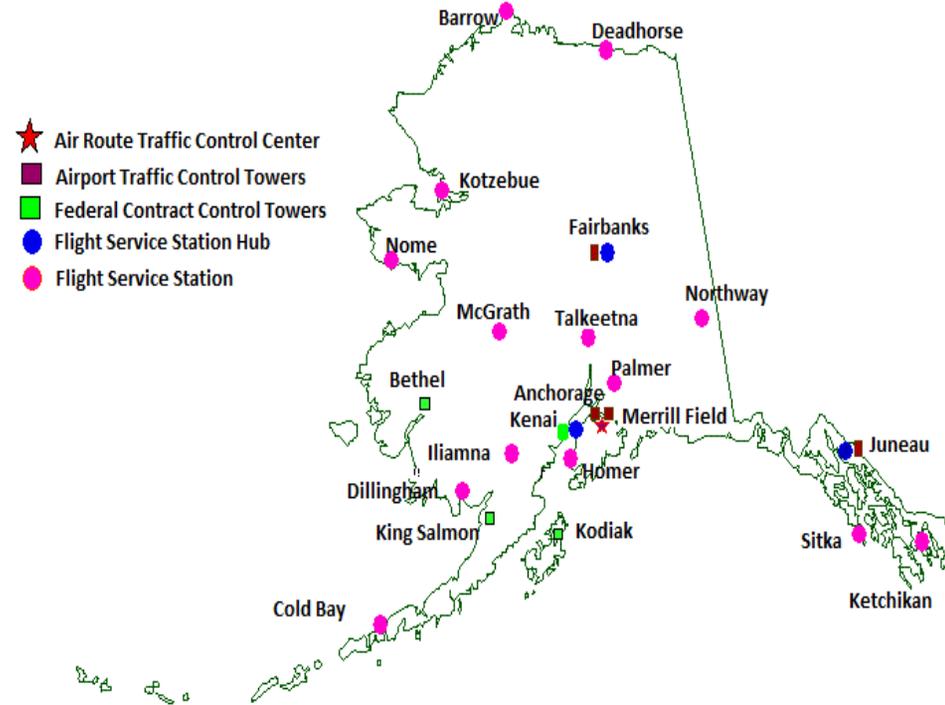


<b>Fairbanks FSS</b>	<b>Fairbanks ATCT</b>	
Administration 474-0388	Administration: 474-0050	
U.S.A. TOLL-FREE 1-866-248-6516		
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Current WX- FAI-ANC 17	<b>Eielson Range Control</b>	<b>125.3</b>
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FAI ASOS 474-8036		
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<b>CTAFS &amp; RCOS</b>		
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Atigun Pass 122.6	Barter Island	120.6
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Kaaruk 122.4	Nome	133.3
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Minchumina CTAF 122.9 122.2	Nuiqsut	119.4
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Nenana CTAF 122.1 122.5/121.5		
Ruby CTAF 122.8 122.25		
Tanana CTAF 122.9 122.65/121.5		
Yukon River Bridge RCO 122.15		



# FAA Air Traffic Organization Flight Services



# FAIRBANKS Pilot Bulletin 17-01

# FAIRBANKS PILOT BULLETIN 17-01

Effective: July1, 2017

Fairbanks Flight Service Station (FSS) and Fairbanks Airport Traffic Control Tower (ATCT) are both open year-round, 24 hours per day. We are especially busy from early spring through late autumn. Our traffic includes J-3s to heavy jets. Our customer experience level ranges from the student pilot to the professional with thousands of hours and military pilots in supersonic jets.

The Fairbanks Flight Standards District Office (FSDO) is responsible for promoting aviation safety and ensuring compliance with safety standards for most aircraft, aircraft operations and airmen. Flight Standards develops and recommends policies, regulations and standards for the aviation community. Safety through education is an important part of their mission providing the public with the highest level of safety standards in the world.

This booklet contains information that a pilot will find helpful in utilizing our services. It is not intended that any procedure or suggestion in this booklet deter a pilot from the responsibilities of the pilot-in-command to ensure the safe operation of their aircraft.

