

LOC/DME I-CNA	APP CRS	Rwy Idg	11050
109.1	017°	TDZE	438
Chan 28		Apt Elev	439

ILS or LOC RWY 2L

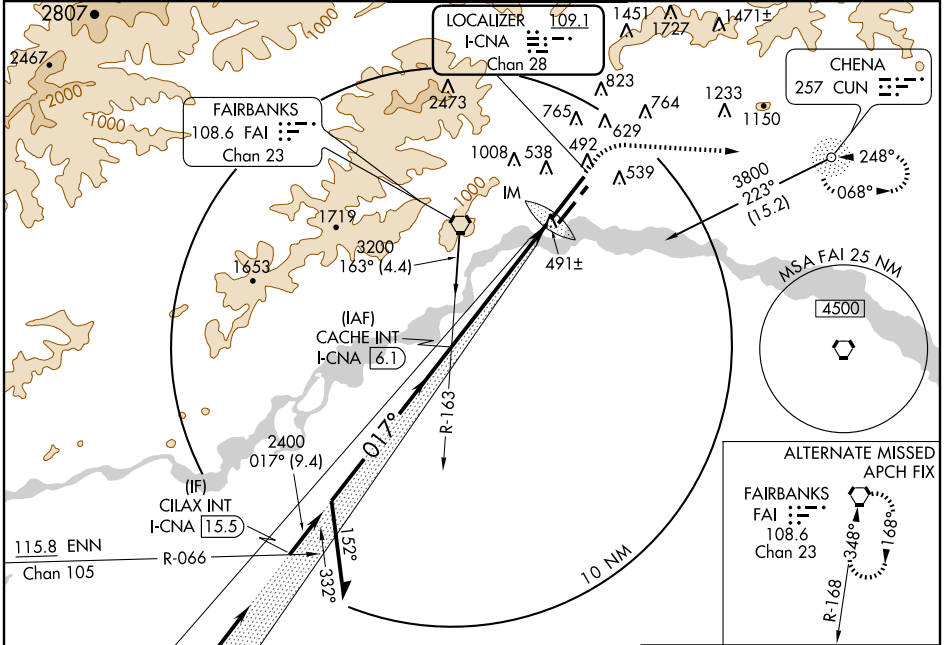
FAIRBANKS INTL (FAI) (PAFA)

▲ For inoperative ALSF, increase S-ILS 2L Cat E visibility to RVR 4000, S-LOC 2L Cat D to RVR 5000 and Cat E to RVR 6000. Circling NA west of Rwy 2L-20R. ADF required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct CUN NDB and hold, continue climb-in-hold to 4000.

ATIS	FAIRBANKS APP CON *	FAIRBANKS TOWER *	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



AK, 22 OCT 2009 to 17 DEC 2009

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VGSI and ILS glidepath not coincident. Remain within 15 NM

Cache Int I-CNA (6.1) 3200

2800

017°

2400

GS 3.00° TCH 56

5 NM

0.7

0.2

I-CNA (1)

I-CNA (0.2)

IM

CATEGORY	A	B	C	D	E
S-ILS 2L	638/18 200 (200-½)				638/24 200 (200-½)
S-LOC 2L	760/24 322 (400-½)		760/40 322 (400-¾)		
CIRCLING	840-1 401(500-1)	900-1 461(500-1)	900-1½ 461(500-1½)	1000-2 561(600-2)	1080-2¼ 641(700-2¼)

ELEV 439 **D**

CAUTION: Seaplane landing area.

SKI STRIP

TDZE 438

447

1180 X 150

550 X 100

538

017° 5.9 NM from FAF

FAF to MAP 5.9 NM

REIL Rwy 20L
TDZ/CL Rwy 2L
MRL Rwy 2R-20L
HIRL Rwy 2L-20R

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58