 7. 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>A</u>					
7. SUBMITTED BY					
DATE:	Office Identification: AJV 35	Title: TERMINAL PRODUCTS GROUP	Signature:  GREGORY YAMAMOTO		

INFO ONLY

8. CONTINUATION

Comments:

9. AFS ACTION

<input checked="" type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Approval based on equivalent level of safety block 4:

Date:

Routing Symbol:

Signature:

Gary L. Powell

Signed By: Gary L. Powell
Wed Oct 24 2012 11:40:03 GMT-0400 (Eastern Daylight Time)

SIGN HERE

AL-1191 (FAA)

RNAV (GPS) T RWY 8

JUNEAU INTL (JNU) (PAJN)

APP CRS	Rwy Ldg	8457
071°	TDZE	25
	Apt Elev	25

RNP APCH - GPS.

⚠ Circling NA north of Rwy 8-26. Rwy 8 helicopter visibility reduction below 1 SM NA. When JNU/PAJN altimeter setting not received, procedure NA. Circling NA at night. Use of this procedure requires specific authorization by FAA Flight Standards.

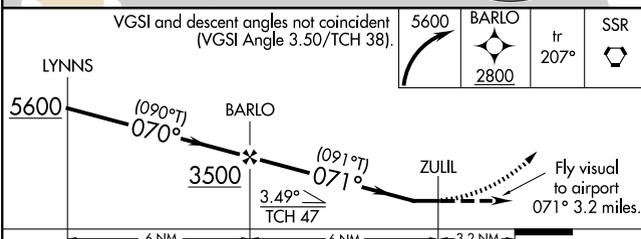
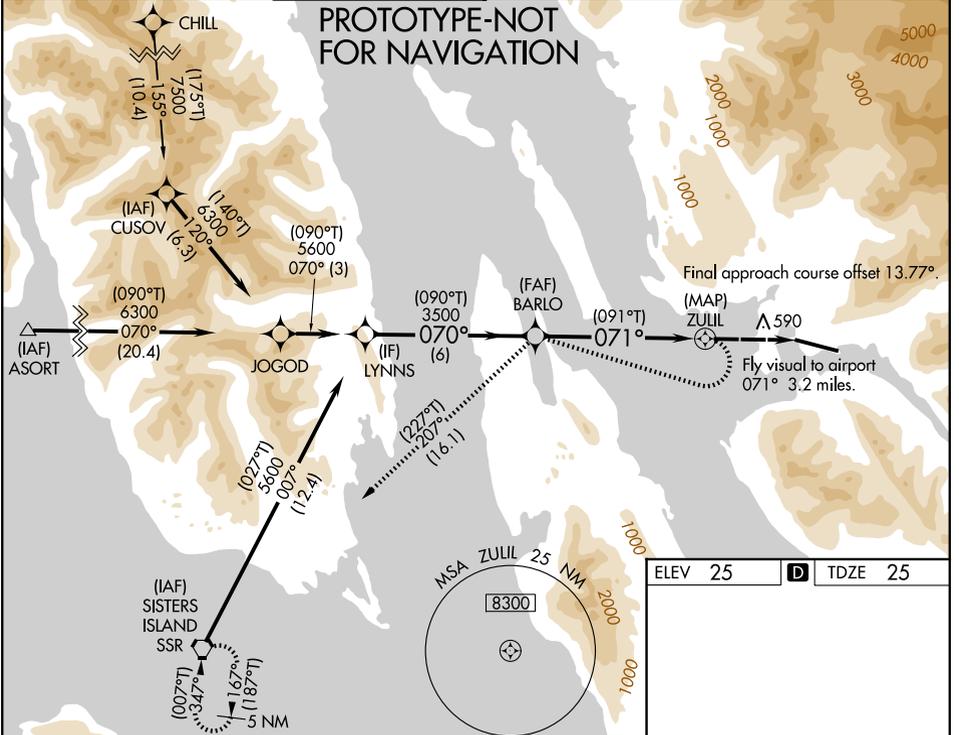
⚠ **1°C** Caution: Any go-around after passing MAP will not provide standard obstruction clearance. If lead-in lights are not visible at the MAP, execute missed approach. Procedure NA when winds exceed 30K from 300 to 360 degrees. For inop lead-in lights, increase all visibilities to 4 miles. Straight-in Rwy 8 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSF

