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JEPPESEN
JeppView for Windows

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General Information

Location: FAIRBANKS AK USA
ICAO/IATA: PAFA / FAI
Lat/Long: N64° 48.92', W147° 51.40'
Elevation: 439 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 15.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1802 Z
Sunset: 0108 Z

Runway Information

Runway: 02
Length x Width: 2900 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 435 ft

Runway: 02L
Length x Width: 11800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 439 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 750 ft

Runway: 02R
Length x Width: 4510 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 434 ft
Lighting: Edge

Runway: 20
Length x Width: 2900 ft x 75 ft
Surface Type: gravel
TDZ-Elev: 435 ft

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Runway: 20L
Length x Width: 4510 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 435 ft
Lighting: Edge, REIL

Runway: 20R
Length x Width: 11800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 439 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 750 ft

Communication Information

ATIS: 124.400
Fairbanks Tower: 118.300
Fairbanks Tower: 25.780 Military
Fairbanks Ground: 121.900
Fairbanks Clearance Delivery: 127.600
Fairbanks Approach: 25.110 Military
Fairbanks Approach: 36.320 Initial Contact
Fairbanks Approach: 119.850 Secondary
Fairbanks Approach: 125.350 Initial Contact
Fairbanks Approach: 127.100
Fairbanks Terminal Radar Service Area: 127.100 (360°-179°)
Fairbanks Terminal Radar Service Area: 125.350 (180°-359°)
Fairbanks Terminal Radar Service Area: 36.320 (180°-359°) Military
Fairbanks Terminal Radar Service Area: 25.110 (360°-179°) Military
Fairbanks Departure: 25.110 Military
Fairbanks Departure: 32.710 Secondary Military
Fairbanks Departure: 33.827 Military
Fairbanks Departure: 36.320 Initial Contact Military
Fairbanks Departure: 125.350 Initial Contact
Fairbanks Departure: 127.100
Eielson Range Control: 126.300
Fairbanks FSS: 124.100
Eielson Range Control: 125.300
Fairbanks FSS: 132.650

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COLD TEMPERATURE RESTRICTED AIRPORT

Refer to FAA publications for method and application of cold temperature restrictions for procedures.

COLD TEMPERATURE CORRECTION TABLE

The temperature restriction depicted on affected approach indicates a cold temperature altitude correction is required for this procedure. When the reported temperature is at or below the published procedure restricted temperature use the following table to make manual corrections.

REPORTED TEMP	HEIGHT ABOVE AIRPORT (FEET)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

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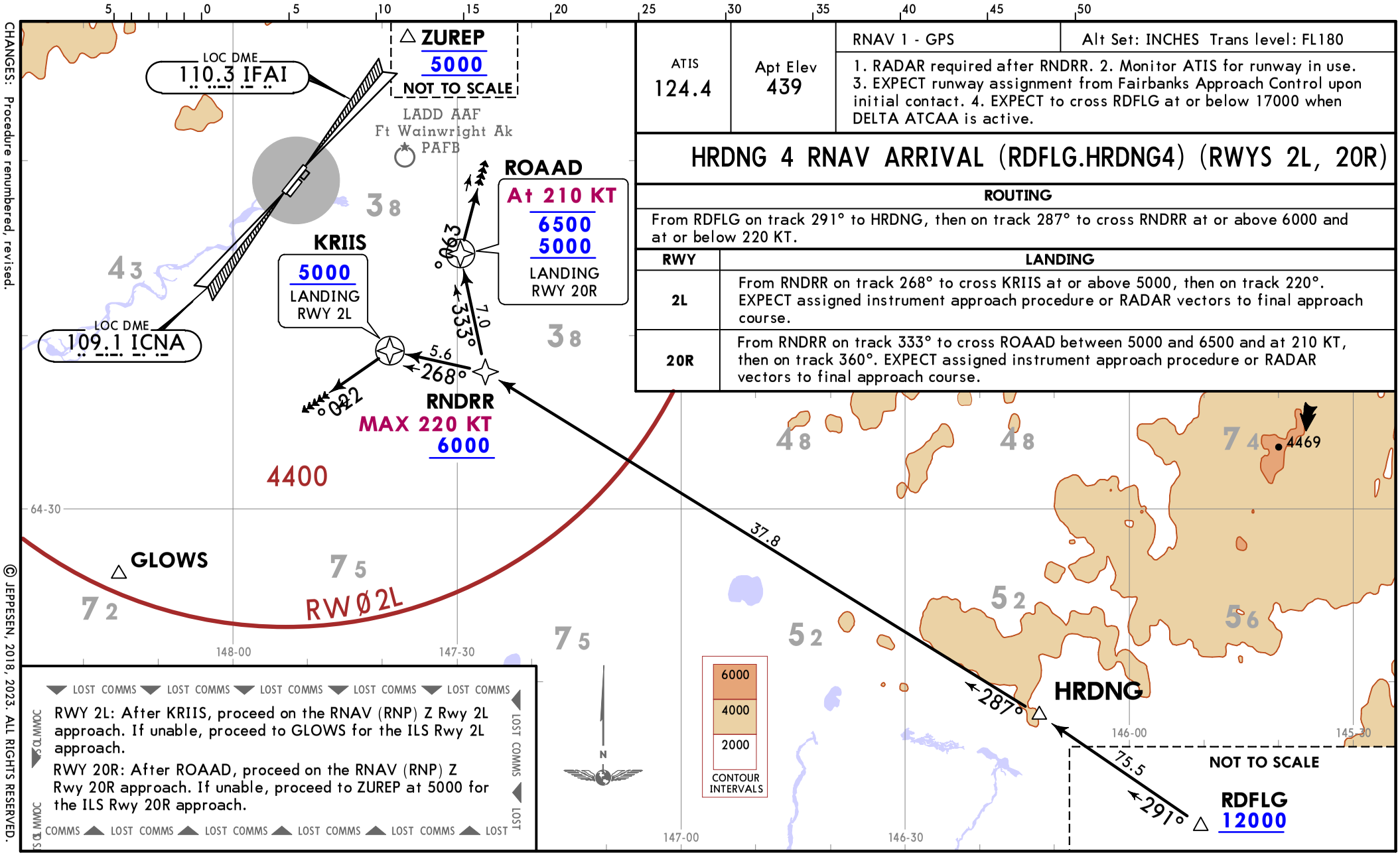
ATIS	Apt Elev	RNAV 1 - GPS	Alt Set: INCHES Trans level: FL180
124.4	439	1. RADAR required after RNDRR. 2. Monitor ATIS for runway in use. 3. EXPECT runway assignment from Fairbanks Approach Control upon initial contact. 4. EXPECT to cross RDFLG at or below 17000 when DELTA ATCAA is active.	

HRDNG 4 RNAV ARRIVAL (RDFLG.HRDNG4) (RWYS 2L, 20R)

ROUTING

From RDFLG on track 291° to HRDNG, then on track 287° to cross RNDRR at or above 6000 and at or below 220 KT.

RWY	LANDING
2L	From RNDRR on track 268° to cross KRIIS at or above 5000, then on track 220°. EXPECT assigned instrument approach procedure or RADAR vectors to final approach course.
20R	From RNDRR on track 333° to cross ROAAD between 5000 and 6500 and at 210 KT, then on track 360°. EXPECT assigned instrument approach procedure or RADAR vectors to final approach course.



RWY 2L: After KRIIS, proceed on the RNAV (RNP) Z Rwy 2L approach. If unable, proceed to GLOWS for the ILS Rwy 2L approach.

RWY 20R: After ROAAD, proceed on the RNAV (RNP) Z Rwy 20R approach. If unable, proceed to ZUREP at 5000 for the ILS Rwy 20R approach.

LOST COMMS

JEPPESEN
29 SEP 23
10-2
Eff 5 Oct

FAIRBANKS, ALASKA
RNAV STAR

CHANGES: Procedure renumbered, revised.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
29 SEP 23 (10-2A) Eff 5 Oct

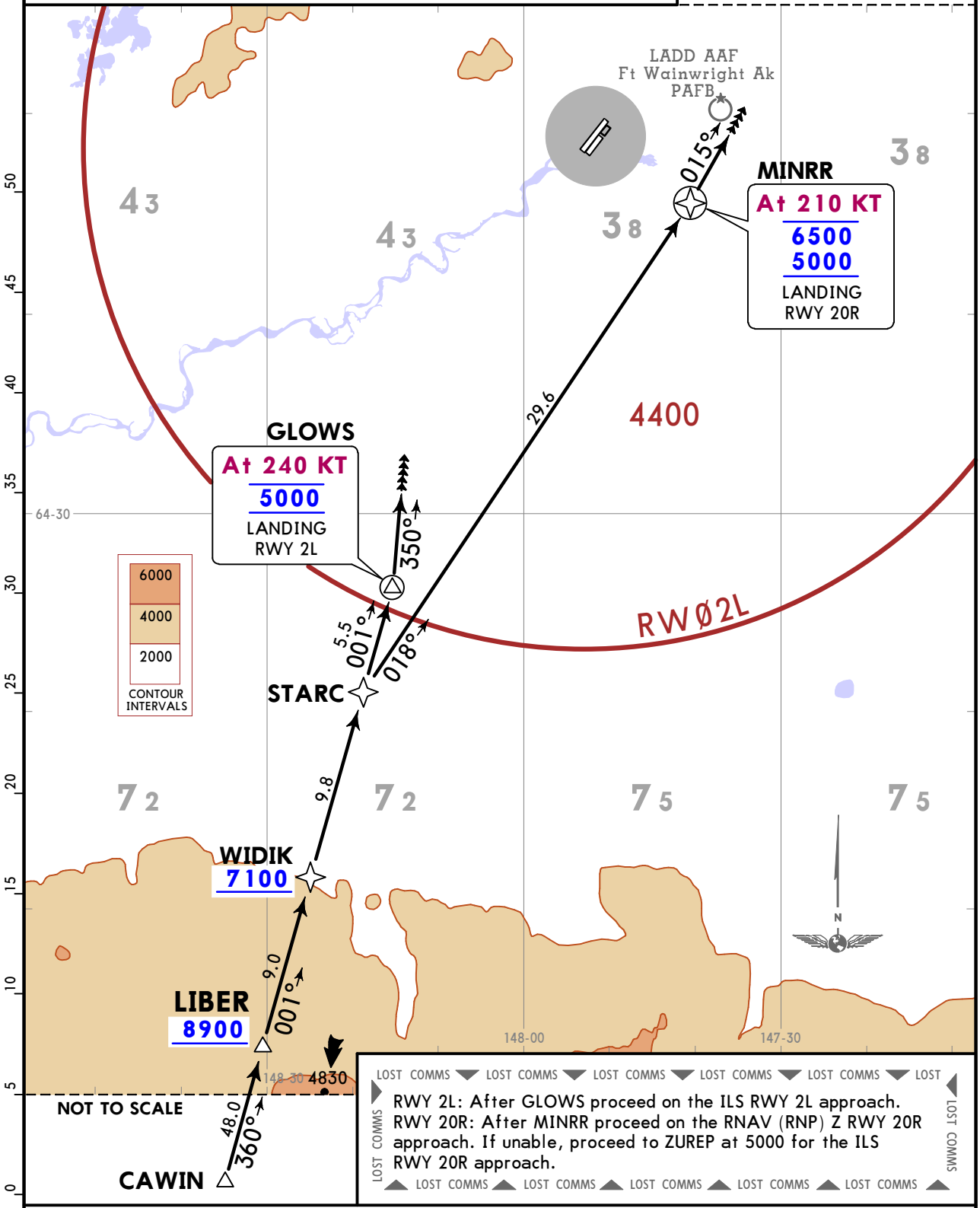
FAIRBANKS, ALASKA
RNAV STAR

ATIS	Apt Elev	RNAV 1 - GPS	Alt Set: INCHES Trans level: FL180
124.4	439	1. RADAR required after STARC. 2. Monitor ATIS for runway in use. 3. EXPECT runway assignment from Fairbanks Approach Control upon initial contact.	

LIBER 5 RNAV ARRIVAL (CAWIN.LIBER5) (RWYS 2L, 20R)

△ ZUREP 5000

NOT TO SCALE



ROUTING

From CAWIN on track 360° to cross LIBER at or above 8900, then on track 001° to cross WIDIK at or above 7100, then on track 001° to STARC.

RWY	LANDING
2L	From STARC on track 001° to cross GLOWS at 5000 and at 240 KT, then on track 350°. EXPECT assigned instrument approach or RADAR vectors to final approach course.
20R	From STARC on track 018° to cross MINRR between 5000 and 6500 and at 210 KT, then on track 015°. EXPECT assigned instrument approach or RADAR vectors to final approach course.

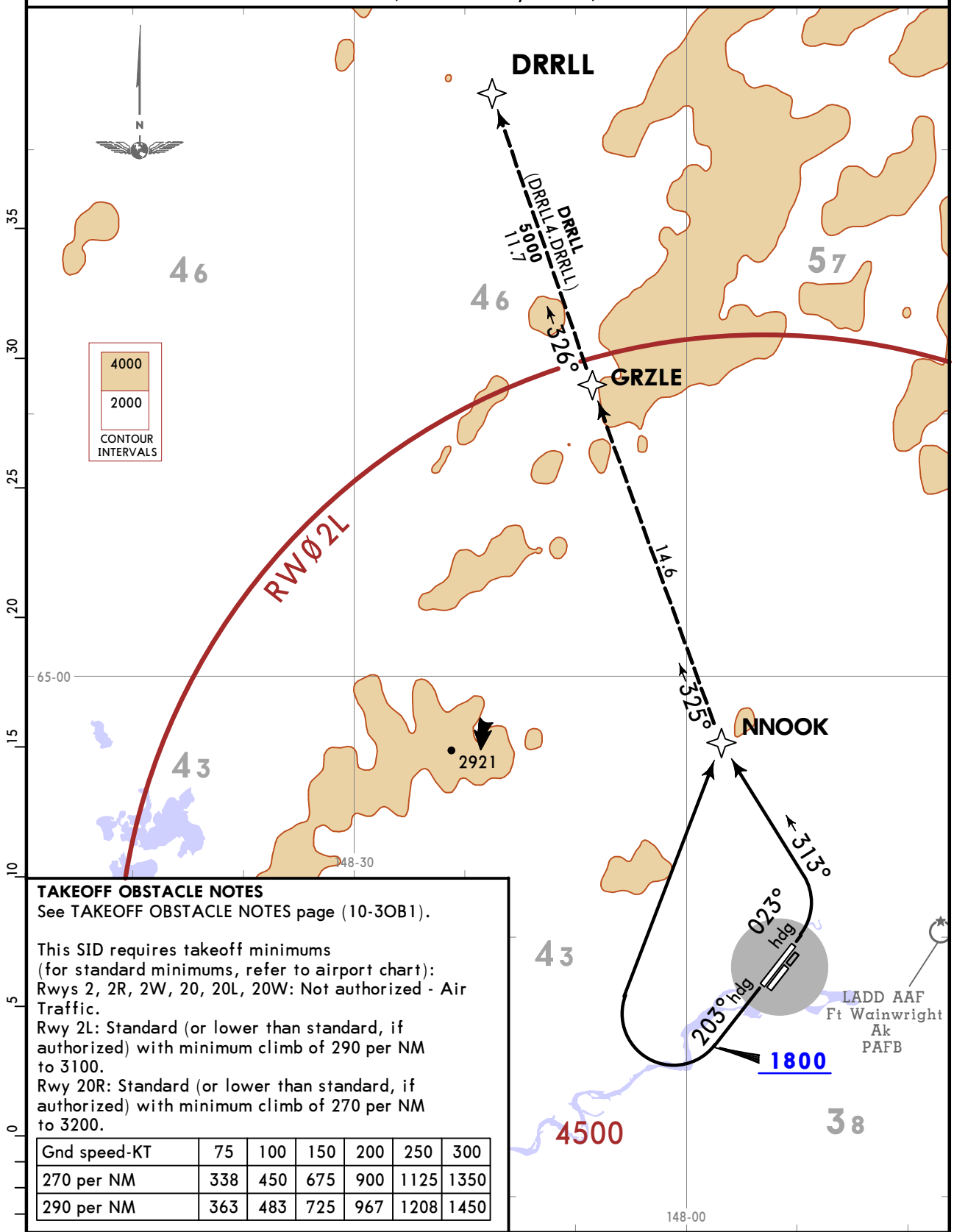
CHANGES: Procedure renumbered, revised.

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FAIRBANKS Departure (R) 360°-179° 127.1	180°-359° 125.35	Apt Elev 439	Trans alt: 18000
			RNAV 1 GPS required

DRRLL 4 RNAV DEPARTURE (DRRLL4.DRRLL)
(RWYS 2L, 20R)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
Rwys 2, 2R, 2W, 20, 20L, 20W: Not authorized - Air Traffic.
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 290 per NM to 3100.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 270 per NM to 3200.

Gnd speed-KT	75	100	150	200	250	300
270 per NM	338	450	675	900	1125	1350
290 per NM	363	483	725	967	1208	1450

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb heading 023° to intercept course 313° to NNOOK.	Assigned by ATC
20R	Climb heading 203° to 1800, then climbing RIGHT turn direct NNOOK.	