### **We invite and encourage pilots to visit our facilities as security policies allow.**

Fairbanks FSS is located at 3811 South University Avenue. Fairbanks ATCT is located across the street at 3800 South University Avenue. As our guest, you may visit the FSS, Tower Cab and Radar Room. If possible, please call ahead of time (FSS: 474-0388, ATCT: 474-0050) so we can have someone available to show you around. Our regular visiting hours, for the FSS and ATCT, are 8:00AM to 3:30PM, Monday through Friday, with other times available upon request.

FSDO is located north of the Fairbanks International Airport Terminal building, at 4419 Airport Way. Visitors are welcome during any weekday between 7:30AM and 4:00PM. Our telephone number in the Fairbanks area is 474-0276, outside the Fairbanks area, 1-800-294-5119.

Visit our Internet Home Page at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/systemops/f/s/alaskan/alaska/fai/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/f/s/alaskan/alaska/fai/)



Joshua Coleman  
Air Traffic Manager  
Fairbanks ATCT



David Cox  
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Fairbanks FSDO



Timothy Worker  
Air Traffic Manager  
Fairbanks FSS Hub

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**FAIRBANKS FLIGHT SERVICE STATION  
(FSS)**

This guide is intended to provide pilots with information about some of the services available from Fairbanks FSS and its satellite facilities. Fairbanks FSS is located at 3811 South University Avenue on the east ramp of the Fairbanks International Airport. We perform a full range of flight service functions including preflight weather briefing, flight plan handling, inflight and emergency services, search and rescue, broadcast and communications relay. Services are provided primarily to users within Alaska; however, frequent flights to areas outside of Alaska such as Canada, Russia and the Lower 48 are served.

**FAIRBANKS PILOT WEATHER BRIEFING TELEPHONE**

FSS TWEB	452-8932
FSS TIBS & Briefers	474-0137
Toll Free: 1-800-WX-BRIEF	1-800-992-7433
or	1-866-248-6516

**FAIRBANKS FSS TELEPHONE TIBS ACCESS CODES**

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Security	19	Return to Main Menu	#
		Return to Weather Briefer	0

**TELEPHONE INFORMATION BRIEFING SERVICE (TIBS) AND FAST FILE**

The toll-free number for Fairbanks Flight Service Station is 1-866-248-6516. The nationwide toll-free number for Flight Service Stations is **1-800-WX-BRIEF** (1-800-992-7433). When calling this number, you will automatically be connected to the FSS serving the area from which you are calling, unless you are using a cellular phone. Cellular phones access the FSS responsible for the area code for

the cell phone number or the default FSS (Kenai FSS). Calls to this number provide access to recorded weather, aeronautical information, and flight plan filing. When you reach the FSS, your call will be answered by a recorded announcement, which includes the name of the facility followed by a recorded announcement. To interrupt a recorded message, enter the access code for the desired function at any time. If you do not wish to talk to a briefer, you may go directly to **TIBS** or **Fast File**. TIBS recordings contain the most commonly requested route forecasts for the Interior. These recordings give you a summary of current and forecast weather along a route. The **Fast File** service can be used to file IFR and VFR flight plans, close a flight plan, or record a pilot report. Please speak slowly and distinctly into the telephone and provide complete data, as we may not be able to call you back. Please remember that the fastest way to file a flight plan is to talk with a briefer.

### SATELLITE FACILITIES

The five FSSs in northern Alaska are open about 16 hours per day, except for ORT FSS which is open seasonally for 10 hours daily. When closed, their radios and telephones are forwarded to Fairbanks FSS, which will provide all services except Local Airport Advisories.

Barrow FSS	852-2511	Nome FSS	443-2291
Deadhorse FSS	659-2401	Kotzebue FSS	442-3310
Northway FSS (May-Sep)	778-2219		

### ICAO Flight Plans

In the near future all VFR and IFR flight plans will be required to be filed using the ICAO format. New navigational and transponder suffixes will be used in the filing process. If you have a master flight plan on file please update it to conform to the new requirements. More information is available in the AIM publication. Please call or visit Fairbanks Flight Service Station for further information and assistance.