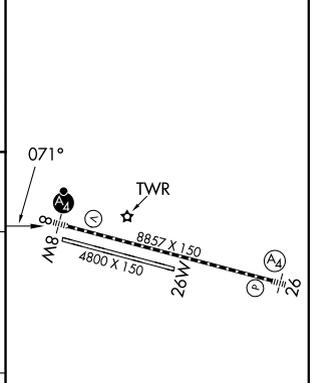


MISSED APPROACH:
Immediate climbing right turn (do not exceed a ground track radius of 1 NM) to 5600 direct BARLO, cross BARLO at or above 2800 and on track 207° to SSR VORTAC and hold.

ATIS	ANCHORAGE CENTER	JUNEAU TOWER*	GND CON	CLNC DEL	JUNEAU RADIO	UNICOM
135.2	133.9	118.7 (CTAF) 0 278.3	121.9	121.9	122.2	122.95



ELEV 25	D	TDZE 25
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CATEGORY	A	B	C	D
LNAV MDA	1040-2 1015 (1100-2)			NA
CIRCLING	1040-3 1015 (1100-3)	1180-3 1155 (1200-3)	1660-3 1635 (1700-3)	NA

RLS Rwy 8
HIRL Rwy 8-26 **0**
REIL Rwy 8 and 26 **0**

Cannot find the active TPP OLD

JUNEAU, ALASKA

FIG

RNAV (GPS) T RWY 8
JUNEAU INTL (JNU)(PAJN)

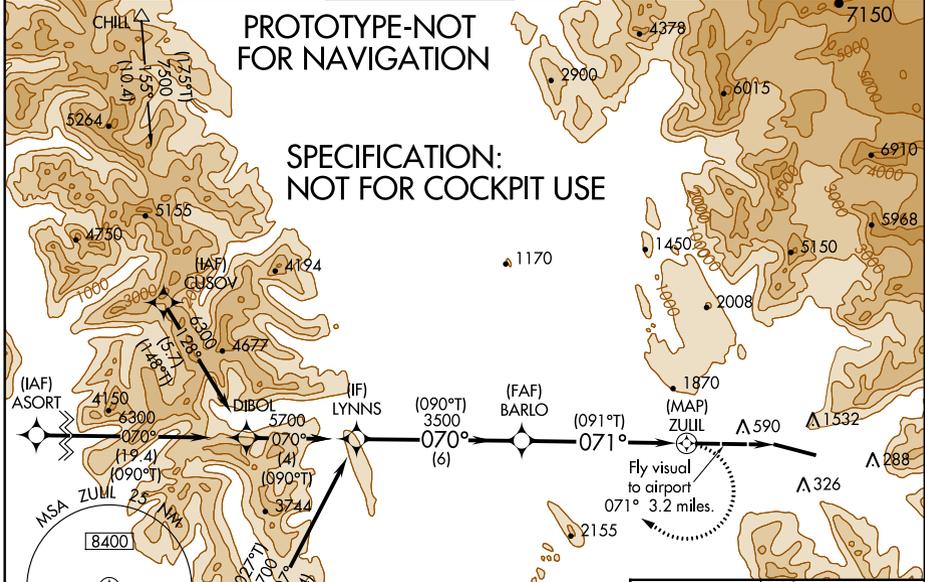
APP CRS 071°	Rwy Idg TDZE Apt Elev	8457 25 25
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RNP APCH - GPS.