ROUTING

From NNOOK, on track 325° to GRZLE, then on DRRLL transition, MAINTAIN ATC assigned altitude, EXPECT filed altitude 10 minutes after departure.

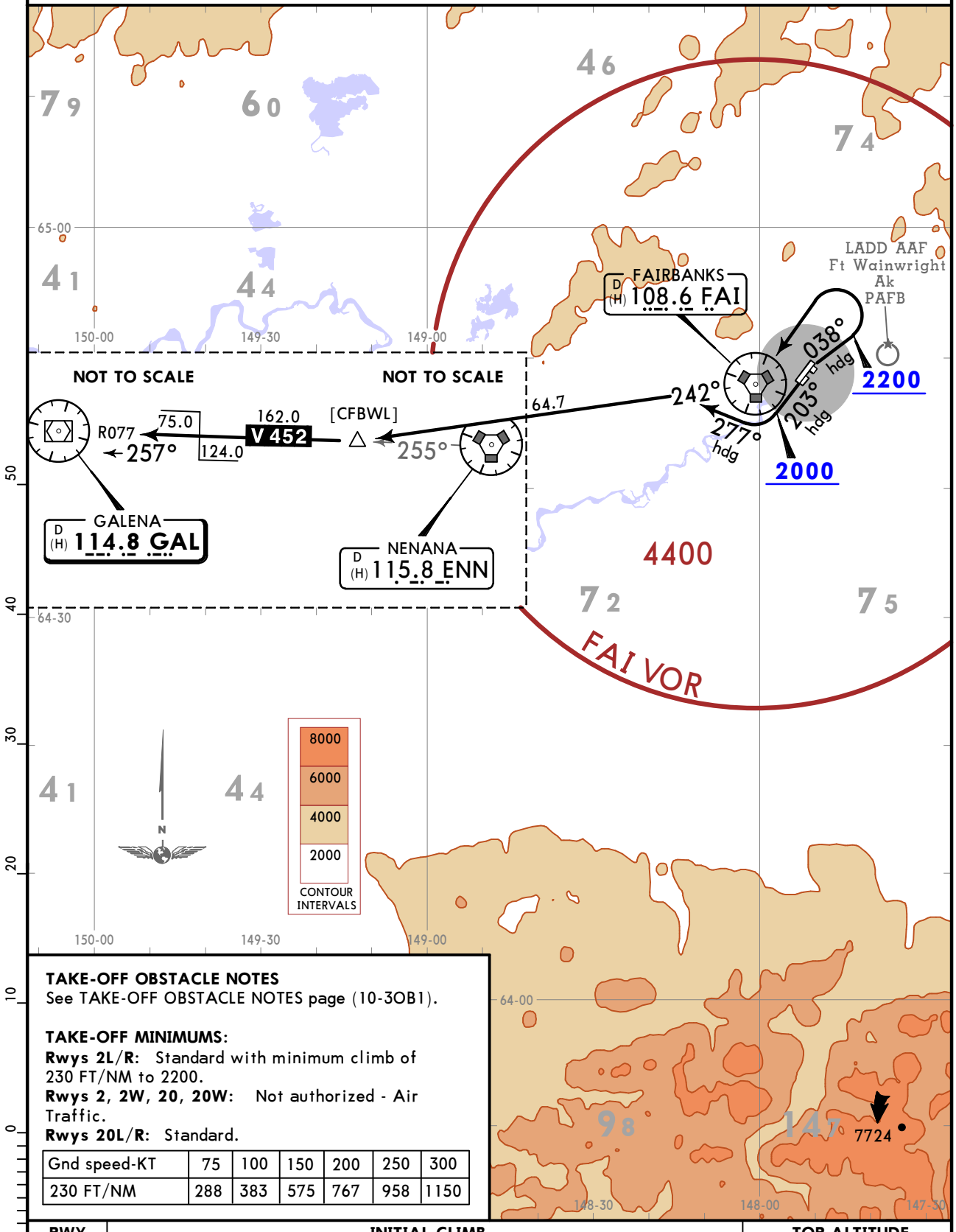
CHANGES: None.

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FAIRBANKS Departure (R)		Apt Elev	Trans alt: 18000
360°-179°	180°-359°	439	DME required.
127.1	125.35		

GALENA 8 DEPARTURE (GLEEN8.GLEEN)
(RWYS 2L/R, 20L/R)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 2L/R: Standard with minimum climb of 230 FT/NM to 2200.
Rwys 2, 2W, 20, 20W: Not authorized - Air Traffic.
Rwys 20L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150

RWY	INITIAL CLIMB	TOP ALTITUDE
2L/R	Climb on heading 038° to 2200, then LEFT turn direct FAI VOR.	Assigned by ATC
20L/R	Climb on heading 203° to 2000, then RIGHT turn heading 277°.	

ROUTING

Intercept FAI R242 to ENN R255, then on ENN R255 and GAL R077 to GAL VOR, then continue climb on assigned route and altitude.

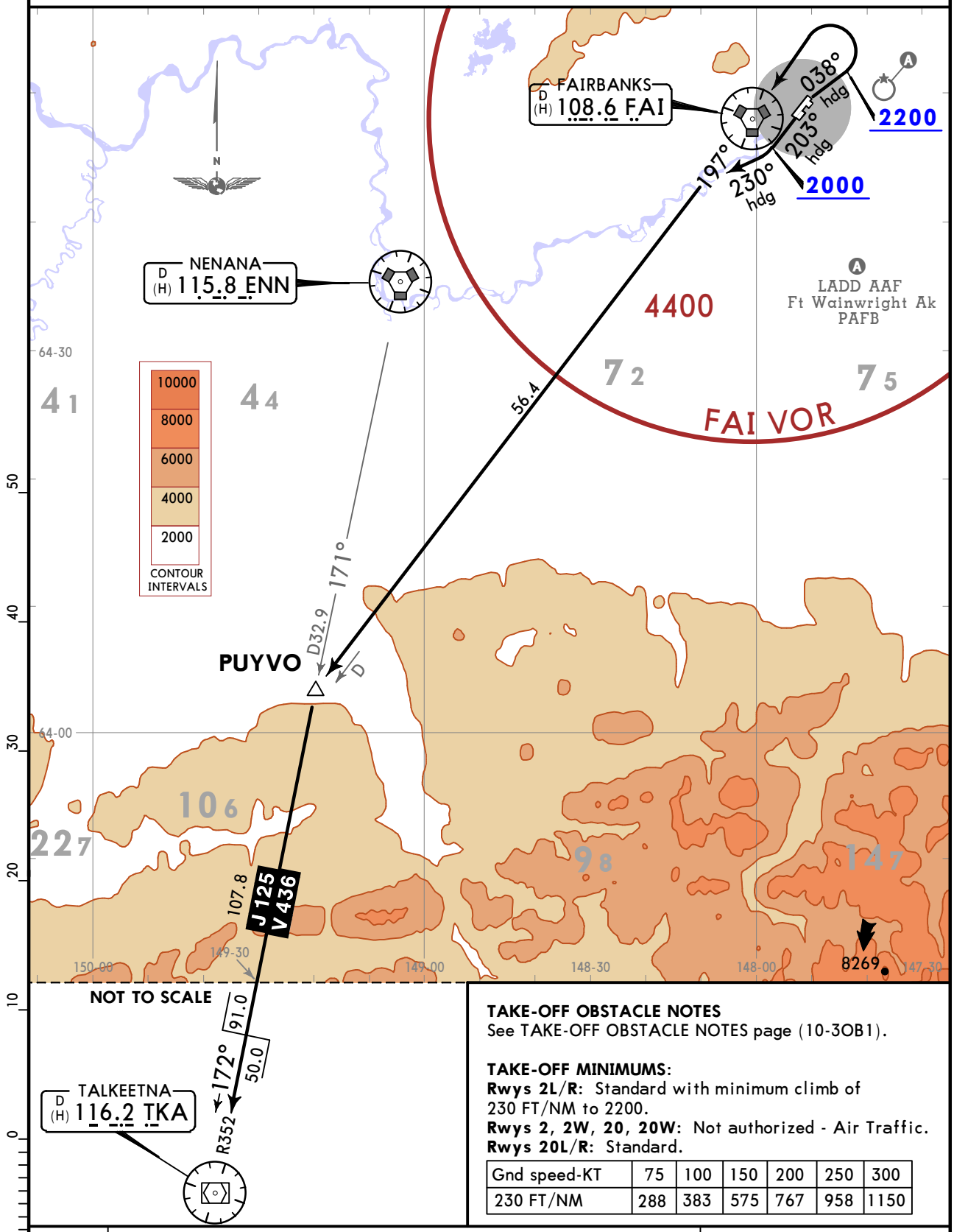
CHANGES: Procedure renumbered, GAL VOR radial, MSA, text.

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FAIRBANKS Departure (R) 360°-179°	FAIRBANKS Departure (R) 180°-359°	Apt Elev	Trans alt: 18000
127.1	125.35	439	1. RADAR required. 2. DME required.

McKINLEY 4 DEPARTURE (MKNLY4.TKA)
(RWYS 2L/R, 20L/R)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwys 2L/R: Standard with minimum climb of 230 FT/NM to 2200.
Rwys 2, 2W, 20, 20W: Not authorized - Air Traffic.
Rwys 20L/R: Standard.

Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150

RWY	INITIAL CLIMB	TOP ALTITUDE
2L/R	Climb on heading 038° to 2200, then LEFT turn direct FAI VOR.	Assigned by ATC
20L/R	Climb on heading 203° to 2000, then RIGHT turn heading 230°.	

ROUTING

Intercept FAI R197 to PUYVO/D56.4 FAI, then on ENN R171 and TKA R352 to TKA VOR, MAINTAIN ATC assigned altitude, then on assigned route and altitude.

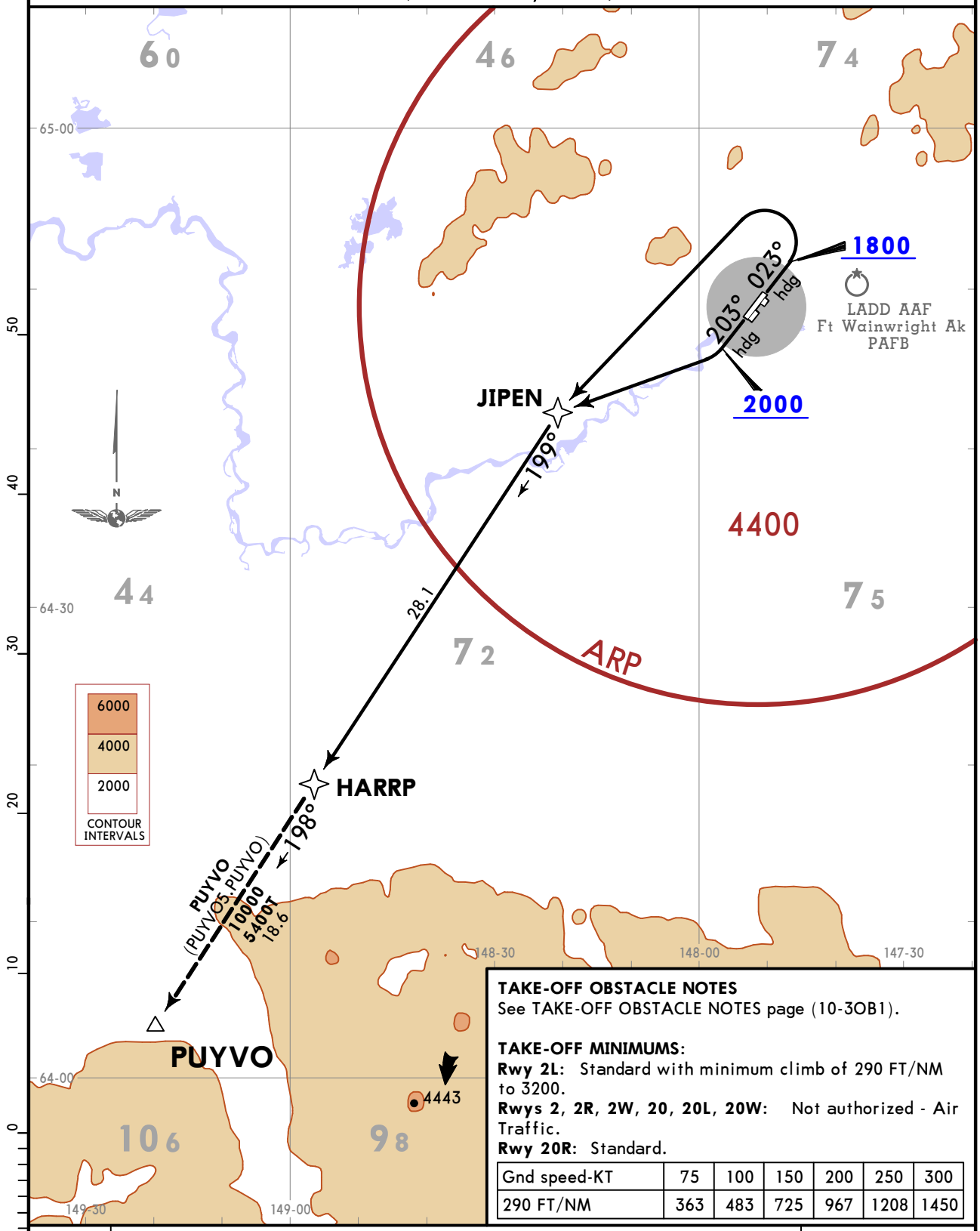
CHANGES: Procedure renumbered, MSA, notes, text.

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FAIRBANKS Departure (R) 360°-179° 127.1	180°-359° 125.35	Apt Elev 439	Trans alt: 18000	
			RNAV 1-GPS	RADAR required.

PUYVO 5 RNAV DEPARTURE (PUYVO5.PUYVO) (RWYS 2L, 20R)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwy 2L: Standard with minimum climb of 290 FT/NM to 3200.
Rwys 2, 2R, 2W, 20, 20L, 20W: Not authorized - Air Traffic.
Rwy 20R: Standard.

Gnd speed-KT	75	100	150	200	250	300
290 FT/NM	363	483	725	967	1208	1450

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb on heading 023° to 1800, then climbing LEFT turn direct JIPEN, then on track 199° to HARRP.	Assigned by ATC
20R	Climb on heading 203° to 2000, then climbing RIGHT turn direct JIPEN, then on track 199° to HARRP.	

ROUTING

From HARRP on PUYVO transition, MAINTAIN ATC assigned altitude, EXPECT filed altitude 10 minutes after departure.

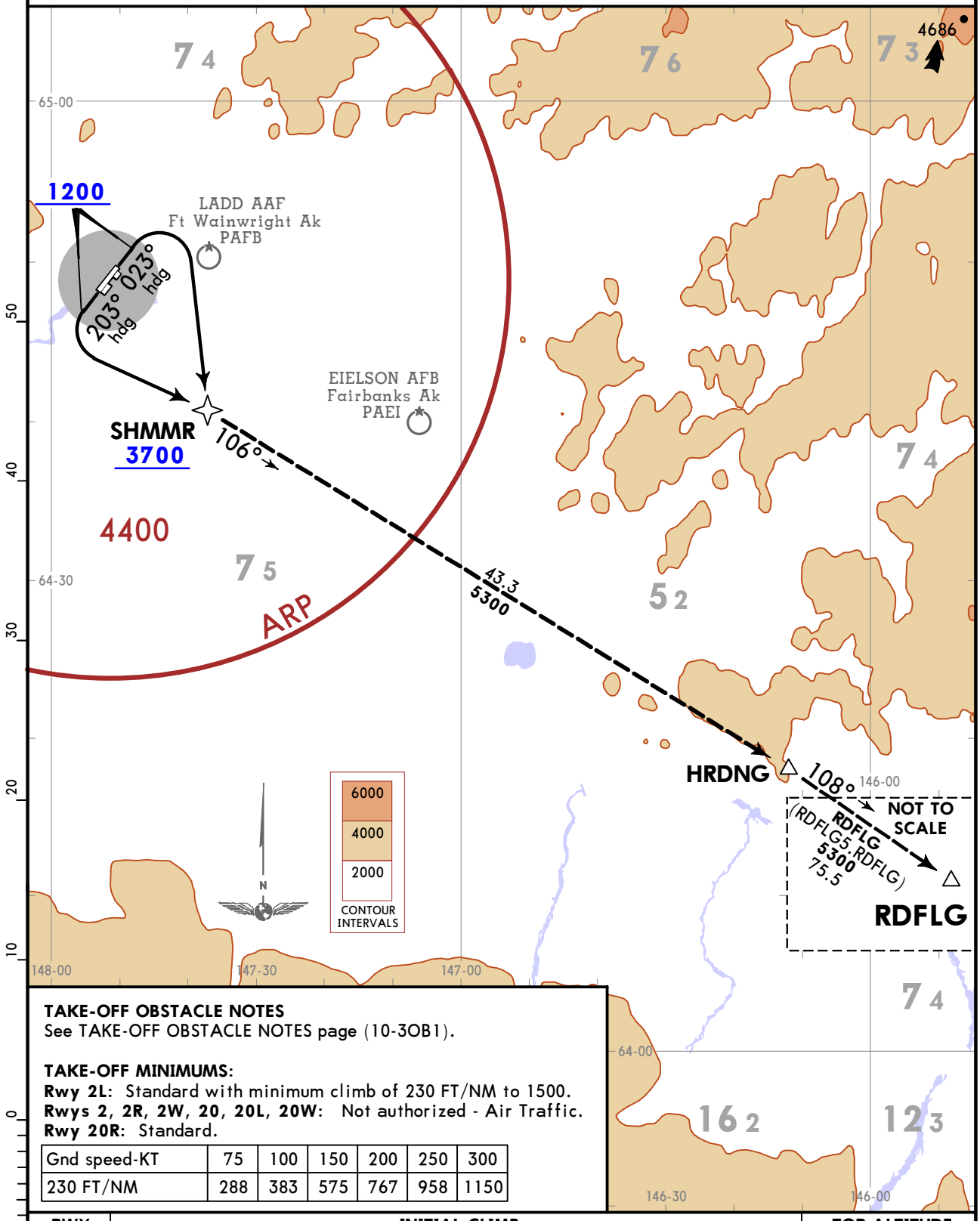
CHANGES: Procedure renumbered, MSA, notes, text.

