

## **Laminar Research X-Plane 11 landing competition – FsExpo 2019, Orlando, Florida**

Welcome, Captains, to the X-Plane landing competition!

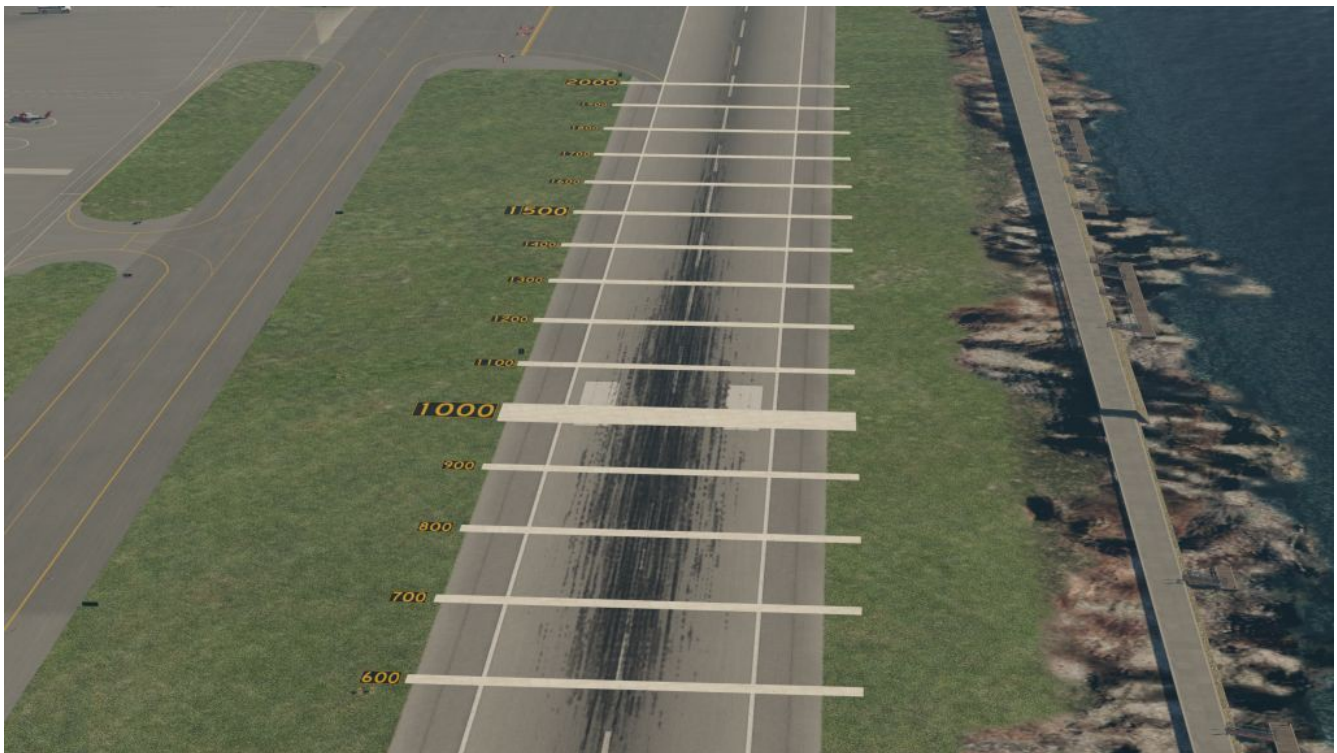
Here is your briefing:

You are tasked with landing a 737-800 NG airliner at PAJN, Juneau, Alaska.

Runway in use is 08 – you will fly the challenging LDA X RWY 8 approach. It features an instrument part with lateral localizer guidance to a point just 3.2 NM short of the threshold. Then you will have to rely on your manual flying skills to crest a ridge, align with the runway and smoothly touch down at 1000 feet downrange. The approach is offset almost 14 degrees from the runway direction.

You can view the instrument plate on the back of this leaflet – but the instrument approach is not part of the grading for this challenge!

There is a special marking applied to this airport just for this landing competition – it is not at Juneau in real life.