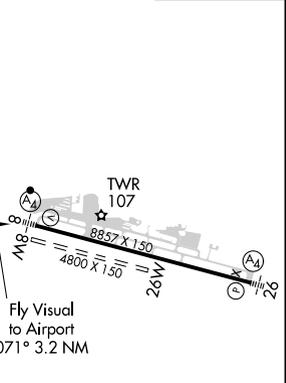
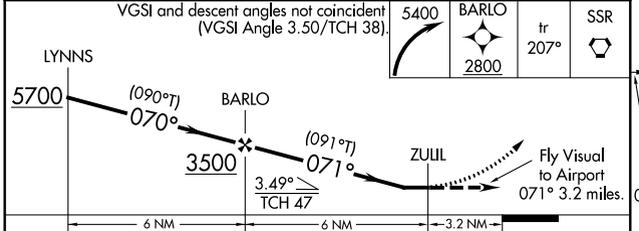
NA Circling NA N of Rwy 8-26. Straight-in Rwy 8 NA at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Rwy 8 helicopter visibility reduction below 1 SM NA. Use of this procedure requires specific authorization by FAA Flight Standards. Caution: any go-around after passing MAP will not provide standard obstruction clearance. If lead-in lights are not visible at the map, execute missed approach. Procedure NA when winds exceed 30 KTS from 300° to 360° degrees. For inop lead-in lights, increase all visibilities to 4 miles.