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FAIRBANKS Departure (R)		Apt Elev	Trans alt: 18000
360°-179°	180°-359°	439	RNAV 1 - GPS
127.1	125.35		

RDFLG 5 RNAV DEPARTURE (RDFLG5.RDFLG)
(RWYS 2L, 20R)



TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).

TAKE-OFF MINIMUMS:
Rwy 2L: Standard with minimum climb of 230 FT/NM to 1500.
Rwys 2, 2R, 2W, 20, 20L, 20W: Not authorized - Air Traffic.
Rwy 20R: Standard.

Gnd speed-KT	75	100	150	200	250	300
230 FT/NM	288	383	575	767	958	1150

RWY	INITIAL CLIMB	TOP ALTITUDE
2L	Climb on heading 023° to 1200, then climbing RIGHT turn direct SHMMR, cross SHMMR at or above 3700.	10000
20R	Climb on heading 203° to 1200, then climbing LEFT turn direct SHMMR, cross SHMMR at or above 3700.	

ROUTING

From SHMMR on RDFLG transition. Climb and MAINTAIN 10000. EXPECT 17000 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

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TAKE-OFF OBSTACLE NOTES - DEPs

◦ RWY 2L:
Tower on building 330 from DER, 251 left of centerline, 13 AGL/448 MSL. Tree, catenary wires, transmission line, pole beginning 1960 from DER, 919 left of centerline, up to 66 AGL/499 MSL. Tree 2286 from DER, 1055 right of centerline, 68 AGL/502 MSL. Tree 2311 from DER, 880 left of centerline, 64 AGL/500 MSL. Trees beginning 2362 from DER, 667 left of centerline, up to 78 AGL/514 MSL. Tree 2455 from DER, 936 right of centerline, 75 AGL/508 MSL. Trees beginning 2480 from DER, 950 right of centerline, up to 78 AGL/512 MSL. Tree 2920 from DER, 1205 right of centerline, 84 AGL/517 MSL.

◦ RWY 2R:
Sign 35 from DER, 245 right of centerline, 4 AGL/436 MSL. Signs beginning 56 from DER, 101 right of centerline, up to 5 AGL/437 MSL.

◦ RWY 20L:
Tree, sign beginning 21 from DER, 249 right of centerline, up to 38 AGL/470 MSL. Catenary wires, transmission lines, poles, tree beginning 268 from DER, 546 left of centerline, up to 37 AGL/465 MSL. Trees beginning 292 from DER, 470 right of centerline, up to 72 AGL/501 MSL. Tree 871 from DER, 696 left of centerline, 476 MSL. Tree 1026 from DER, 721 left of centerline, 46 AGL/478 MSL.
Trees beginning 1075 from DER, 701 left of centerline, up to 49 AGL/480 MSL.
Tree 1838 from DER, 607 left of centerline, 55 AGL/485 MSL.
Trees beginning 1895 from DER, 130 left of centerline, up to 62 AGL/492 MSL.

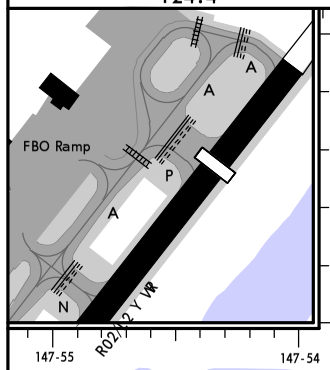
◦ RWY 20R:
Building, navaid beginning 6 from DER, 65 right of centerline, up to 22 AGL/447 MSL. Tree 1093 from DER, 785 left of centerline, 44 AGL/473 MSL.
Trees beginning 1127 from DER, 789 left of centerline, up to 54 AGL/483 MSL.
Tree 1656 from DER, 943 left of centerline, 61 AGL/489 MSL.
Trees beginning 1798 from DER, 716 right of centerline, up to 66 AGL/492 MSL.

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FAIRBANKS, ALASKA

FAIRBANKS INTL

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
				360°-179°	180°-359°
124.4	127.6	121.9	118.3	127.1	125.35



Rwys 2R/20L & gravel/ski 2/20 not authorized for scheduled or unscheduled air carrier operations with more than 30 passenger seats. Rwy 2/20 summer and ski strip winter use; available locally by NOTAM and Air Traffic Control Tower before arrival or departure. Rwy 2W/20W controlled; Approval request - Air Traffic Control Tower 118.3. Contact Clearance Delivery as soon as possible after engine start. Frozen in winter; surface unmonitored. Threshold buoys 500′ from North and South shores and mark waterlane. Step taxi outside of waterlane not authorized. East of waterlane uncontrolled; taxi at pilot discretion.

Compass rose calibration not authorized.
Rwy hold lines obscured
Oct 1 - Apr 1.

Prior permission required for military operations, heavy cargo, or Terminal Apron - contact airport operations.

Twy B security gate - Activate on 121.75 or call.

CAUTION: Avoid landing on twy; North/South twy parallel to Rwy 2L/20R west side.

20R 203°
20W 203°
20 203°
2W 023°
2L 023°
2R 023°
20L 203°
23 023°

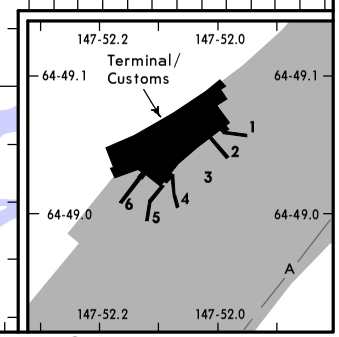
Elev 439′
Elev 423′
Elev 434′
Elev 433′
Elev 435′
Elev 436′
Elev 434′

FBO
NWS
Terminal/ Customs
No-taxi island
West Ramp
East Ramp
Transient General Aviation Ramp
Gravel Tie Down Area
General Aviation Ramp
Fire Station
Control Tower
Hazardous Materials Loading
Heavy Cargo
ARP

′0045 rtb461
RETA W
′0092 rtm488
GS/LEVARG
PPRTS
′008, 11 rtf953
′0154 rtf731

Rwy 2R/20L is limited for use by aircraft design Group B II, aircraft or smaller.

PARKING GATE COORDINATES	
GATE NO.	COORDINATES
1	N64 49.1 W147 52.0
2, 3	N64 49.0 W147 52.0
4, 5	N64 49.0 W147 52.1
6	N64 49.0 W147 52.2



Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

147-55 147-54 147-53 147-52 147-51 147-50 147-49 147-48 64-50 64-49 64-48

CHANGES: Notes.

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GENERAL:
CAUTION: Snow removal equipment 1 Oct - 15 May.
Birds in the vicinity of airport Spring - Fall.
Noise abatement procedures in effect from 2200-0800. Large, turbine, and heavy arrivals Rwy 2L; Depart Rwy 20R based on wind. Engine runup location - contact airport operations.
Operations in MOA's East of Fairbanks - contact Eielson Range Control on 125.3/125.6.
National Weather Service weather balloon launch site 2000' West of midfield Rwy 2L/20R. Launches are twice daily at 1100 and 2300 hours UTC.
Transient parking for aircraft with wingspan less than 79' (24m) East Ramp. Transient parking West Ramp not authorized. Limited transient Float Plane parking. Call for Medivac and transient helicopter parking.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
2L ❶	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°) RVR	11,050'3368m	10,000'3048m		150' 46m
20R	HIRL CL MALSR SFL ❷PAPI-L (angle 3.0°) RVR		9986' 3044m		
❶ Grooved. ❷ Unusable beyond 8° right of centerline.					
2R	MIRL PAPI-L (angle 3.0°)				75' 23m
20L	MIRL REIL PAPI-L (angle 3.0°)				
2					75' 23m
20					
2W					100' 30m
20W					

TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 8)

Rwy 20R

LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 2L

With Mim climb of 290'/NM to 2100'

LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 20L

LOWER THAN STANDARD OpSpec Authorization Required: RCLM or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
1/4	1/2	1

Rwy 2R

With mim climb of 250' /NM to 1900'

LOWER THAN STANDARD OpSpec Authorization Required: RCLM or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
1/4	1/2	1

Rwys 2, 2W, 20, 20W

NA

OBSTACLE DP

Rwys 2L, 2R, climb on heading 023° to 2000' before turning left.
Rwys 20L, 20R, climb on heading 203° to 2000' before turning right.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 2)

Rwy 2L: Heading as assigned by ATC; requires minimum climb of 210'/NM to 1600'.
Rwys 2R, 20L, 20R: Heading as assigned by ATC.

FOR FILING AS ALTERNATE

	ILS Rwy 2L ILS Z Rwy 20R	LOC Rwy 2L LOC Z Rwy 20R	RNAV (GPS) Y Rwy 2L RNAV (GPS) Rwy 2R RNAV (GPS) Y Rwy 20R RNAV (GPS) Rwy 20L	RNAV (RNP) Z Rwy 2L RNAV (RNP) Z Rwy 20R	TACAN Rwy 20R
A B C D	600-2		800-2		

CHANGES: Chart reissued.

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TAKE-OFF OBSTACLE NOTES

- RWY 2L:
  Tower on building 330' from DER, 251' left of centerline, 13' AGL/448' MSL. Tree, catenary wires, transmission line, pole beginning 1960' from DER, 919' left of centerline, up to 66' AGL/499' MSL. Tree 2286' from DER, 1055' right of centerline, 68' AGL/502' MSL. Tree 2311' from DER, 880' left of centerline, 64' AGL/500' MSL. Trees beginning 2362' from DER, 667' left of centerline, up to 78' AGL/514' MSL. Tree 2455' from DER, 936' right of centerline, 75' AGL/508' MSL. Trees beginning 2480' from DER, 950' right of centerline, up to 78' AGL/512' MSL. Tree 2920' from DER, 1205' right of centerline, 84' AGL/517' MSL.

- RWY 2R:
  Sign 35' from DER, 245' right of centerline, 4' AGL/436' MSL. Signs beginning 56' from DER, 101' right of centerline, up to 5' AGL/437' MSL.

- RWY 20L:
  Tree, sign beginning 21' from DER, 249' right of centerline, up to 38' AGL/470' MSL. Catenary wires, transmission lines, poles and tree beginning 268' from DER, 546' left of centerline, up to 37' AGL/465' MSL. Trees beginning 292' from DER, 470' right of centerline, up to 72' AGL/501' MSL. Tree 871' from DER, 696' left of centerline, 476' MSL. Tree 1026' from DER, 721' left of centerline, 46' AGL/478' MSL. Trees beginning 1075' from DER, 701' left of centerline, up to 49' AGL/480' MSL. Tree 1838' from DER, 607' left of centerline, 55' AGL/485' MSL. Trees beginning 1895' from DER, 130' left of centerline, up to 62' AGL/492' MSL.

- RWY 20R:
  Building, navigational aid beginning 6' from DER, 65' right of centerline, up to 22' AGL/447' MSL. Tree 1093' from DER, 785' left of centerline, 44' AGL/473' MSL. Trees beginning 1127' from DER, 789' left of centerline, up to 54' AGL/483' MSL. Tree 1656' from DER, 943' left of centerline, 61' AGL/489' MSL. Trees beginning 1798' from DER, 716' right of centerline, up to 66' AGL/492' MSL.

AMEND 8

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

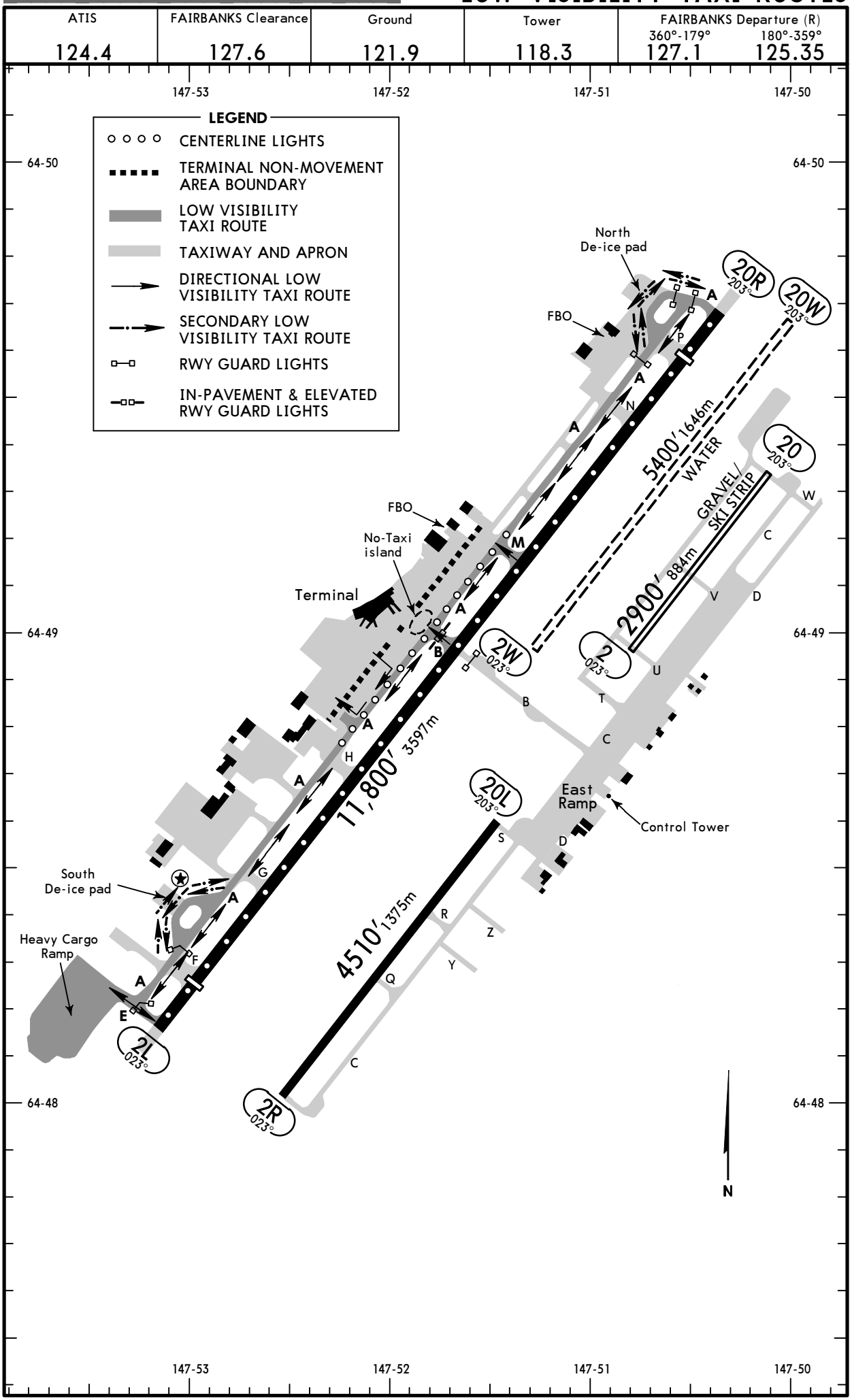
13 MAY 22 (10-9B)

SMGCS

FAIRBANKS, ALASKA
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R) 360°-179°	FAIRBANKS Departure (R) 180°-359°
124.4	127.6	121.9	118.3	127.1	125.35



CHANGES: Guard light depictions.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (11-1)

