

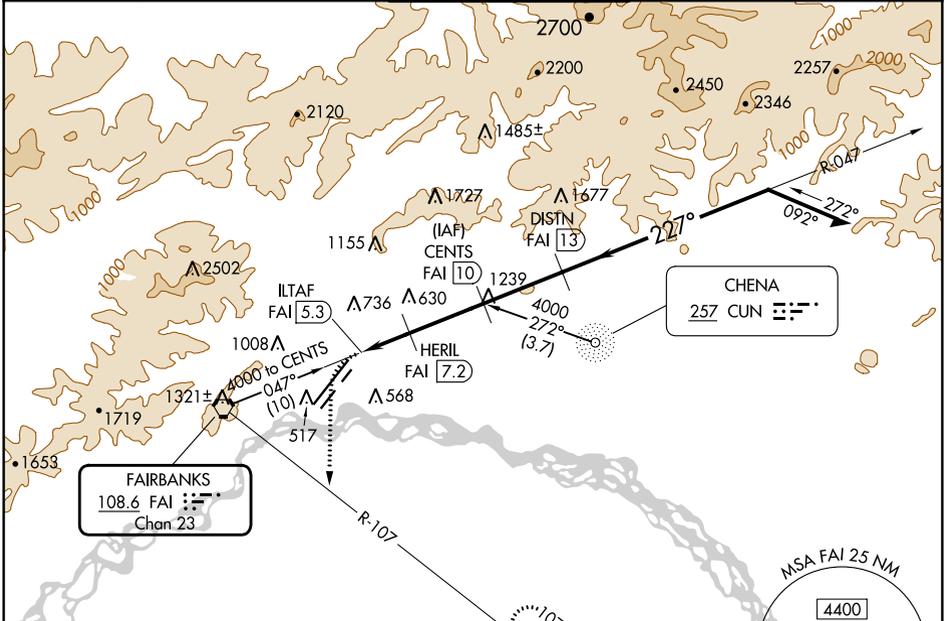
VORTAC FAI <b>108.6</b> Chan 23	APP CRS <b>227°</b>	Rwy Idg <b>11050</b> TDZE <b>439</b> Apt Elev <b>439</b>
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# TACAN RWY 20R

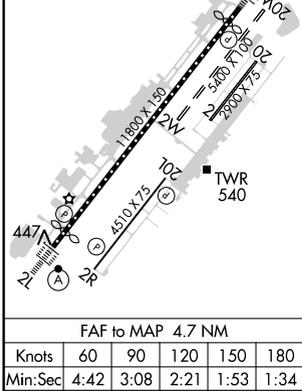
FAIRBANKS INTL (FAI) (PAFA)

	Circling NA to Rwy 2W and 20W. Circling NA west of Rwy 2L-20R. Rwy 20R helicopter visibility reduction below RVR 4000 NA. Inop table does not apply.	MALSR 	MISSED APPROACH: Climbing left turn to 4000 on heading 160° and FAI VORTAC R-107 to KRNL/FAI 13 DME and hold, continue climb-in-hold to 4000.
		(AS)	

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	D	TDZE 439
REIL Rwy 20L		
TDZ/CL Rwy 2L		
MIRL Rwy 2R-20L		
HIRL Rwy 2L-20R		



EMERGENCY SAFE ALTITUDE 100 NM 16000

4000	FAI R-107	KRNL	CENTS FAI 10	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 74).
hdg 160°				Remain within 15 NM
	HERIL FAI 7.2		DISTN FAI 13	047°
	ILTAF FAI 5.3			227°
				4000
				3300
				2200
				1300
				3.00° TCH 60
				0.7, 1.8 NM, 2.8 NM, 3 NM

CATEGORY	A	B	C	D	E
S-20R	880/55	441 (500-1)	880-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$ )	1000-1 $\frac{5}{8}$ 561 (600-1 $\frac{5}{8}$ )
CIRCLING	880-1 441 (500-1)	900-1 461 (500-1)	900-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )	1020-2 581 (600-2)	1120-2 $\frac{1}{2}$ 681 (700-2 $\frac{1}{2}$ )

AK, 31 OCT 2024 to 26 DEC 2024

AK, 31 OCT 2024 to 26 DEC 2024