

ILS Z RWY 20R (SA CAT I & II)  
FAIRBANKS INTL (FAI) (PAFA)

MALSR

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

**ALTERNATE MISSED APCH FIX**

CHENA  
CUN  
257

252°  
072°

4200 NoPT  
153° (8.4)

(IAF) MUSHR  
(GPS REQD)

HOLD 5000  
4200

IF/IAF 2700  
ZUREP  
I-FAI [17]  
2200

OHECY INT  
I-FAI [13.1]  
1677

CIGNI INT  
I-FAI [11.1]  
1485±Δ

2120  
2346  
2257

2450

1155 Δ  
172 Δ  
630 Δ  
1239 Δ

517 Δ  
568 Δ

736 Δ

1008 Δ

1321 ±

1719

1653

5000 to ZUREP  
024° (19.1)

FAIRBANKS  
108.6 FAI  
Chan 23

R-107

LOCALIZER 110.3  
I-FAI  
Chan 40

CHENA  
257 CUN

MSA FAI 25 NM  
4500

MISSED APCH FIX  
108.6 FAI  
R-107  
Chan 23

KRNKL  
FAI [13]

ELEV 439 TDZE 439

100 200 300 400 500 600 700 800 900 1000

|                                                |                      |            |                                                                     |      |                         |                            |                   |                               |
|------------------------------------------------|----------------------|------------|---------------------------------------------------------------------|------|-------------------------|----------------------------|-------------------|-------------------------------|
| 1100<br>↑                                      | 3000<br>FAI<br>R-107 | KRNKL<br>△ | VGS1 and ILS glidepath not coincident<br>(VGS1 Angle 3.00°/TCH 74). |      |                         |                            | ZUREP<br>I-FAI 17 | One Minute<br>Holding Pattern |
| Use I-FAI DME when<br>on the localizer course. |                      |            | CIGNI INT<br>I-FAI 11.1                                             |      | OHECY INT<br>I-FAI 13.1 | 023° → 5000<br>← 203° 4200 |                   |                               |
|                                                |                      |            | 3400                                                                | 3600 | 3400                    | GS 3.00°<br>TCH 56         |                   |                               |
| 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            |                               |

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

AK, 26 DEC 2024 to 20 FEB 2025