### PREFLIGHT PLANNING

A good weather briefing starts with developing an awareness of the overall “big picture” before attempting to get a detailed weather briefing. At many locations you can learn about the big picture by listening to the Transcribed Weather Broadcast (TWEB), Telephone Information Briefing System (TIBS), DUATS, *Alaska Weather*, National Oceanic and Atmospheric Administration (NOAA) Weather Radio, television and radio weather broadcasts. When ready to call for a weather briefing, make sure your planned route of flight is determined and your flight plan is partially completed before placing your telephone call. To ensure that your briefing is tailored to your needs, give the briefer the following information:

- Type of weather briefing requested:
  - STANDARD
  - ABBREVIATED
  - OUTLOOK
- Type of flight contemplated. VFR or IFR
- Aircraft N-number or pilot’s name
- Type of aircraft
- Departure point
- Proposed route of flight
- Destination
- Proposed flight altitude
- Estimated time of departure (ETD)
- Estimated time enroute

At the conclusion of the briefing, if there is anything that you do not understand about the weather briefing, let the briefer know. If terminology is used that you do not understand, ask the briefer to explain it. A briefer who talks too fast should be asked to speak more slowly. The amount of detail in your weather briefing will depend upon how complicated the weather situation really is.

### STANDARD WEATHER BRIEFING

If you request that the briefer provide you with a Standard Weather Briefing, the briefer will be following procedures and phraseology used by FAA personnel providing flight services. Specialists are directed not to read weather reports verbatim unless specifically requested to do so by the person receiving the briefing. As a minimum, your preflight briefing will include the following elements:

**ADVERSE CONDITIONS:** The briefer will advise you if there are any significant meteorological and/or aeronautical information (e.g., thunderstorms, icing, turbulence, low ceilings or visibility, airport closures) along your proposed route of flight. Expect the briefer to emphasize conditions that are particularly significant, such as low-level wind shear, embedded thunderstorms, reported icing, or frontal zones. When a VFR flight is proposed and actual or forecast conditions make VFR flight questionable, the briefer will describe the conditions and may advise you that “**VFR flight is not recommended.**” At this time, if you feel that the weather conditions are clearly beyond your capabilities, you should consider terminating the briefing. Of course the **GO/NO-GO** decision is up to you as pilot-in-command.

**SYNOPSIS:** A brief statement as to the cause of the weather (e.g., fronts or pressure systems) which might affect your proposed route of flight.

**CURRENT CONDITIONS:** When your proposed time of departure is within two hours, the briefer will summarize current weather, including PIREPS and weather cameras as applicable to your route of flight.

**ENROUTE FORECAST:** Expect the briefer to summarize forecast conditions along your proposed route in a logical order (i.e., climb-out, enroute and descent).

**DESTINATION FORECAST:** The destination forecast for your estimated time of arrival (ETA) will be provided, including any significant changes within one hour before and one after your planned time of arrival.

**WINDS ALOFT FORECAST:** The briefer will summarize forecast winds aloft for your proposed route. Temperature information will be provided on request.

**NOTICES TO AIRMEN (NOTAMS):** NOTAMS pertinent to your proposed route of flight will be provided. However, NOTAMS on military training routes (MTR), military operations areas (MOA) and warning areas along with published NOTAMS, Flight Data Center (FDC) NOTAMS, and Special Notices are “upon request” items.

**REQUEST FOR PILOT REPORTS:** Due to the mountainous terrain and the scarcity of weather reporting stations in Alaska, the briefer will request that you provide pilot reports for enroute conditions.

### **ABBREVIATED BRIEFING**

Request an **Abbreviated Weather Briefing** when you need information to supplement mass disseminated data, update a previous briefing, or when you need only one or two specific items. Provide the briefer with the appropriate background information, the time you received the previous information and/or the specific items needed. You should indicate the source of the information already received so the briefer can limit the briefing to the information that you have not received and/or appreciable changes in meteorological conditions since your previous briefing. To the extent possible, the briefer will advise if adverse conditions are present or forecast. Details on these conditions will be provided upon your request.