FAIRBANKS, ~~ALASKA~~
ILS or LOC Rwy 2L

ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	127.1 / 125.35	118.3	121.9

BRIEFING STRIP ™

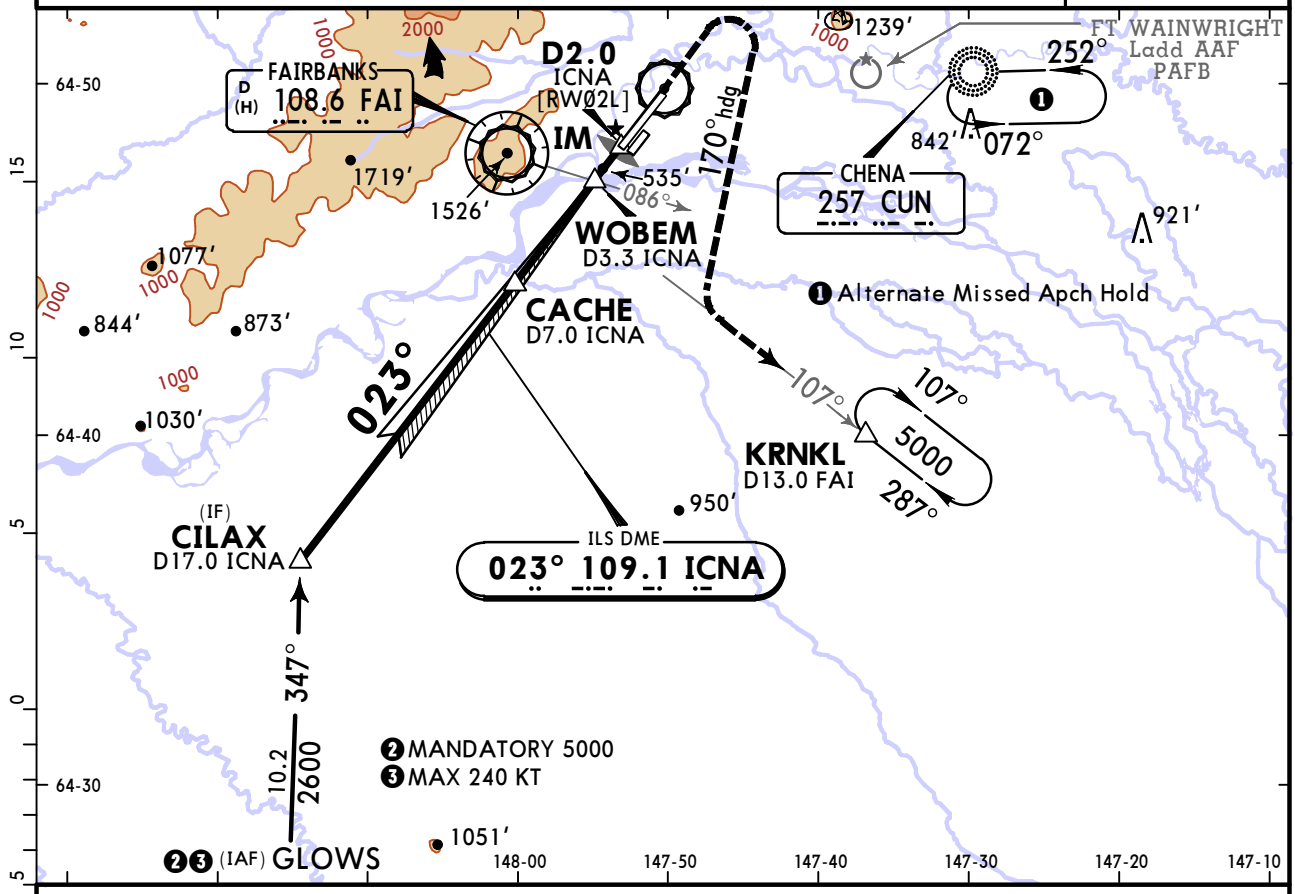
LOC ICNA	Final Apch Crs	CACHE	ILS DA(H)	Apt Elev 439′
109.1	023°	2100′ (1661′)	639′ (200′)	TDZE 439′

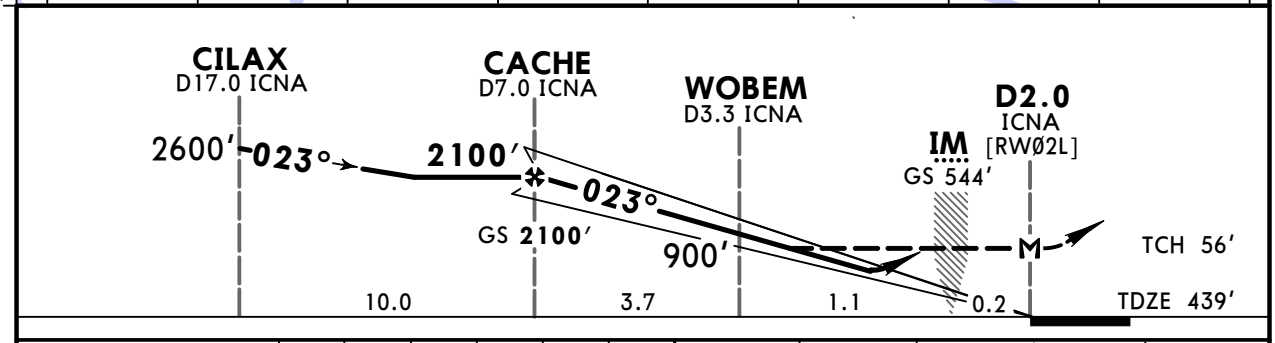
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. DME required. 2. Cold temperature altitude correction required at or below -29°C.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′).

4400
MSA FAI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 ICNA							

ALSF-II
PAPI

900′ ↑

5000′ RT on 170° hdg and FAI 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

	ILS DA(H) 639′ (200′)			LOC (GS out) MDA(H) 800′ (361′)	
		TDZ/ CL out	ALS out		ALS out
A	RVR 18 or 1/2	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 35 or 5/8	RVR 55 or 1
D					

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R
Not Authorized to Rwys 2W and 20W

Max Kts	MDA(H)
90	880′ (441′) - 1
120	900′ (461′) - 1
140	900′ (461′) - 1 1/2
165	1020′ (581′) - 2

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 11 5 OCT 2023

CHANGES: Cold temp alt correction note, rwy depiction, chart format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (11-1A)

FAIRBANKS, ~~ALASKA~~
ILS Rwy 2L CAT II & III

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

LOC ICNA	Final Apch Crs	CACHE	CAT III	CAT II	Apt Elev 439'
109.1	023°	2100'(1661')	Refer to Minimums	RA 104' DA(H) 539' (100')	TDZE 439'

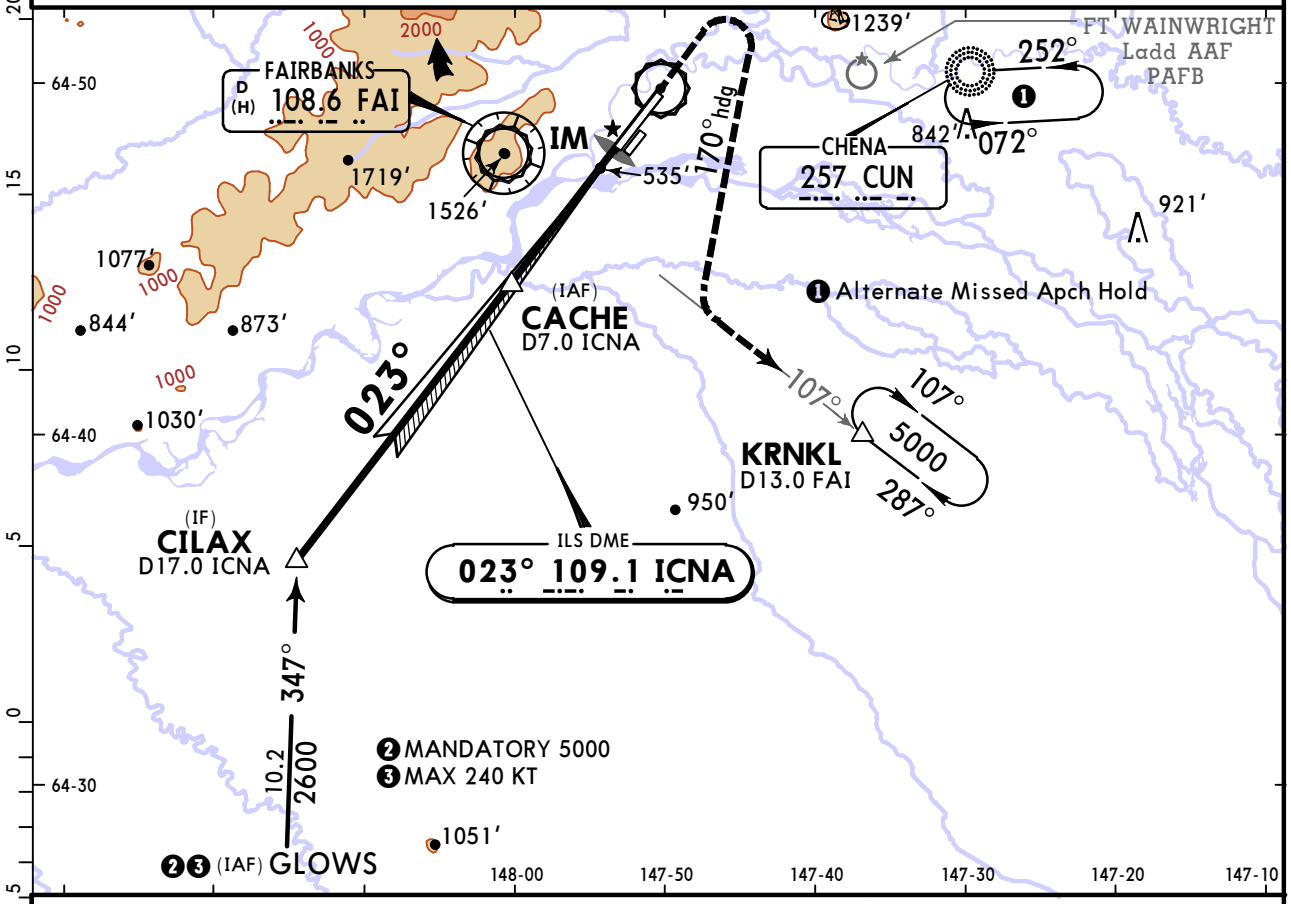
BRIEFING STRIP ™

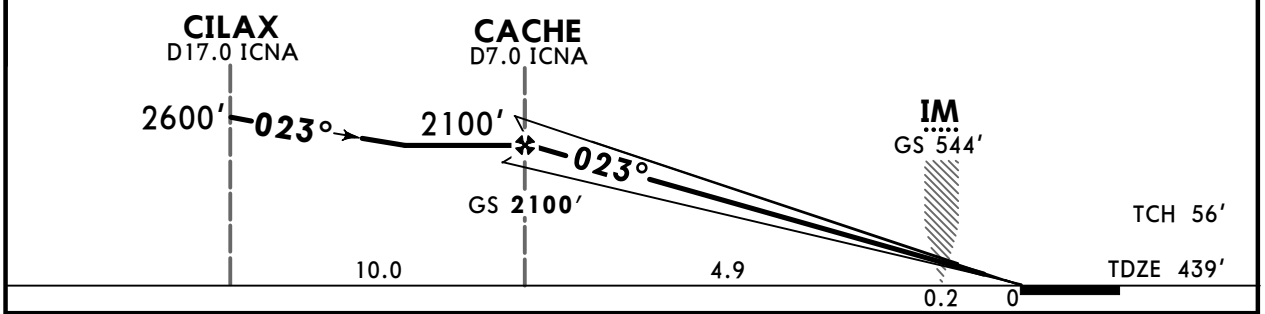
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000'.

4400
MSA FAI VOR

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME required. 3. Cold temperature altitude correction required at or below -29°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73').





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI | 900' | 5000' RT | on 170° hdg | and FAI 108.6 R-107

TERPS STRAIGHT-IN LANDING RWY 2L

CAT III ILS	CAT II ILS RA 104' DA(H) 539'(100')
RVR 6	1 RVR 12

1 RVR 10 Authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 11 5 OCT 2023

CHANGES: Cold temp alt correction note, rwy depiction.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

2 AUG 24 (11-1B)

FAIRBANKS, ~~ALASKA~~
ILS Rwy 2L SA CAT I

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

LOC ICNA	Final Apch Crs	CACHE	SA CAT I ILS	Apt Elev 439′
109.1	023°	2100′ (1661′)	RA 139′ DA(H) 589′(150′)	TDZE 439′

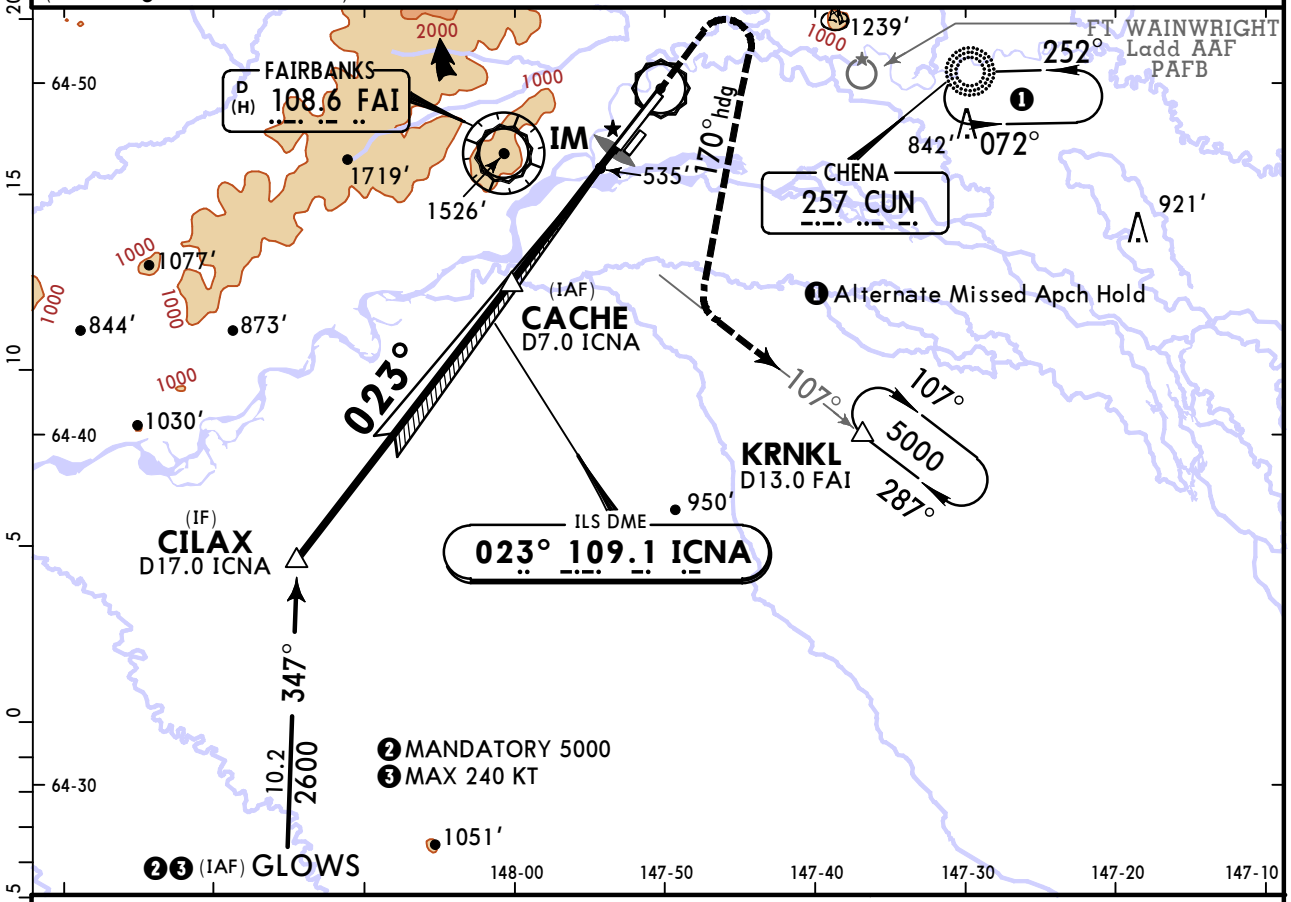
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 5000′ on heading 170° and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000′.