MISSED APPROACH:
Immediate climbing right turn (do not exceed a ground track radius of 1 NM) to 5600 direct BARLO, cross BARLO at or above 2800 and on track 207° to SSR VORTAC and hold.

ATIS 135.2	ANCHORAGE CENTER 133.9	JUNEAU TOWER ★ 118.7 (CTAF) 278.3	GND CON 121.9	CLNC DEL 121.9	JUNEAU RADIO 122.2 243.0
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ELEV 25	TDZE 25
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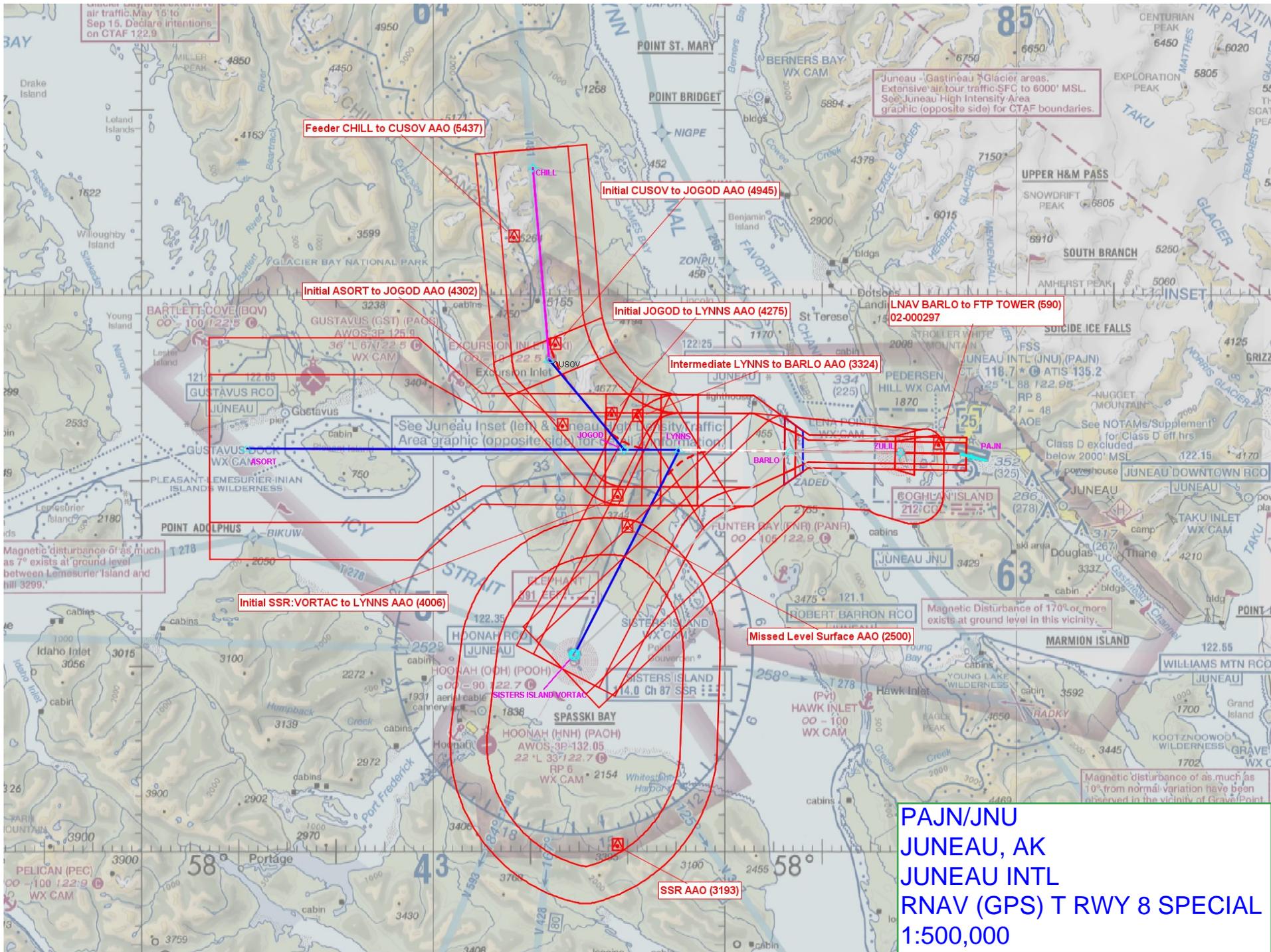
CATEGORY	A	B	C	D
RNAV MDA	1040-2	1015 (1100-2)		NA
CIRCLING	1040-3 1015 (1100-3)	1180-3 1155 (1200-3)	1660-3 1635 (1700-3)	NA