### **OUTLOOK BRIEFING**



You will be provided an **Outlook Weather Briefing** whenever your proposed time of departure is six or more hours from the time of the briefing. The briefer will provide available forecast data applicable to the proposed flight. This type of briefing is provided for **planning purposes only**. You should obtain a Standard Weather Briefing prior to departure in order to obtain such items as current conditions, updated forecasts, winds aloft and NOTAMs. If you need an outlook briefing for conditions three or more days in the future, contact the National Weather Service forecaster.

### **FLIGHT PLANS**

If, after having received a briefing you decide to go, please file a Flight Plan. To avoid frequency congestion, please file by telephone or in person if possible. One thing you can do to simplify your flight plan filing is to put your aircraft and personal information on file here. Your **Master Flight Plan** is good for the entire state. You can obtain a master flight plan form from FAI FSS by fax (907-474-0766), by mail to Fairbanks FSS 3811 S. University Avenue, Fairbanks AK 99709, in person, or online at:

[www.faa.gov/go/alaskafss](http://www.faa.gov/go/alaskafss)

A flight plan is an excellent low cost insurance policy; the only cost is the time it takes to file one. This insurance includes the knowledge that someone will come looking for you if you become overdue at your destination. For maximum protection, file only to the first point of intended landing and refile for each additional leg to your final destination. When a lengthy flight plan is filed with several stops en route, a mishap could occur on any leg. It is probable that no one will start the Search and Rescue (SAR) process until 30 minutes after your ETA at your final destination. Position reports en route can also help to speed up the SAR process once an aircraft is declared overdue.

Be sure to inform the nearest FSS of any changes to your route and your ETA (particularly your ETA as SAR is initiated, if you have not closed your flight plan, 30 minutes after this time). The pilot is responsible for the activation and closure of his/her flight plan. This is not done automatically by an FSS or ATCT. Timely closures will prevent needless search efforts.

### **Enhanced Special Reporting Service (eSRS)**

Similar to the original Special Reporting Service, and in response to customer requests, eSRS provides that Flight Service will initiate SAR action upon receipt of electronic distress alerting messages transmitted via satellite from a GPS tracking device located on board an aircraft.

Currently aircraft utilizing SPOT™, Spidertracks™ and inReach™ units are included in the program. Other units may be evaluated and accepted into the program as customer demand requires.

eSRS is a value added search and rescue (SAR) tool. It is intended to enhance and expedite SAR for aircraft on a flight plan. eSRS does not replace a flight plan.

Alert notifications are transmitted to FSS directly and are intended to reduce the response time upon receipt of an emergency message in comparison to waiting for a flight plan time to expire. eSRS may also provide added protection in the event of an ELT failure.

eSRS procedures are intended for use with VFR flight plans originating and terminating within Alaska.

If you would like more information, or wish to participate in the eSRS program, please call one of the Flight Service Stations listed below and talk to a staff support specialist:

Fairbanks Flight Service Station	(907) 474-0388
Juneau Flight Service Station	(907) 586-7382
Kenai Flight Service Station	(907) 283-3735

Additional information is available at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/sytemops/fs/alaskan/alaska/esrs-ak](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/sytemops/fs/alaskan/alaska/esrs-ak)

### INFLIGHT WEATHER BRIEFING

 You are encouraged to obtain your preflight briefing by telephone or in person before departure as this will reduce congestion on the radio frequencies. Fairbanks FSS Inflight positions are monitoring up to 73 frequencies, so it is not uncommon to have five or more aircraft calling simultaneously for services. Our Remote Communications Outlets (RCO) system extends from the Alaska Range to the North Slope and from the Alaska/Canada Border to the Bering Straits. Therefore, when calling Fairbanks Radio, identify not only yourself, but also the name and frequency of the radio outlet you are calling over. After communications have been established, advise the specialist of the type briefing you require: Standard, Abbreviated, or Outlook, and provide the appropriate background information. You will be provided information as specified in the previous paragraphs depending on the type of briefing requested. Feel free to ask for any information that you or the briefer may have missed. It helps to save your questions until after the briefing has been completed. Enroute and destination weather updates are also available by monitoring the TWEB on selected NDBs, or VORs and/or listening to the ATIS.