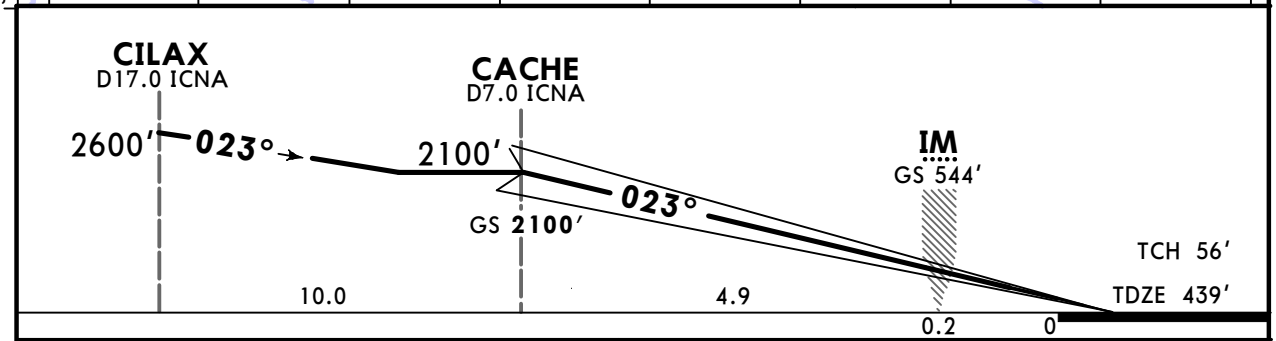
4400

MSA FAI VOR

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification required. 2. DME required. 3. Cold temperature altitude correction required at or below -29°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 73′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II / PAPI | 900′ | 5000′ RT | on 170° hdg | and FAI 108.6 R-107

TERPS

STRAIGHT-IN LANDING RWY 2L

1 SA CAT I ILS

RA 139′

DA(H) 589′(150′)

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 11 5 OCT 2023

CHANGES: Cold temp alt correction note, rwy depiction.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (11-2)

FAIRBANKS, ~~ALASKA~~
ILS Z or LOC Z Rwy 20R

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

BRIEFING STRIP ™

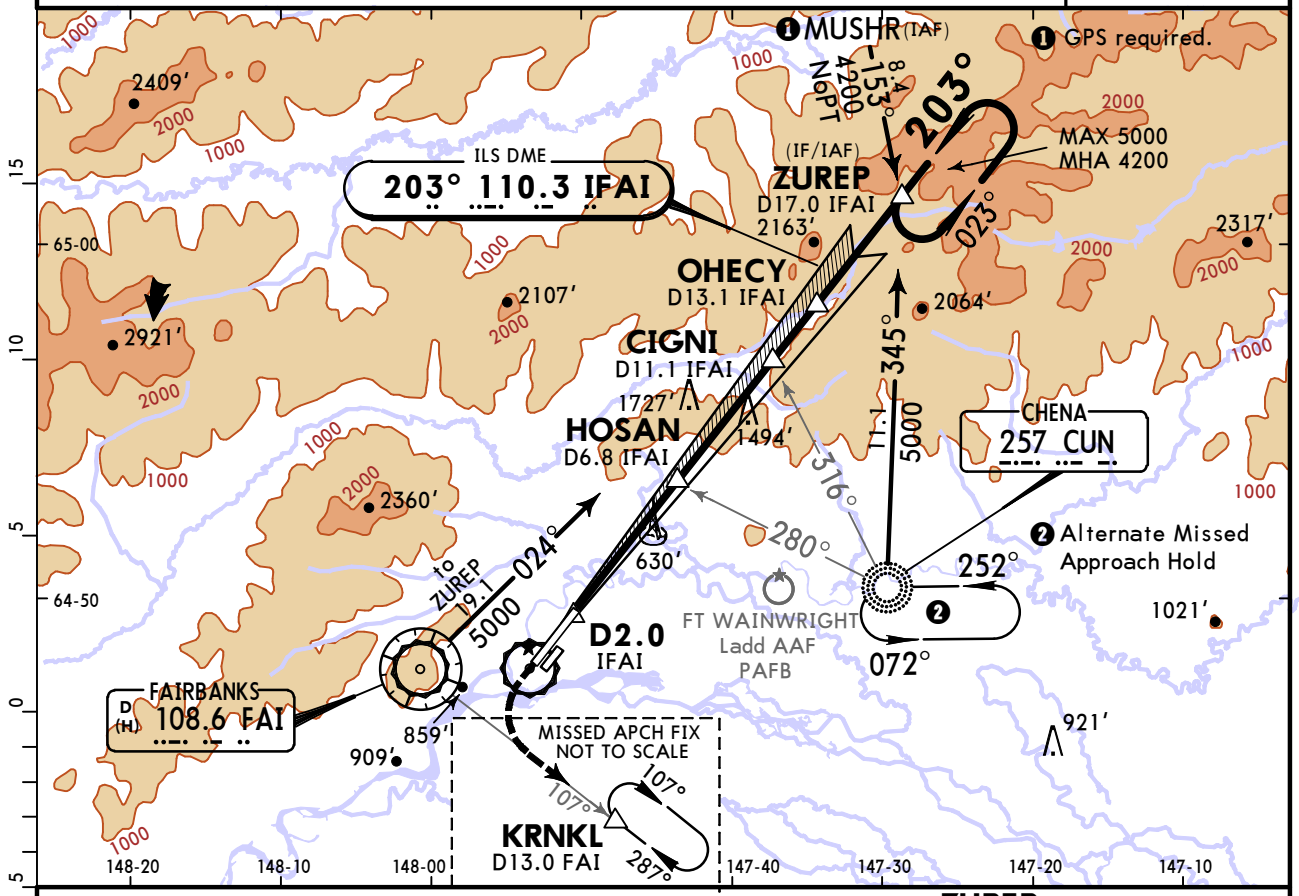
LOC IFAI	Final Apch Crs	CIGNI	ILS DA(H)	Apt Elev 439' TDZE 439'
110.3	203°	3400' (2961')	639' (200')	

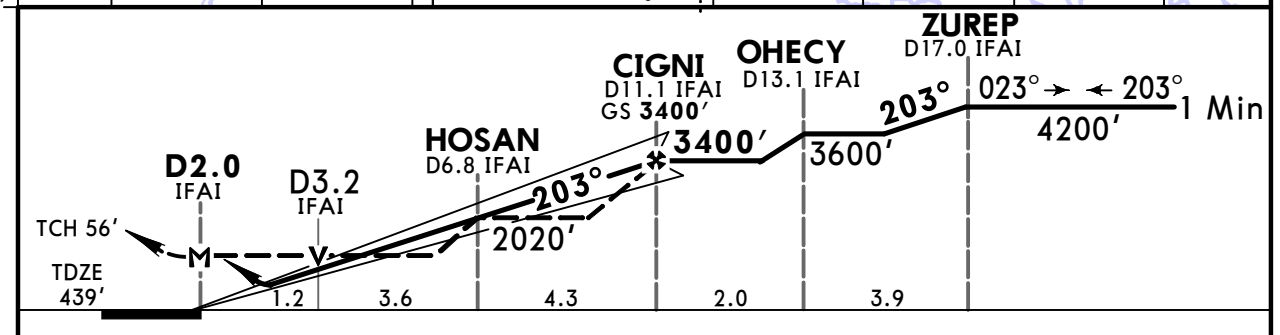
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME required. 2. DME required for procedure entry. 3. Use IFAI DME when on the localizer course. 4. Cold temperature altitude correction required at or below -29°C.
5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').

4500
MSA FAI VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 IFAI							

MALSR
PAPI

1100' | 3000' LT | FAI on 108.6 R-107 | KRNKL

TERPS STRAIGHT-IN LANDING RWY **20R**

	ILS DA(H) 639' (200')		LOC (GS out) MDA(H) 880' (441')	
		RAIL/ALS out		RAIL/ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B				
C			RVR 45 or 7/8	1 3/8
D				

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R
Not Authorized to Rwys 2W and 20W

Max Kts	MDA(H)
90	880' (441') -1
120	900' (461') -1
140	900' (461') -1 1/2
165	1020' (581') -2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 25C 12 AUG 2021

CHANGES: Cold temp alt correction note, rwy depiction, chart format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (11-2A)

FAIRBANKS, ~~ALASKA~~
ILS Z Rwy 20R SA CAT I

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

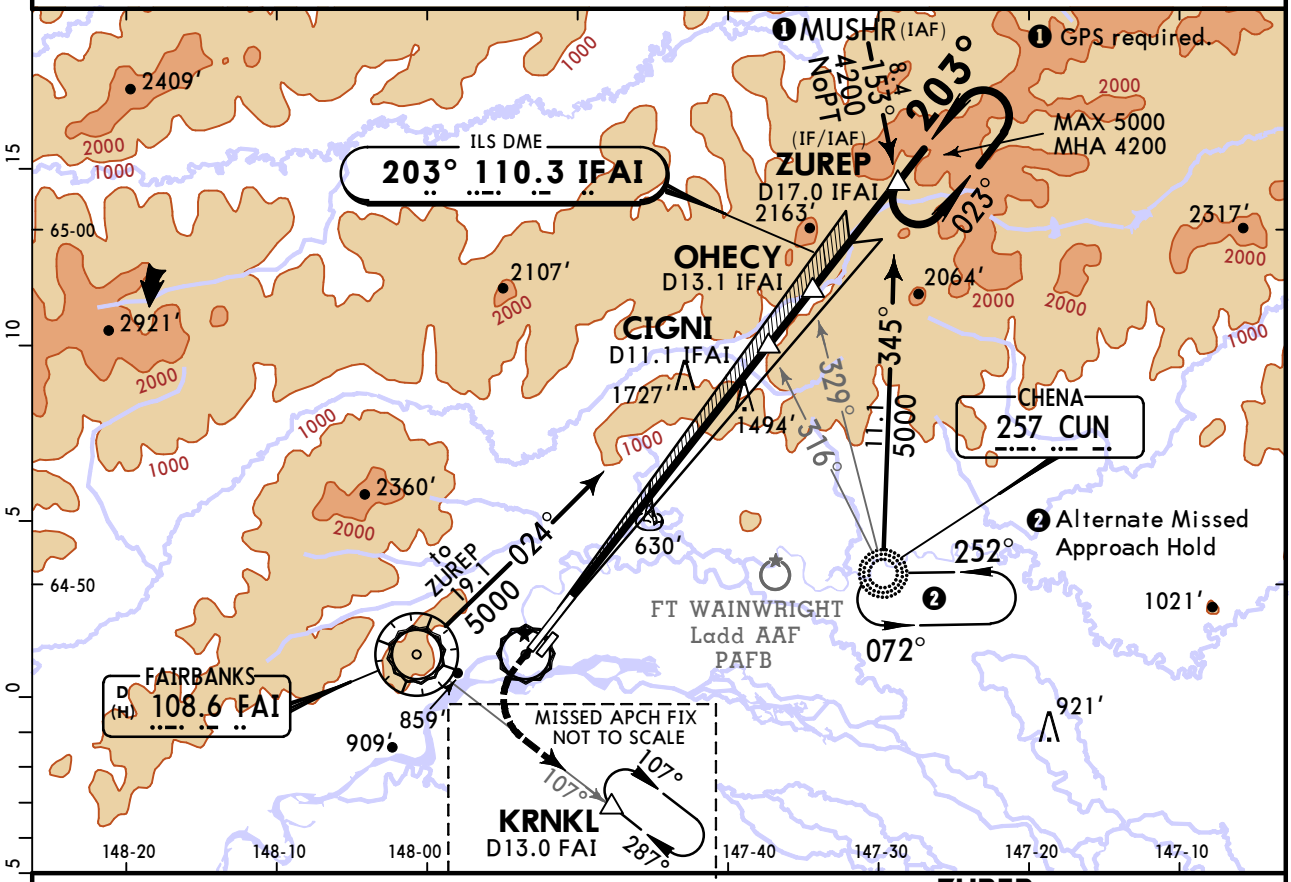
LOC IFAI	Final Apch Crs	CIGNI	SA CAT I ILS	Apt Elev 439′
110.3	203°	3400′ (2961′)	RA 149′ DA(H) 589′ (150′)	TDZE 439′

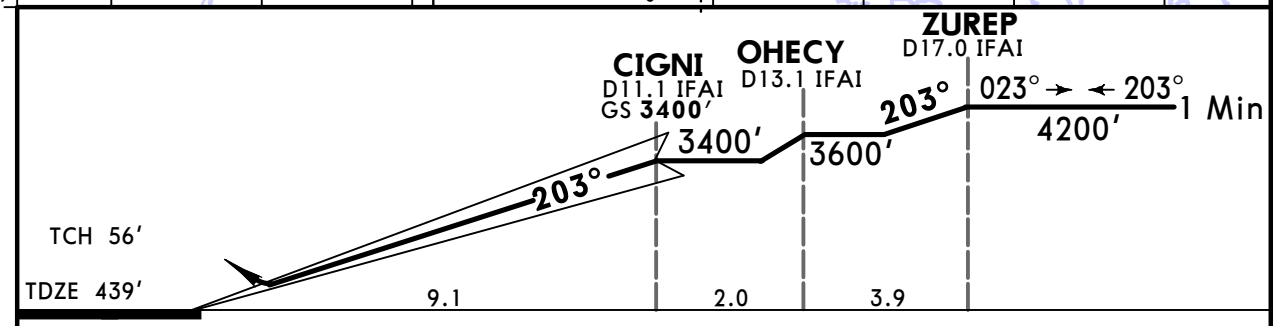
MISSED APCH: Climb to 1100′ then climbing LEFT turn to 3000′ outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500
MSA FAI VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. DME required for procedure entry. 4. Use IFAI DME when on the localizer course. 5. Cold temperature altitude correction required at or below -29°C. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74′).





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1100′

3000′ LT on FAI 108.6 R-107

KRNKL

TERPS

STRAIGHT-IN LANDING RWY **20R**

1 SA CAT I ILS
RA 149′
DA(H) **589′** (150′)

	RVR
A	14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 25C 12 AUG 2021

CHANGES: Cold temp alt correction note, rwy depiction.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (11-2B)

FAIRBANKS, ~~ALASKA~~
ILS Z Rwy 20R SA CAT II

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

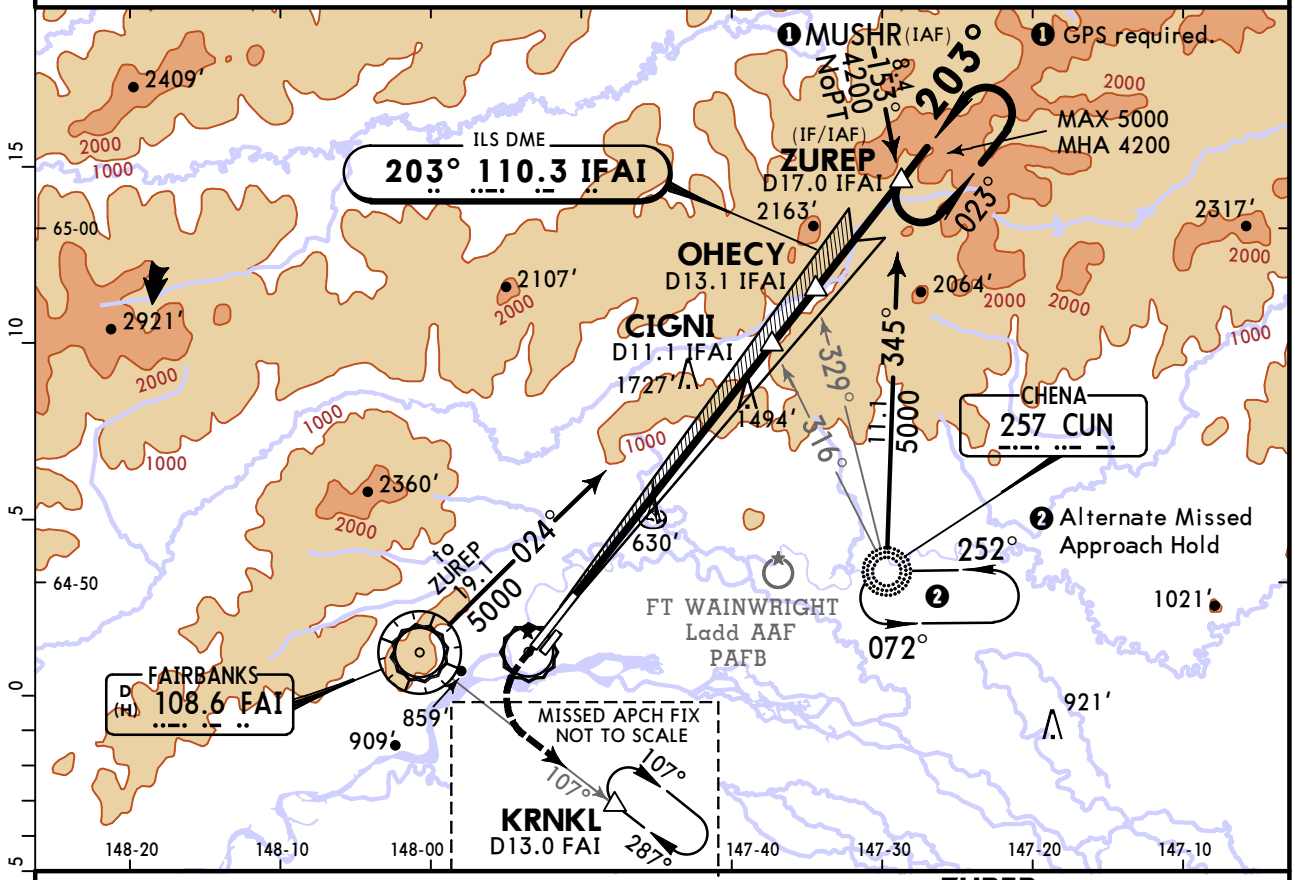
LOC IFAI	Final Apch Crs	CIGNI	SA CAT II ILS	Apt Elev 439'
110.3	203°	3400' (2961')	RA 99' DA(H) 539' (100')	TDZE 439'

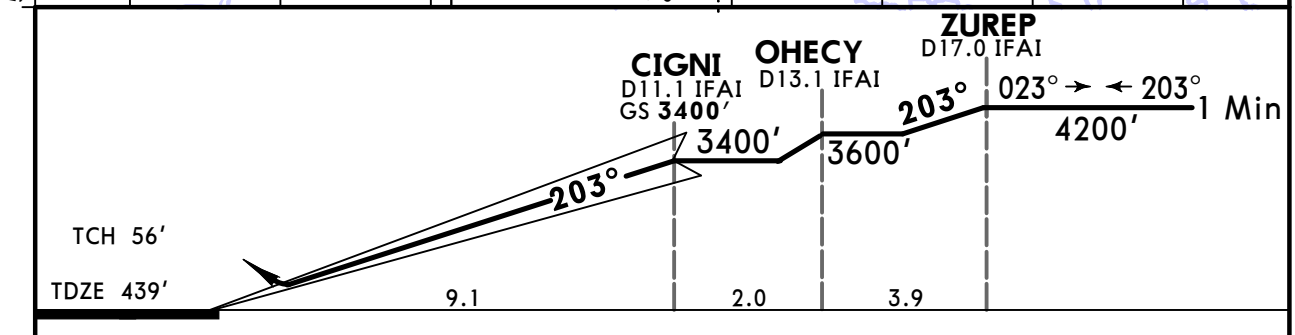
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold.