Every landing will be reviewed and critiqued with the replay feature for everyone's viewing pleasure – and the determination of the touchdown location. Touchdown vertical speed will be assessed with the aid of the well known “landing speed plugin”.



Crashing or touching down outside the runway, short of 500 feet or longer than 2000 feet will disqualify the attempt – at least in the eyes of one of the judges ;-)!

There will be three judges altogether – with each of them emphasizing and evaluating a bit different. What impresses one of them – may bore the next ;-). They will each grade your approach and landing with their own grade, ranging from 1 to 10. The sum will be your total score.

The flight will start a few miles from the runway at ca. 2500 feet. The aircraft is fully configured for landing – all you need to do is take over and land. Consider the final checklist read – we will arm the speedbrake for you.

Once you are visual with the airfield you can maneuver accordingly. There are some “lead in lights” to be seen in darker conditions to help you find the correct lateral path, but it is not acceptable to deviate a bit to the left to achieve an early centerline establishment – there is high terrain there and you will lose the VASI guidance if you

deviate too far from the offset approach path!

The approach has a vertical angle of roughly 4 degrees – losing 3700 feet in 9.3 NM. This is about one third steeper than a normal ILS approach!

Here are some ballpark pitch and power values for you to help you fly a stabilized approach (airplane weight is 132,000lbs for the 737,...):

Target speed:	145kts
Target pitch:	0 degrees
Target power:	61.0% N1
Target rate of descent:	1000 feet/min

Memorize these values and you will easily fly to a stable approach!

Weather is set as CAVOK and wind is 090/12.



**Good luck and happy landings!**

## **The Finals!**

The final contestants will battle for the top gun spot at harsher conditions:

The approach and starting point are the same – but there will be clouds above, intermittent rain, less visibility (10km) and the wind is a bit stronger (120/17).

In addition the approach starts just a few minutes before sunrise – so you will have to rely on your instrument skills until you are able to make out the terrain.



JUNEAU, ALASKA

AL-1191 (FAA)

14205

LOC/DME I-JDL <b>109.9</b> Chan <b>36</b>	APP CRS <b>071°</b>	Rwy Idg THRE <b>25</b> Apt Elev <b>26</b>
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# LDA X RWY 8

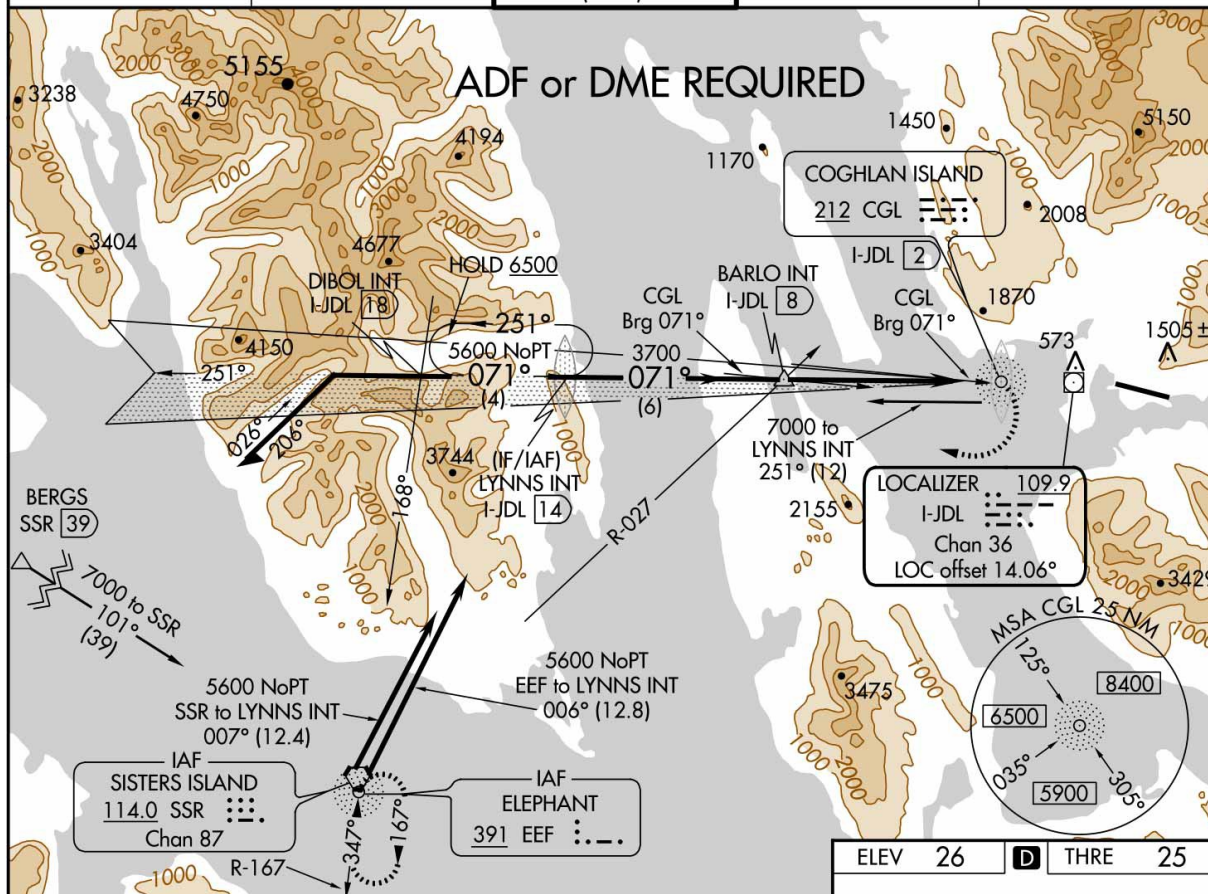
## JUNEAU INTL (JNU) (PAJN)

