ILS Z RWY 20R (SA CAT I & II)

FAIRBANKS INTL (FAI) (PAFA)

LOC/DME I-FAI	APP CRS	Rwy Ldg 11050
110.3	203°	TDZE 439
Chan 40		Apt Elev 439

DME required. DME required for procedure entry.

T -29°C

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.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAI VORTAC R-107 to KRNKL/FAI VORTAC 13 DME and hold.

ATIS	FAIRBANKS APP CON	FAIRBANKS TOWER	GND CON
124.4	125.35 363.2	118.3 257.8	121.9

ALTERNATE MISSED APCH FIX
CHENA CUN 257
252°
072°

(IAF) MUSHR (GPS REQD)
4200 NoPT
153° (8.4)
(IF/IAF) ZUREP
I-FAI 17
HOLD 5000 4200
1 min
023°
203°
3600
(3.9)
OHECY INT
I-FAI 13.1
3400
(2)
CIGNI INT
I-FAI 11.1
149°
136°
5000
345°
(11.1)
5000 to ZUREP
024°
(19.1)
630
MSA FAI 25 NM
4500
CHENA
257 CUN
FAIRBANKS
108.6 FAI
Chan 23
LOCALIZER 110.3
I-FAI
Chan 40
R-107
MISSED APCH FIX
108.6 FAI
R-107
Chan 23
107°
287°
KRNKL
FAI 13

ELEV 439 D TDZE 439

11800 X 150
5400 X 100
9000 X 75
4510 X 75
20L
20W
20R
2L
2W
2R
TWR

1100 | 3000 FAI R-107 | KRNKL

Use I-FAI DME when on the localizer course.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

ZUREP I-FAI 17
One Minute Holding Pattern
OHECY INT I-FAI 13.1
CIGNI INT I-FAI 11.1
023° 5000
203° 4200
3400
203°
3600
3400
GS 3.00°
TCH 56
1065'
9.1 NM
2 NM
3.9 NM

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			

REIL Rwy 20L
TDZL/RCLS Rwy 2L
MIRL Rwy 2R-20L
HIRL Rwy 2L-20R

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

AK, 29 OCT 2026 to 24 DEC 2026
AK, 29 OCT 2026 to 24 DEC 2026