4500
MSA FAI VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. DME required for procedure entry. 4. Use IFAI DME when on the localizer course. 5. Cold temperature altitude correction required at or below -29°C. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

MALSR
PAPI

1100' | 3000' LT | FAI on 108.6 R-107 | KRNKL

TERPS

STRAIGHT-IN LANDING RWY **20R**

1 SA CAT II ILS
RA 99'
DA(H) **539'** (100')

RVR 12

A
B
C
D

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 25C 12 AUG 2021

CHANGES: Cold temp alt correction note, rwy depiction, chart format.

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FAIRBANKS INTL

HI-ILS Y or LOC Y Rwy 20R

ATIS	FAIRBANKS Approach (R) (180°-359°) (360°-179°)	FAIRBANKS Tower	Ground
124.4	125.35 363.2 127.1 251.1	118.3 257.8	121.9

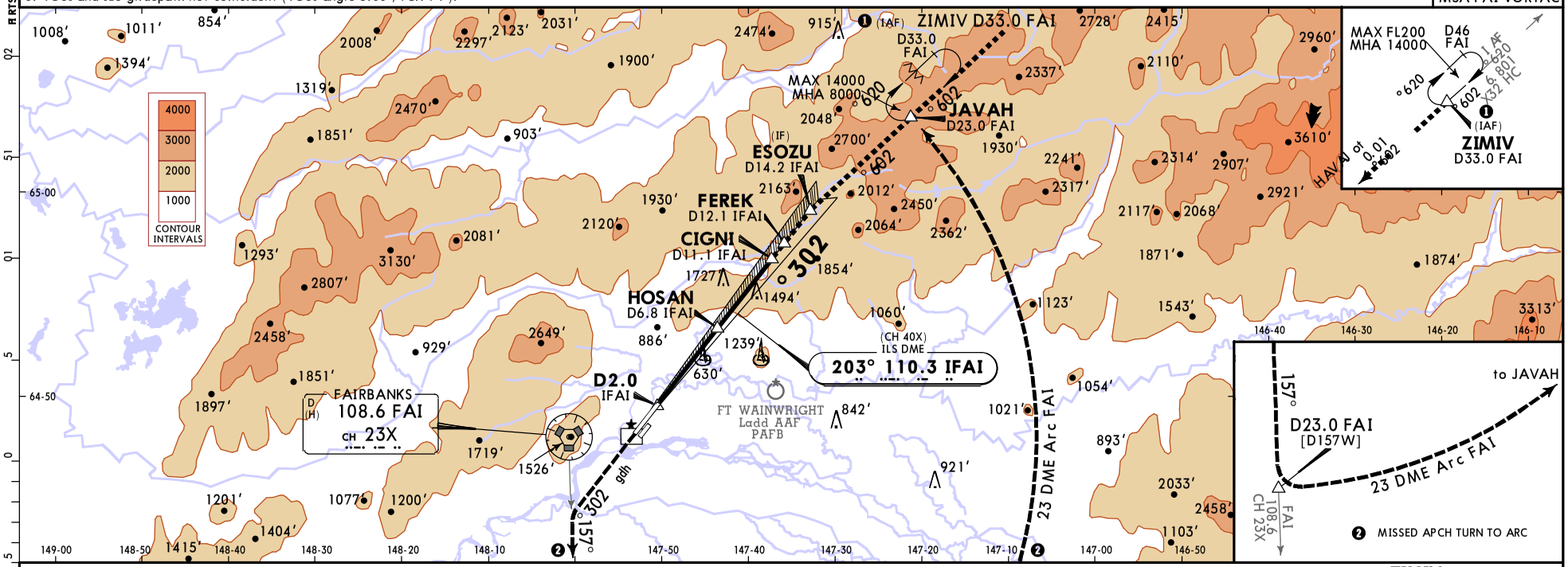
LOC IFAI 110.3 (CH 40X)	Final Apch Crs 203°	CIGNI 3400′(2961′)	ILS DA(H) 639′(200′)	Apt Elev 439′ TDZE 439′

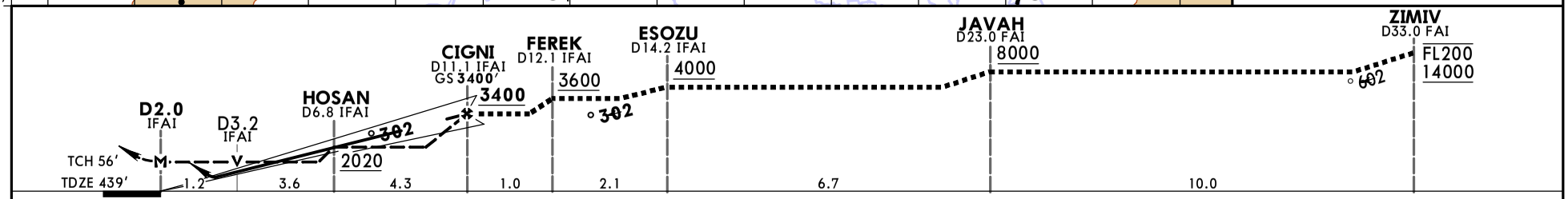
MISSED APCH: Climb to 8000′ on heading 203° and FAI VORTAC R-157 to 23 DME Arc FAI northbound to JAVAH/D23.0 FAI and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. DME required for procedure entry. 3. EMERG SAFE ALT 100 NM 16100′. 4. Use IFAI DME when on the localizer cource. 5. Cold temperature altitude correction required at or below -29°C.
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74′).

4500
MSA FAI VORTAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.0 IFAI							

MALSR PAPI | 8000′ | 203° hdg | and | FAI 108.6 CH 23X to R-157 | 23 DME Arc FAI Northbound | JAVAH

Military

STRAIGHT-IN LANDING

	ILS DA(H) 639′(200′)		LOC (GS out) MDA(H) 880′(441′)	
		ALS out		ALS out
A/B	NA	NA	NA	NA
C	200′- R24 or V1/2	200′- R40 or V3/4	500′- R45 or V7/8	500′- V1 3/8
D				
E				

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R
Not Authorized to Rwy 2W-20W

Max Kts A/B	MDA(H) NA
140	900′(461′) 500′-V1 1/2
165	1020′(581′) 600′-V2
200	1060′(621′) 700′-V2 1/4

CHANGES: ZIMIV/JAVAH hold speed removed.

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PRET

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (12-1)

FAIRBANKS, ~~ALASKA~~
RNAV (GPS) Y Rwy 2L

BRIEFING STRIP ™

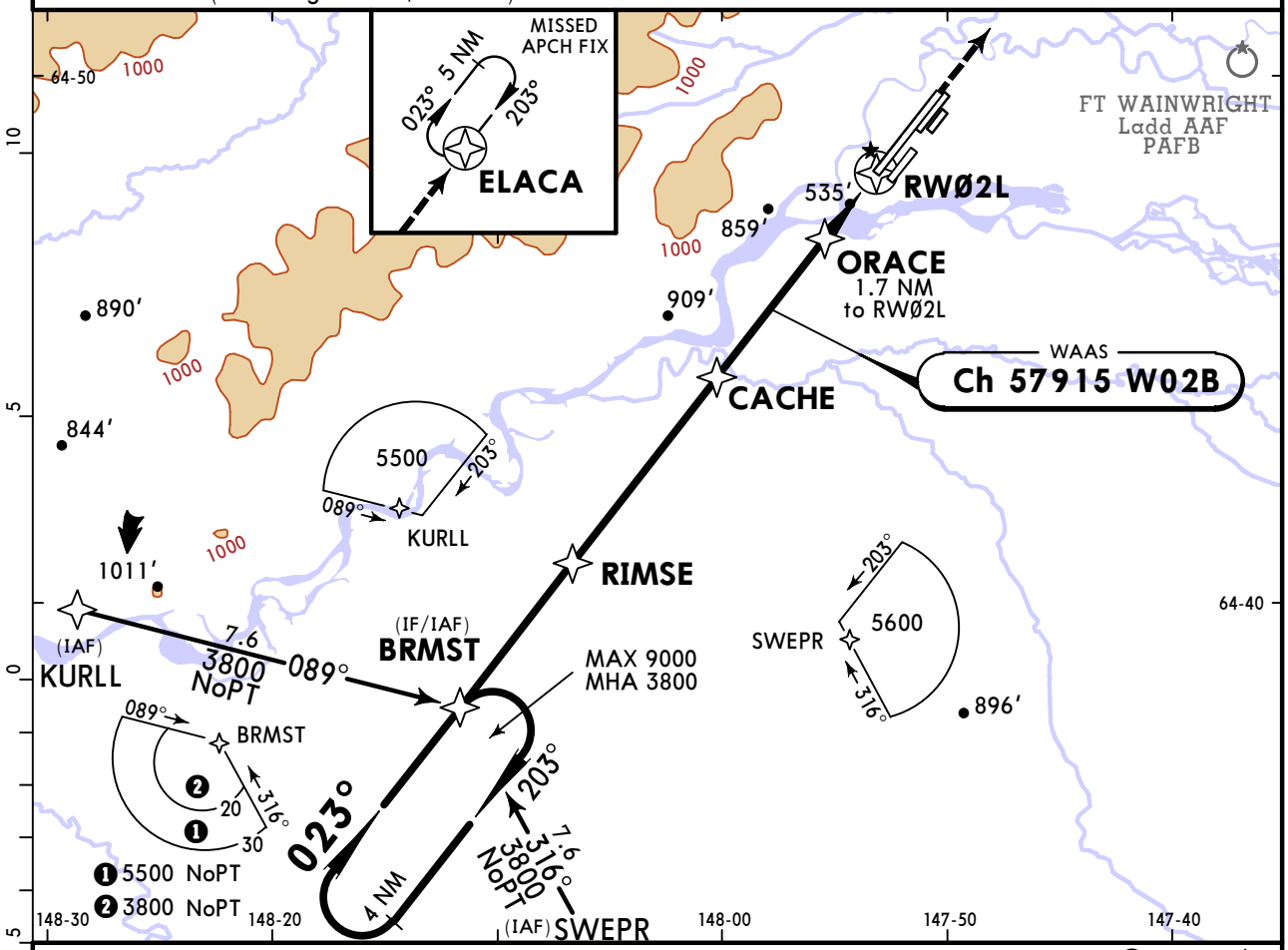
ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

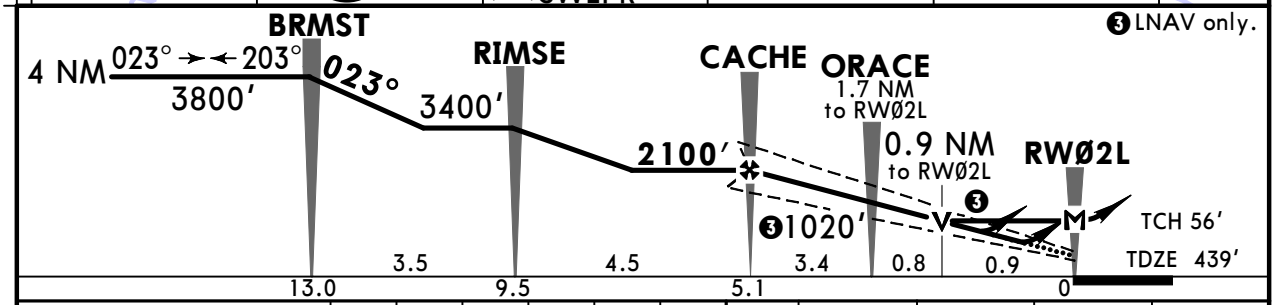
WAAS	Final Apch Crs	CACHE	LPV DA(H)	Apt Elev 439'	TAA
Ch 57915 W02B	023°	2100'(1661')	639'(200')	TDZE 439'	30 NM IF/IAF

MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C.
2. Cold temperature altitude correction required at or below -29°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW02L							

ALSF-II | PAPI | 4900' | D | ELACA

TERPS STRAIGHT-IN LANDING RWY **2L**

CIRCLE-TO-LAND
Not authorized to Rwys 2W and 20W
Not Authorized West of Rwy 2L-20R

	LPV DA(H) 639'(200') TDZ/CL out	LPV DA(H) 639'(200') ALS out	LNAV/VNAV DA(H) 720'(281') ALS out	LNAV MDA(H) 800'(361') ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 24 or 1/2	RVR 45 or 7/8
B				RVR 24 or 1/2
C		RVR 40 or 3/4		RVR 50 or 1
D				RVR 40 or 3/4

Max Kts	MDA(H)
90	880'(441') -1
120	900'(461') -1
140	900'(461') -1 1/2
165	1020'(581') -2

TERPS AMEND 1C 12 AUG 2021

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (12-2)

FAIRBANKS, ~~ALASKA~~
RNAV (GPS) Rwy 2R

ATIS	FAIRBANKS Approach (R) 360°-179°	180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

BRIEFING STRIP ™

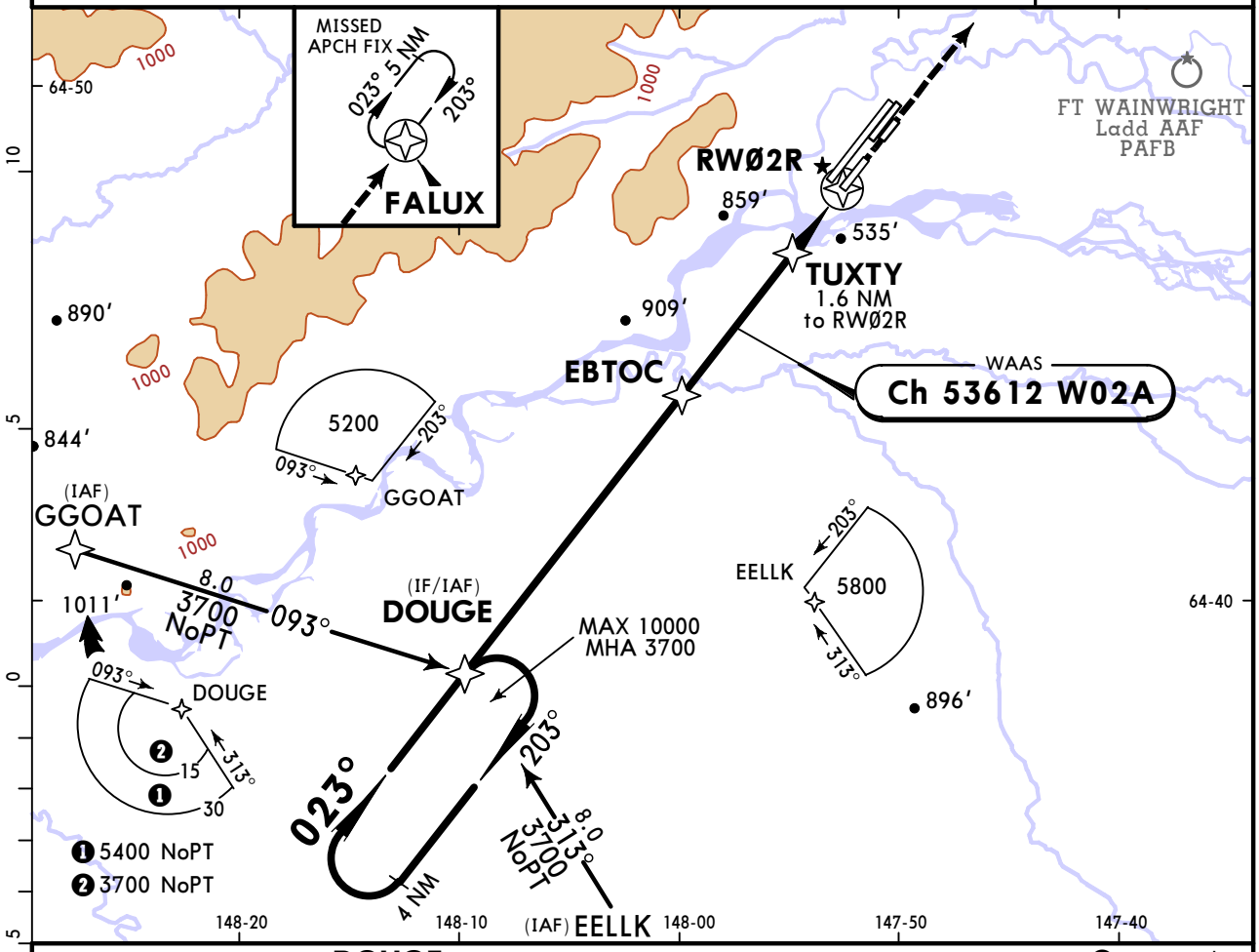
WAAS	Final Apch Crs	EBTOC	LPV DA(H)	Apt Elev 439′
Ch 53612 W02A	023°	2100′ (1667′)	683′ (250′)	TDZE 433′

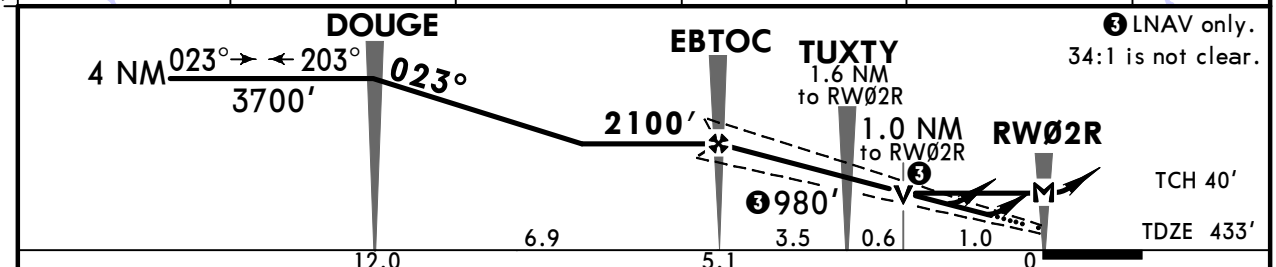
MISSED APCH: Climb to 4900′ direct FALUX and hold, continue climb-in-hold to 4900′.