You may also receive updates from the Contract Weather Observers (CWO) at Big Delta, Tanana, and Bettles, or by monitoring the appropriate AWOS or ASOS. During the hours Northway and Deadhorse FSSs are closed, you may get updates from the CWOs. Centers and Terminal area facilities broadcast SIGMETs and CWAs upon receipt. To the extent possible, centers and terminal area facilities will issue pertinent information on weather and assist pilots in avoiding hazardous weather areas when requested.

### WEATHER INFORMATION SOURCES USED BY BRIEFERS

Briefers draw from all available weather sources including Area Forecasts, Terminal Forecasts, METAR reports, PIREPs, weather charts, NOTAMs, NEXRAD graphics, and aviation cameras. Check out these sites, especially the weather camera site as the information can be extremely useful.

Alaska Aviation Weather Unit - <http://aawu.arh.noaa.gov/>  
Alaska Aviation Weather Cameras- <http://avcams.faa.gov/>

### AREA FORECASTS (FA)



Area Forecasts are 12-hour aviation forecasts, with a 6-hour categorical outlook, giving general descriptions of cloud cover, weather conditions and potentially hazardous weather that could impact aircraft operations. Alaska Area Forecasts, each covering a broad geographical area, are issued three times a day. A map depicting these forecast areas is inside the back cover of this publication.

Heights of cloud bases, tops, freezing level, icing, and turbulence are referenced to mean sea level (MSL) unless otherwise stated. Ceilings are given in heights above ground level (AGL). The causes of LIFR, IFR, or MVFR conditions are indicated by ceiling, restrictions to visibility, or both. If winds (or gusts) of 25 knots or greater are forecast for the outlook period, the word WIND is included. For example: **IFR CIG R WIND:** Expect IFR conditions due to ceiling below 1,000 feet, visibility restricted by rain and wind to be 25 knots or greater.

#### Terminology:

**OCNL:** More than a 50 percent chance of a phenomenon occurring, but for less than 1/2 of the forecast period.

**Isolated:** Single cells (no percentage).

**Widely Scattered:** Less than 25 percent of area affected.

**Scattered or Areas:** 25-54 percent of area affected.

**Numerous or Widespread:** 55 percent or more of area affected.

**LIFR:** (Low IFR) ceiling less than 200 feet and/or visibility less than 1 statute mile.

**IFR:** Ceiling 500 feet to less than 1,000 feet and/or visibility 1 to less than 3 miles.

**MVFR:** (Marginal VFR) Ceiling 1,000-3000 and/or visibility 3 to 5 miles.

**VFR:** Ceiling greater than 3,000 feet and visibility greater than 5 statute miles.

### AVIATION ROUTINE WEATHER REPORTS (METAR)

METAR reports are specific aviation weather reports taken at designated reporting sites. Usually, but not always, sites are located at an airport. Observations are usually taken hourly at 50 minutes past the hour. These observations are then transmitted between 55 minutes past the hour and on the hour. Reports are generally available over the weather circuits just past the hour, while military reports generally are not available until 10 minutes past the hour. SPECI or special observations are taken whenever changing weather conditions warrant.

#### Sequence of METAR Elements:

1. Type of Report
2. Station Identifier
3. Date and Time of Report
4. Report modifier
5. Wind
6. Visibility
7. Runway Visual Range
8. Weather and Obstructions to Vision
9. Sky Condition
10. Temperature
11. Altimeter
12. Remarks

### TERMINAL AERODROME FORECASTS (TAF)

TAFs are issued for specific airports and generally cover a 5 statute mile radius from the center of the runway complex. Alaskan TAFs are issued four times a day at 0000Z, 0600Z, 1200Z, and 1800Z. TAFs contain information about expected ceiling, cloud coverage and height, weather, obstructions to vision, and surface winds. They are valid for a 24-hour period and are subject to amendment. Select airports, such as FAI, have a TAF valid for a 30-hour period. Cloud heights are reported in hundreds of feet above ground level (AGL). Visibility is forecast in ¼ statute mile increments up to 3 miles and the nearest mile up to

6 miles. If visibility is expected to be greater than 6 miles it will be shown as P6SM. Weather and obstructions to vision are displayed in standard METAR/TAF contractions. Surface wind is forecast in increments of ten degrees from true north in knots.

