

LOC/DME I-FAI <b>110.3</b> Chan 40	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 or LOC Z RWY 20R

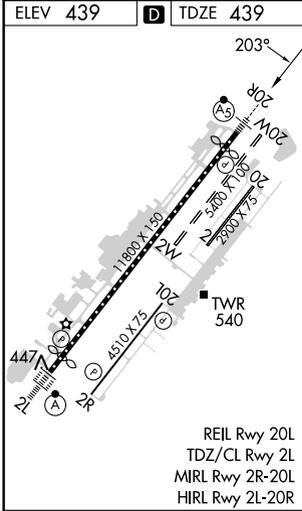
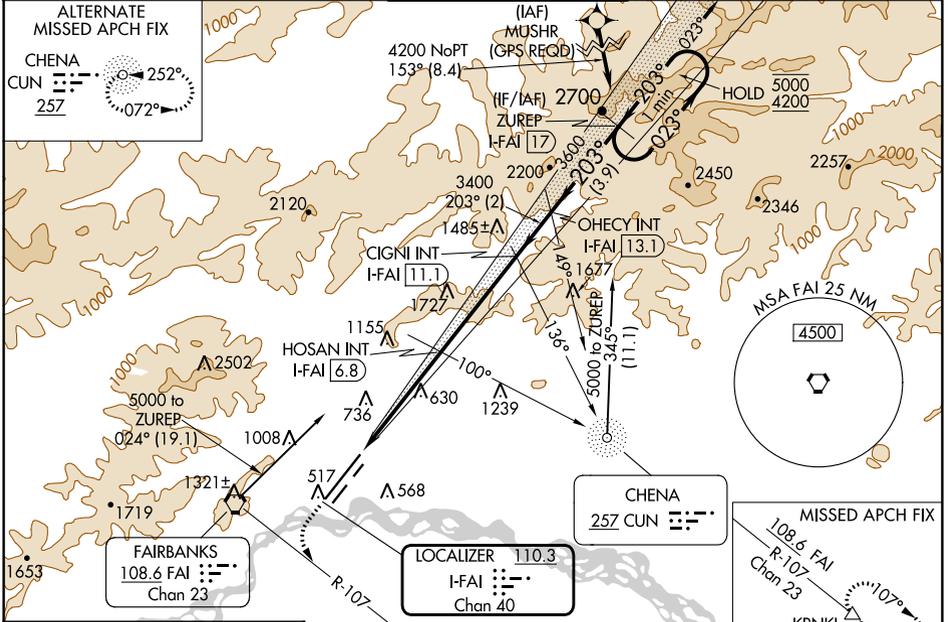
FAIRBANKS INTL (FAI) (PAFA)

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 KRNKL/FAI VORTAC 13 DME and hold.

**AS** Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W and 20W. For inop ALS increase S-ILS 20R Cat E visibility to RVR 4000, increase S-LOC 20R Cat E visibility to 1 3/8 SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

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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1100	3000	KRNKL	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 74).		
FAI R-107			OHECY INT I-FAI 13.1	ZUREP I-FAI 17	One Minute Holding Pattern
Use I-FAI DME when on the localizer course.			CIGNI INT I-FAI 11.1		
I-FAI 3.2	HOSAN INT I-FAI 6.8	3400	203°	5000	4200
2020*		3400	3600		GS 3.00° TCH 56
1.2	3.6 NM	4.3 NM	2 NM	3.9 NM	
CATEGORY	A	B	C	D	E
S-ILS 20R#	639/24 200 (200-1/2)				
S-LOC 20R	880/24	441 (500-1/2)	880/45	441 (500-7/8)	
<b>C</b> CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1 1/2 461 (500-1 1/2)	1020-2 581 (600-2)	1060-2 1/4 621 (700-2 1/4)