TAA
30 NM
IF/IAF

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C or above 54°C. 2. Cold temperature altitude correction required at or below -29°C.
3. Rwy 2R helicopter visibility reduction below 3/4 SM not authorized.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW02R						

PAPI-L | 4900′ | FALUX

TERPS — STRAIGHT-IN LANDING RWY 2R

LPV	LNAV/VNAV	LNAV
DA(H) 683′ (250′)	DA(H) 731′ (298′)	MDA(H) 800′ (367′)

A	7/8
B	
C	1
D	

1 | 1

CIRCLE-TO-LAND
Not authorized to Rwys 2W and 20W
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880′ (441′) - 1
120	900′ (461′) - 1
140	900′ (461′) - 1½
165	1020′ (581′) - 2

TERPS AMEND 1B 12 AUG 2021

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (12-3)

FAIRBANKS, ~~ALASKA~~
RNAV (GPS) Rwy 20L

BRIEFING STRIP ™

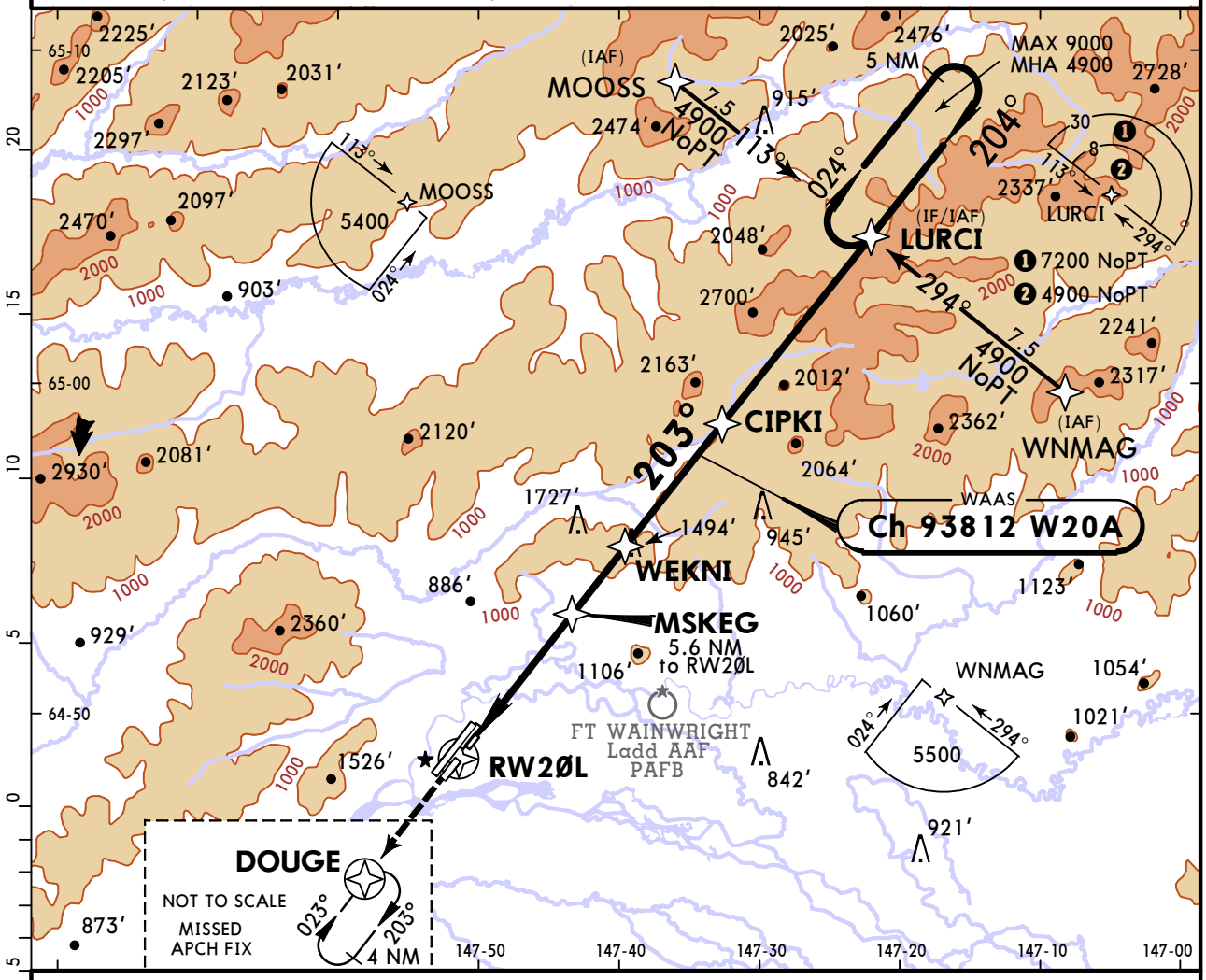
ATIS	FAIRBANKS Approach (R) 360°-179° / 180°-359°	FAIRBANKS Tower	Ground
124.4	127.1 / 125.35	118.3	121.9

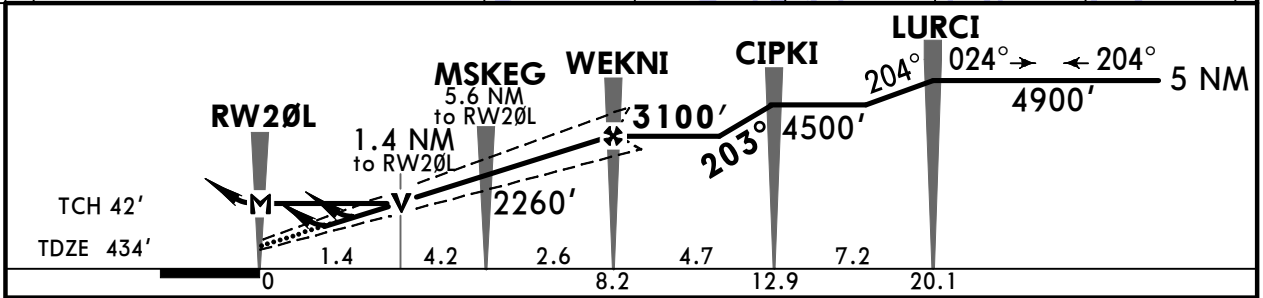
WAAS	Final Apch Crs	WEKNI	LPV DA(H)	Apt Elev 439'	TAA 30 NM IAF
Ch 93812 W20A	203°	3100' (2666')	684' (250')	TDZE 434'	

MISSED APCH: Climb to 3700' direct DOUGE and hold, continue climb-in-hold to 3700'.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C.
2. Cold temperature altitude correction required at or below -29°C.





Gnd speed-Kts		70	90	100	120	140	160		REIL PAPI-L	3700'	D	DOUGE
Glide Path Angle	3.00°	372	478	531	637	743	849					
MAP at RW20L												

TERPS STRAIGHT-IN LANDING RWY **20L**

	LPV	LNAV/VNAV	LNAV
	DA(H) 684' (250')	DA(H) 701' (267')	MDA(H) 920' (486')
A	3/4	7/8	1
B			
C			1 3/8
D			

CIRCLE-TO-LAND
Not authorized to Rwys 2W/20W and 2/20
Not Authorized West of Rwy 2L-20R

C Max Kts	MDA(H)
90	920' (481') -1
120	
140	920' (481') -1 1/2
165	1000' (561') -2

TERPS AMEND 2 7 OCT 2021

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (12-4)

FAIRBANKS, ~~ALASKA~~
RNAV (GPS) Y Rwy 20R

ATIS	FAIRBANKS Approach (R)		FAIRBANKS Tower	Ground
	360°-179°	180°-359°		
124.4	127.1	125.35	118.3	121.9

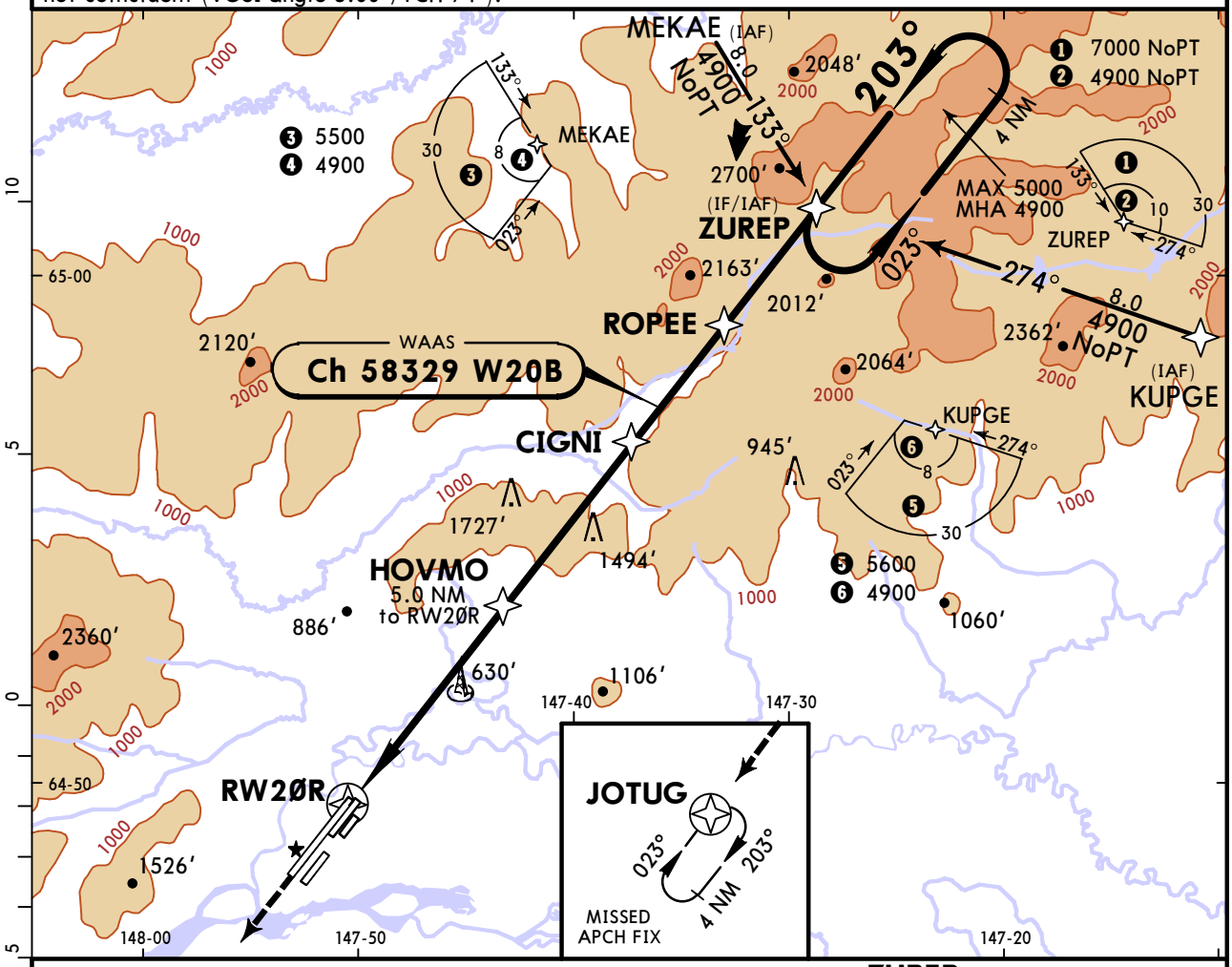
BRIEFING STRIP ™

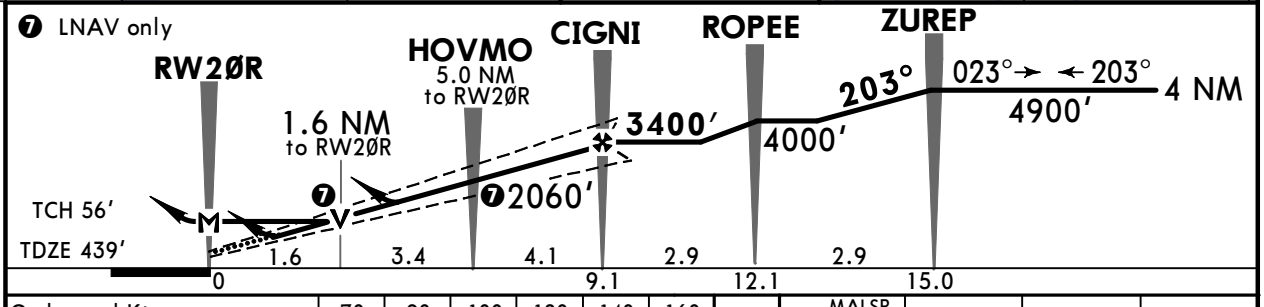
WAAS	Final Apch Crs	CIGNI	LPV DA(H)	Apt Elev 439'	TAA 30 NM IAF
Ch 58329 W20B	203°	3400' (2961')	639' (200')	TDZE 439'	

MISSED APCH: Climb to 3000' direct JOTUG and hold.

RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C.
2. Cold temperature altitude correction required at or below -29°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW20R							

MALSR
PAPI
3000'
D
JOTUG

TERPS STRAIGHT-IN LANDING RWY **20R**

	LPV DA(H) 639' (200') RAIL/ALS out		LNAV/VNAV DA(H) 1148' (709') RAIL/ALS out		LNAV MDA(H) 1020' (581') RAIL/ALS out	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	2	2 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					1 1/4	1 3/4
D						

CIRCLE-TO-LAND
Not authorized to Rwys 2W and 20W
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	1020' (581') -1
120	
140	1020' (581') -1 3/4
165	1020' (581') -2

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1E 12 AUG 2021

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (12-20)

FAIRBANKS, ~~ALASKA~~
RNAV (RNP) Z Rwy 2L

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

RNAV	Final Apch Crs	HONUT	RNP 0.10 DA(H) Refer to Minimums	Apt Elev 439' TDZE 439'
	023°	1600' (1161')		

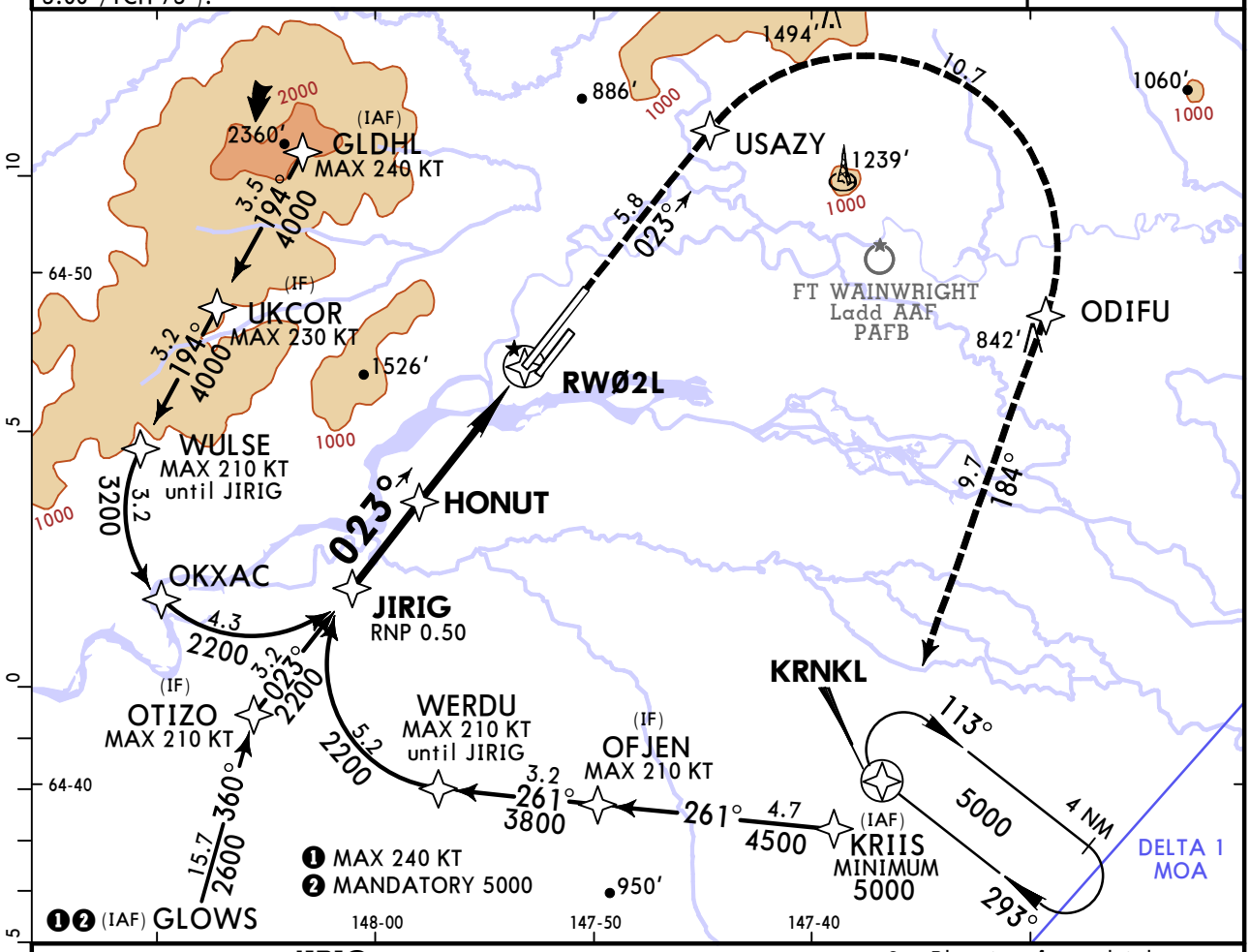
MISSED APCH: Climb to 5000' on track 023° to USAZY then RIGHT turn to ODIFU and on track 184° to KRNKL and hold.