### WINDS AND TEMPERATURES ALOFT FORECASTS (FD)

Winds and temperatures aloft forecasts contain upper air velocity and temperature forecasts, and are issued twice daily. Wind from intermediate levels can be calculated by interpolation. Winds Aloft forecasts are a good indicator of where the weather is coming from. Comparing the current weather with winds aloft will give an indication of the direction weather is moving. Wind direction is referenced to true north, velocity is forecast in knots, and temperatures are in degrees Celsius.

### INFLIGHT ADVISORIES (WS, WST, WA, CWA)

**SIGMETS (WS):** A SIGMET is an advisory of hazardous weather conditions, of concern to all aircraft, issued as necessary and updated every four hours from initial time of transmission. A SIGMET warns of severe conditions that are affecting, or forecast to affect, an area of at least 3,000 square miles (e.g., severe icing, severe turbulence, dust storms, sand storms, volcanic ash, squall lines, embedded thunderstorms, tornadoes, heavy hail, and marked mountain waves).



**AIRMETS (WA):** An AIRMET is an advisory of hazardous conditions, mainly of concern to small aircraft, issued every six hours as part of the area forecast and when conditions warrant an amendment. An AIRMET concerns weather of less severity than a SIGMET, detailing conditions that may be hazardous to aircraft having limited capability because of lack of equipment, instrumentation, or pilot qualifications. These conditions include moderate icing and/or turbulence, sustained surface wind of 30 knots or greater, ceilings less than 1,000 feet and/or visibility less than three miles (affecting 50 percent or more of the forecast area) and extensive mountain obscuration. In order for an AIRMET to be issued, these conditions must be affecting or forecast to affect 3,000 square miles or more.

**CENTER WEATHER ADVISORIES (CWA):** A CWA is an unscheduled inflight, flow control, air traffic and aircrew advisory. A CWA is considered as a “nowcast” rather than a flight-planning product. They normally provide a narration of conditions existing at the time of issuance and a forecast for the next two hours

## PILOT WEATHER REPORTS (PIREP)

Help yourself by helping others. The best way to eliminate or reduce enroute weather surprises is to give and obtain inflight weather reports, or PIREPs. A PIREP is often the only means available for gathering some information (i.e., cloud tops, actual icing and turbulence conditions, etc.). A PIREP gives a pilot valuable information on weather conditions actually being experienced inflight by other pilots. This information supplements data reported by ground stations. When giving a PIREP, one method is to follow the format of an hourly weather report using VOR radial/DME or Lat/Long coordinates to identify your position. Giving the trend of the weather is also valuable. Pilot reports are utilized in the receiving facilities immediately and disseminated to other FAA facilities, the National Weather Service, and pilots as soon as possible after receipt. A good PIREP consists of the following:

- Location in reference to a NAVAID or airport
- Time, altitude (MSL), and type of aircraft
- Visibility and sky cover including bases and tops (heights in MSL)
- Air temperature (Celsius), wind, turbulence, and/or icing
- Other significant weather data (i.e., lowering or improving conditions)

A suggested format for giving PIREPs is available in the Procedures Section of the Alaska Supplement.

*For more in-depth information on these weather products go to Advisory Circular 00-45 – Aviation Weather Products at:*  
[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/1ab39b4ed563b08985256a35006d56af!OpenView](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/1ab39b4ed563b08985256a35006d56af!OpenView)

## FAIRBANKS AIRPORT SERVICES INFORMATION

### FUEL

**Self-service fuel** is available 24 hours/day at these fueling stations equipped with credit card pumps:

**Alaska Aerofuel** located at the base of the ATCT

**Ace Fuel** located at the southeast corner of the Float Pond fuels wheeled and float-equipped aircraft

**Truck delivered fuel** is available from:

**Alaska Aerofuel** from approximately 8:30am to 5:00pm during the winter and 8:00am to 8:00pm in the summer. A call-out fee will be charged for services after hours. They can be contacted by phone at **474-0061**, or by radio on frequency **122.95 MHz**

## ACCOMMODATIONS AND AIRPARK CAMPING



There are a number of hotels and motels in the Fairbanks area. Several of these provide airport shuttle service and others are a short cab ride away. Rental cars are available at the main terminal. A pilots' lounge is located under the control Tower on the East Ramp near transient parking. There is a payphone, public restroom, and shower located there. Convenient camping facilities with tie-downs are on the airport grounds and are accessible by taxiway to transient pilots. These facilities are complete with water, a cooking area, toilets and a telephone.