RLS Rwy 8
REIL Rwy 8 and 26
HIRL Rwy 8-26

JUNEAU, ALASKA
Orig-B FIG

58°21'N-134°35'W

JUNEAU INTL (JNU)(PAJN)
RNAV (GPS) T RWY 8



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

Juneau - Gastineau *Glacier areas. Extensive air tour traffic SFC to 6000' MSL. See Juneau High Intensity Area graphic (opposite side) for CTAF boundaries.

Feeder CHILL to CUSOV AAO (5437)

Initial CUSOV to JOGOD AAO (4945)

Initial ASORT to JOGOD AAO (4302)

Initial JOGOD to LYNNIS AAO (4275)

RNAV BARLO to FTP TOWER (590) 02-000297

Intermediate LYNNIS to BARLO AAO (3324)

See Juneau Inset (left & near right) for High Intensity traffic Area graphic (opposite side) for 541 information

Magnetic disturbance of as much as 7° exists at ground level between Lemesurier Island and hill 3299.

Initial SSR: VORTAC to LYNNIS AAO (4006)

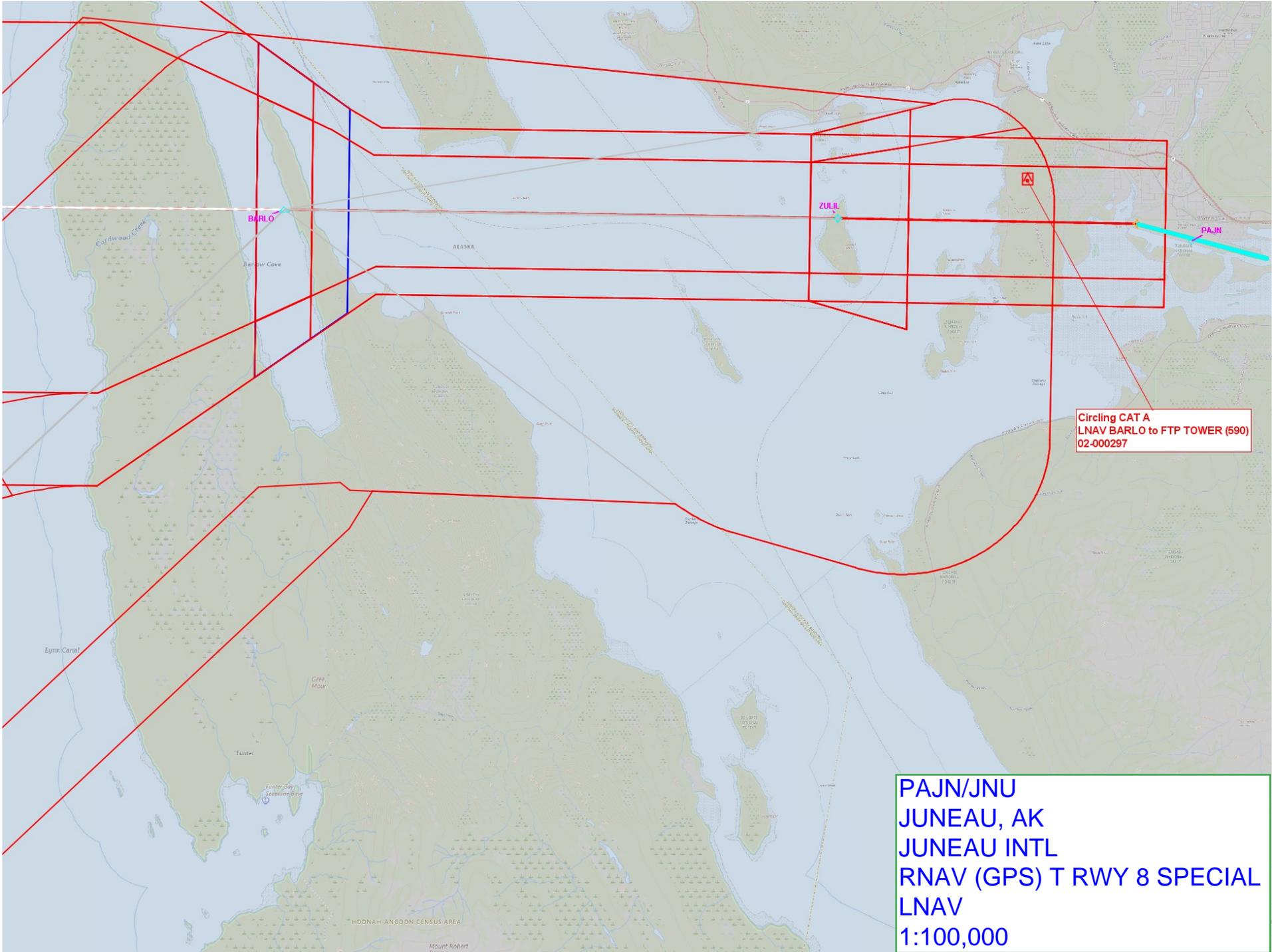
Magnetic Disturbance of 170° or more exists at ground level in this vicinity.

Missed Level Surface AAO (2500)

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

PAJN/JNU
 JUNEAU, AK
 JUNEAU INTL
 RNAV (GPS) T RWY 8 SPECIAL
 1:500,000

SSR AAO (3193)



Circling CAT A
LNAV BARLO to FTP TOWER (590)
02-00297

PAJN/JNU
JUNEAU, AK
JUNEAU INTL
RNAV (GPS) T RWY 8 SPECIAL
LNAV
1:100,000