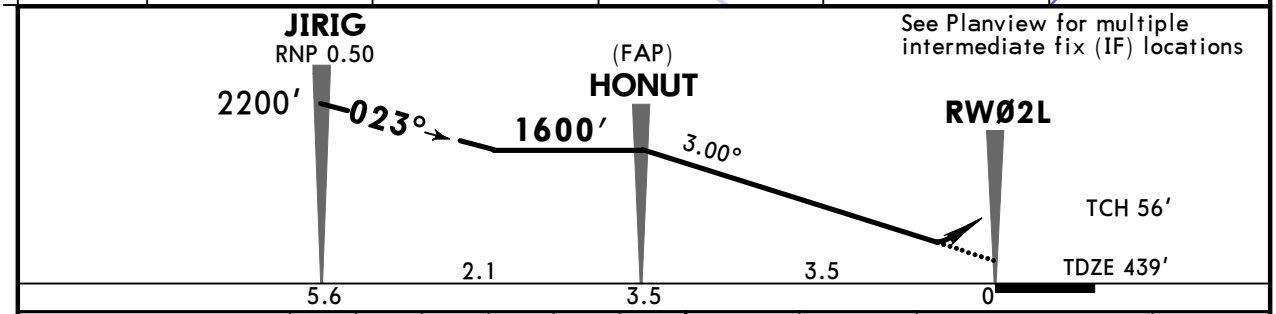
RNP AR Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C or above 54°C. 3. Cold temperature altitude correction required at or below -29°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 73').

4400
MSA RWØ2L

BRIEFING STRIP™





See Planview for multiple intermediate fix (IF) locations

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

ALSF-II
PAPI
5000' on 023° USAZY

TERPS STRAIGHT-IN LANDING RWY **2L**

	❶ RNP 0.10 DA(H) 755'(316')		RNP 0.10 DA(H) 805'(366')		RNP 0.30 DA(H) 855'(416')	
		ALS out		ALS out		ALS out
A B C D	RVR 24 or 1/2	RVR 45 or 7/8	RVR 35 or 5/8	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4

❶ Missed approach requires minimum climb of 222' per NM to 2420'.

TERPS AMEND 2 5 OCT 2023

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

2 AUG 24 (12-21)

FAIRBANKS, ~~ALASKA~~
RNAV (RNP) Z Rwy 20R

ATIS	FAIRBANKS Approach (R) 360°-179°	FAIRBANKS Approach (R) 180°-359°	FAIRBANKS Tower	Ground
124.4	127.1	125.35	118.3	121.9

BRIEFING STRIP ™

RNAV	Final Apch Crs	JOGUP	RNP 0.10 DA(H)	Apt Elev 439'
	203°	1700' (1261')	763' (324')	TDZE 439'

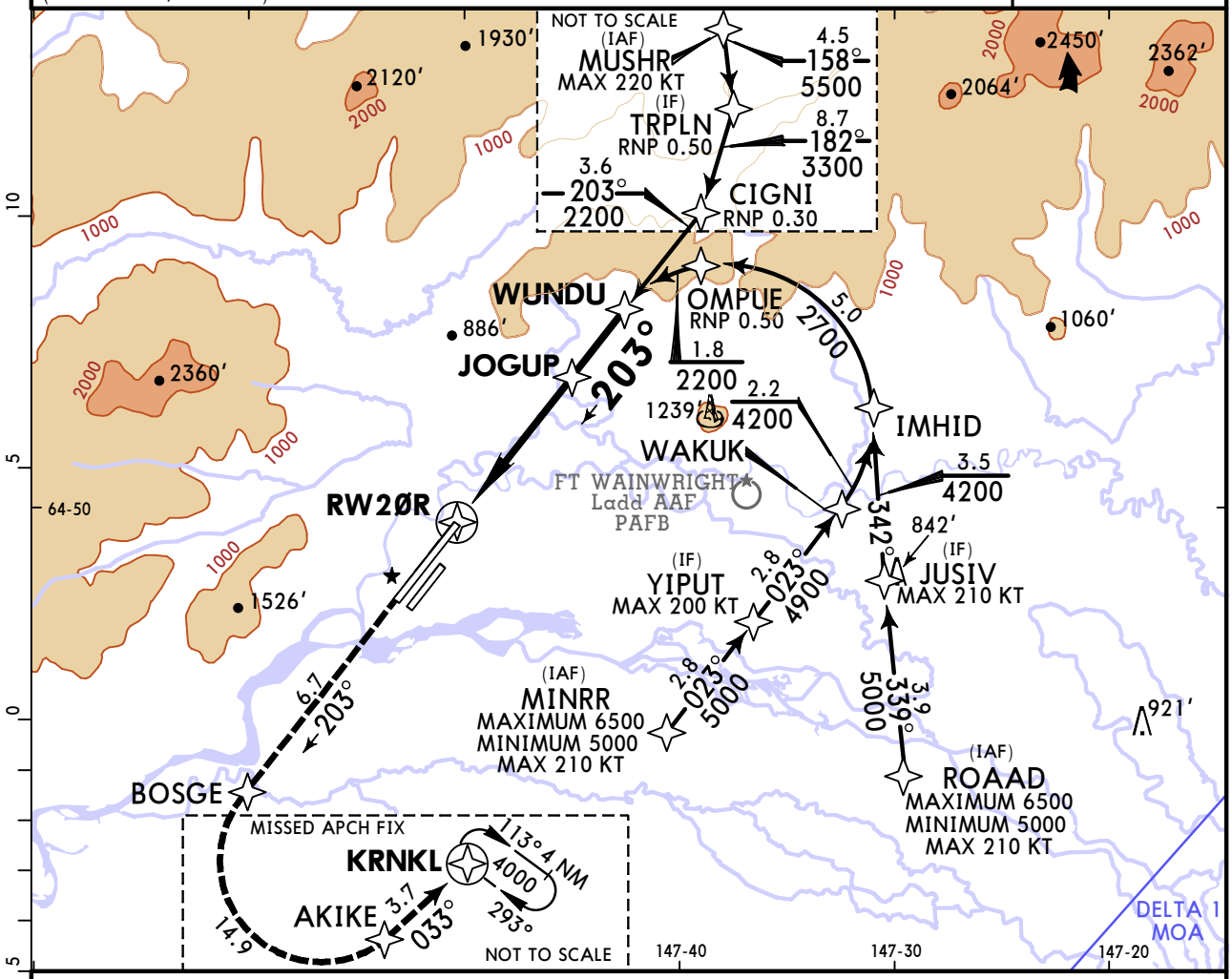
MISSED APCH: Climb to 4000' on track 203° to BOSGE, then LEFT turn to AKIKE, then on track 033° to KRNKL and hold.

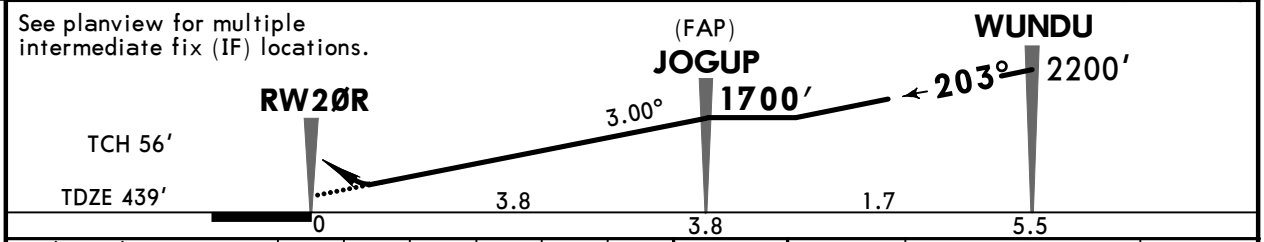
RNP AR Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C or above 54°C. 3. Cold temperature altitude correction required at or below -29°C. 4. VGSI and RNAV glidepath not coincident (VGSI 3.00°/TCH 74').

4400

MSA RW20R





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

MALSR
PAPI
4000' on 203° BOSGE

TERPS

STRAIGHT-IN LANDING RWY **20R**

TERPS AMEND 2 5 OCT 2023

	RNP 0.10 DA(H) 763' (324')		RNP 0.30 DA(H) 923' (484')	
		RAIL/ALS out		RAIL/ALS out
A	RVR 26 or ½	RVR 50 or 1	RVR 50 or 1	1⅜
B				
C				
D				

CHANGES: Cold temperature note modified, format.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
2 AUG 24 (14-1)

FAIRBANKS, ~~ALASKA~~
TACAN Rwy 20R

ATIS	FAIRBANKS Approach (R)				FAIRBANKS Tower		Ground
	360°-179°		180°-359°				
124.4	127.1	251.1	125.35	363.2	118.3	257.8	121.9

BRIEFING STRIP ™

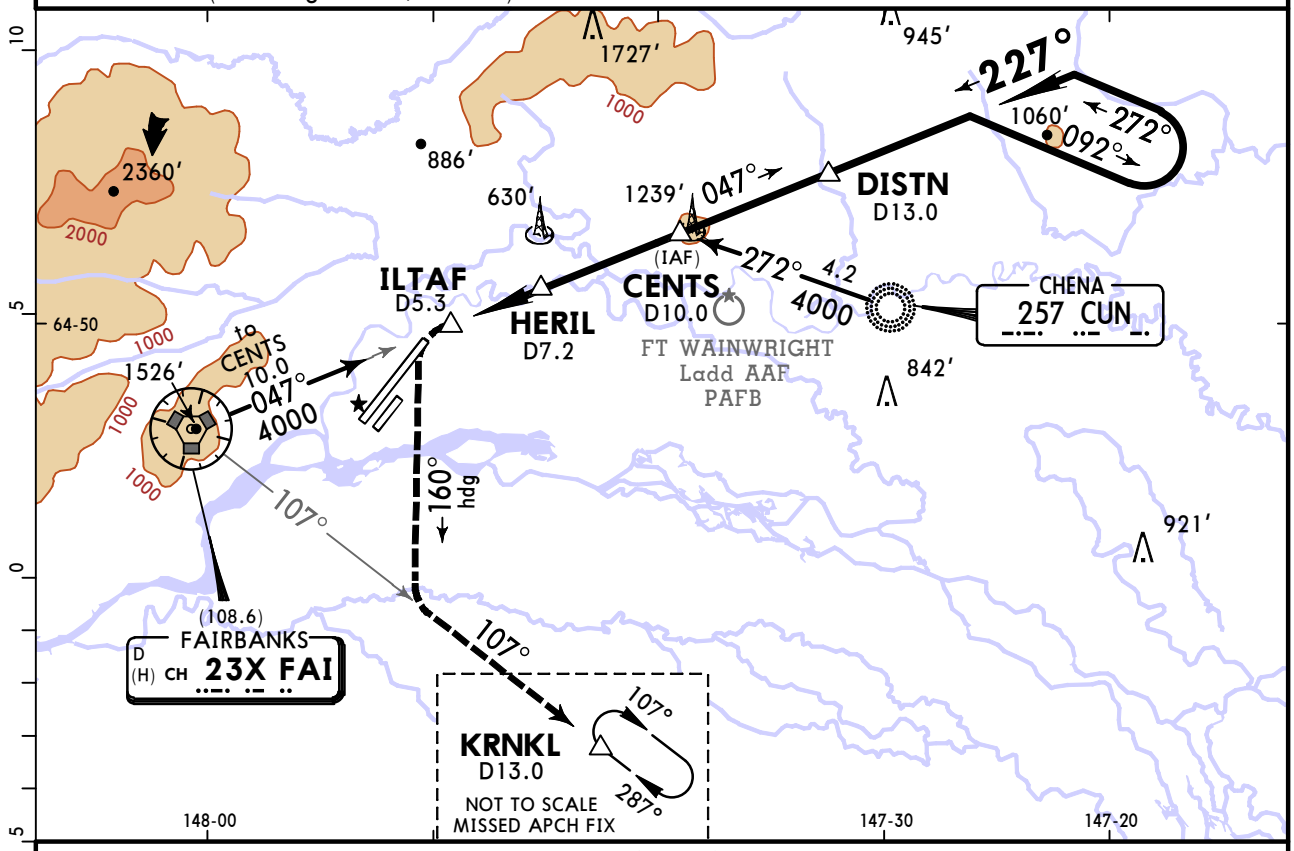
TACAN	Final Apch Crs	CENTS	MDA(H)	Apt Elev 439'
FAI CH **23X** (108.6)	**227°**	**2200** (1761')	Refer to Minimums	TDZE 439'

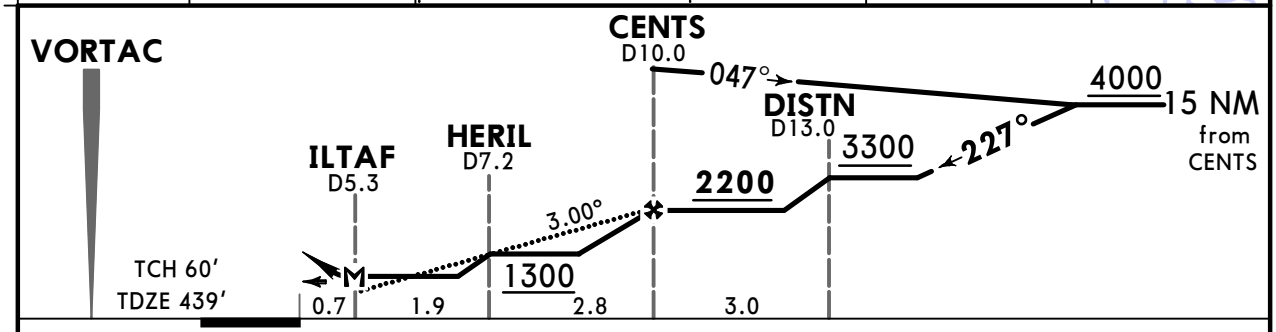
MISSED APCH: Climbing LEFT turn to 4000' on heading 160° and on FAI VORTAC R-107 to KRNKL/D13.0 and hold, continue climb-in-hold to 4000'.

4400
MSA FAI VORTAC

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. EMERG SAFE ALT 100 NM 16000'. 2. Cold temperature altitude correction required at or below -29°C. 3. Rwy 20 helicopter visibility reduction below RVR 40 or 3/4 not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 74').





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at ILTAF or CENTS to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR
PAPI

4000' LT on 160° hdg and FAI CH 23X (108.6) R-107

TERPS

STRAIGHT-IN LANDING

MDA(H) ABCD: **880'** (441')
E: **1000'** (561')

RAIL/ALS out

CIRCLE-TO-LAND

C
Not Authorized West of Rwy 2L-20R
Not Authorized to Rwys 2W and 20W

		Max Kts	MDA(H)	
A	R55 or V1	90	880' (441')	V1
B		120	900' (461')	V1
C	V1 3/8	140	900' (461')	V1 1/2
D		165	1020' (581')	V2
E	V1 5/8	E	1120' (681')	V2 1/2

TERPS ORIG 15 JUN 2023

CHANGES: Cold temp alt correction note, rwy depiction.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

FAIRBANKS, AK (FAIRBANKS INTL - PAFA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PAFA

Chart Change Notices for Country USA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.