**T** When VGSI inop, procedure NA at night. Circling NA north of Rwy 8/26. ADF required. CAUTION: Any go-around after passing MAP will not provide standard obstruction clearance.



**MISSED APPROACH:** Immediate climbing right turn to 5600 on heading 310° and on CGL NDB Brg-251° to intercept SSR VORTAC R-027 direct SSR VORTAC or EEF NDB and hold.

ATIS <b>135.2</b>	ANCHORAGE CENTER <b>133.9</b>	JUNEAU TOWER★ <b>118.7 (CTAF) 278.3</b>	GND CON <b>121.9</b>	JUNEAU RADIO <b>122.2</b>
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AK, 24 JUL 2014 to 18 SEP 2014

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Remain within 10 NM

LYNNS INT I-JDL 14

251°

6300

DIBOL INT I-JDL 18

6300

071°

5600

BARLO INT I-JDL 8

3700

CGL NDB I-JDL 2

4 NM

6 NM

6 NM

3.2 NM

Use I-JDL DME when on LDA course.

CATEGORY	A	B	C	D
S-LDA 8	3200-4	3175 (3200-4)		NA
CIRCLING	3200-4	3174 (3200-4)	3340-4 3314 (3400-4)	3640-4 3614 (3700-4)
NIGHT MINIMUMS				
S-LDA 8	3200-4	3175 (3200-4)		NA
CIRCLING	3200-5 3174 (3200-5)	3200-10 3174 (3200-10)	3340-10 3314 (3400-10)	3640-10 3614 (3700-10)

Remain within 10 NM

LYNNS INT I-JDL 14

251°

6300

DIBOL INT I-JDL 18

6300

071°

5600

BARLO INT I-JDL 8

3700

CGL NDB I-JDL 2

4 NM

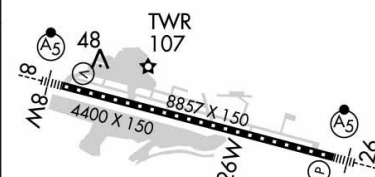
6 NM

6 NM

3.2 NM

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NIGHT MINIMUMS				
S-LDA 8	3200-4	3175 (3200-4)		NA
CIRCLING	3200-5 3174 (3200-5)	3200-10 3174 (3200-10)	3340-10 3314 (3400-10)	3640-10 3614 (3700-10)



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

JUNEAU, ALASKA  
Amdt 12A 06FEB14

58°21'N-134°35'W

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