

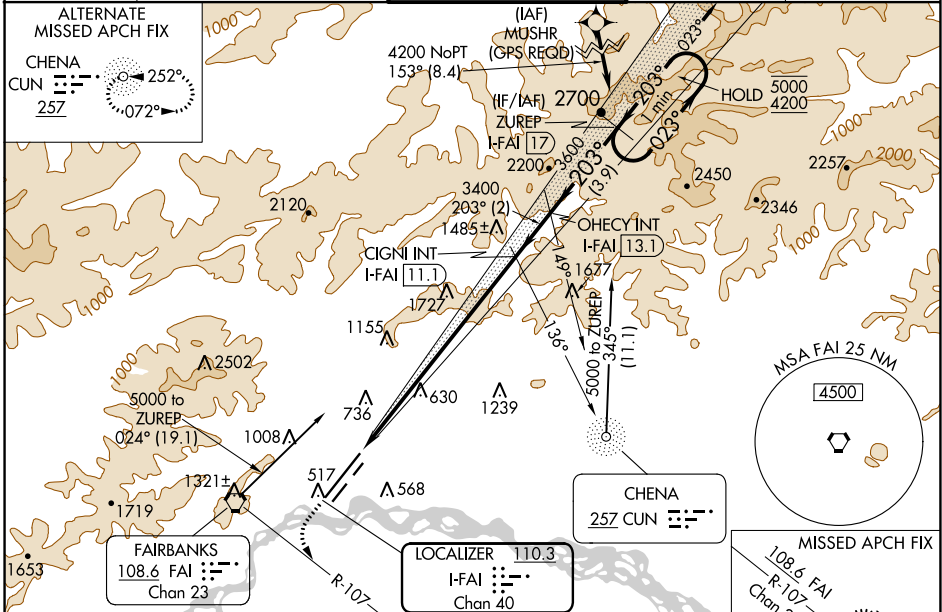
LOC/DME I-FAI <b>110.3</b> Chan <b>40</b>	APP CRS <b>203°</b>	Rwy Idg <b>11050</b> TDZE <b>439</b> Apt Elev <b>439</b>
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# ILS Z RWY 20R (SA CAT I & II)

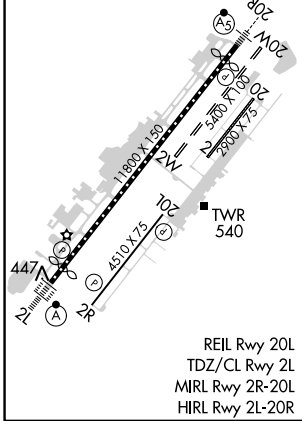
FAIRBANKS INTL (FAI) (PAFA)

DME required. DME required for procedure entry.		MALSR	MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNLK/FAI VORTAC 13 DME and hold.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.			

ATIS <b>124.4</b>	FAIRBANKS APP CON <b>125.35 363.2</b>	FAIRBANKS TOWER <b>118.3 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>127.6</b>
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ELEV 439	<b>D</b>	TDZE 439
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1100	3000	KRNLK	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 74).	ZUREP I-FAI (17)	One Minute Holding Pattern
↑	FAI R-107	△		OHECY INT I-FAI (13.1)	
Use I-FAI DME when on the localizer course.				CIGNI INT I-FAI (11.1)	
				3400	3600
				203°	023° → 5000
					← 203° 4200
					GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 20R	SA CAT I RA 149/14 150 DA 589			
S-ILS 20R	SA CAT II RA 99/12 100 DA 539			

## SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

AK, 05 SEP 2024 to 31 OCT 2024

AK, 05 SEP 2024 to 31 OCT 2024