## AVIATION CHARTS, ALASKA SUPPLEMENTS AND OTHER AERONAUTICAL PUBLICATIONS

Aviation charts and other aeronautical publications are available at:

Northland Aviation 4655 Armistead Way 474-0948



## REPORTING WILD LAND FIRES

Private and commercial pilots reporting wildfires have played a major role in helping the Division of Forestry and the Alaska Fire Service to respond quickly to wildfires within Alaska.

### If you should spot a forest fire contact:

“State Forestry” on frequency **132.45**

“BLM Dispatch” on frequency **127.45**

Any **Flight Service Station**



### Provide the following information:

- Your name and aircraft N-number
- Latitude/Longitude
- VOR/DME location
- Approximate fire size
- Wind direction and speed
- Fuel type (spruce, birch, tundra, etc.)
- Distance to cabins or other buildings

Extreme caution is advised in the vicinity of all forest fires due to increased air traffic and the decreased visibility in smoke. Contact a Flight Service Station for any Temporary Flight Restrictions (TFR) due to fire fighting operations and/or temporary Air Traffic Control Tower operations.

<http://fire.ak.blm.gov/predsvcs/maps.php>

<http://forestry.alaska.gov/fire/current.htm>

## CANADIAN CUSTOMS and USER FEES



The responsibility for Canadian Customs notification rests solely with the aircraft pilot. ADCUS notifications on flight plans are no longer accepted by Canadian Flight Service Stations. Pilots must make their own customs arrangements by calling

**1-888-CANPASS (1-888-226-7277).**

Contact Canadian Authorities or a Flight Service Station for additional information. An

Electronic Advance Passenger Information System or eAPIS must be filed, prior to leaving or entering the United States, with US Customs and Border

Protection at: <https://eapis.cbp.dhs.gov/>

American pilots need to be aware that flights into Canada are subject to mandatory user fees. These fees are assessed by **NAV CANADA**, the commercialized operator of all Air Traffic Control and navigation services in Canada. Further information can be obtained by calling NAV CANADA at: **1-800-876-4693**, or by accessing their web site at:

<http://www.navcanada.ca/>

## Special Use Airspace Information Service (SUAIS)

**MILITARY OPERATIONS AREAS (MOAs)**

**RESTRICTED AREAS**

**IFR AND VFR MILITARY TRAINING ROUTES**

**MILITARY REFUELING AIRSPACE/ TRACKS**

There are a number of Military Training Operation Areas (MOAs) and other special use military airspace in the Interior of Alaska covering large areas. These areas are active on a scheduled basis. This information is available from a variety of sources including any Flight Service Station, the appropriate controlling agency (i.e., Anchorage Center, Fairbanks Approach Control, etc.), publications (i.e., current sectionals and the Alaska Supplement) and from Eielson Range Control. Pamphlets regarding SUAIS are available at Flight Service Stations, please ask for a copy.

**Eielson Range Control (ERC)** is a government contracted, civilian operated agency that monitors Interior Alaska MOAs and Restricted Areas, north of the Alaska Range and east of Fairbanks. ERC provides real-time information through the SUAIS for these areas. SUAIS is operated to assist pilots with flight planning and to have a real-time situational awareness of military aircraft while operating in, or around, the Interior's many MOAs and Restricted Areas. Pilots can call SUAIS statewide at **1-800-758-8723** or **372-6913** from the Fairbanks area before departure. You may contact Eielson Range Control on frequency **125.3** MHz while airborne. This service is provided to supplement, not to replace, those services available through FAA Air Traffic Control facilities. It is recommended that pilots contact the nearest Flight Service Station for the latest NOTAM information concerning restricted areas and scheduled MOA operation times. More information is available on the Eielson AFB homepage at:

<http://www.jber.af.mil/Info/Alaskan-Airspace-Info.aspx>

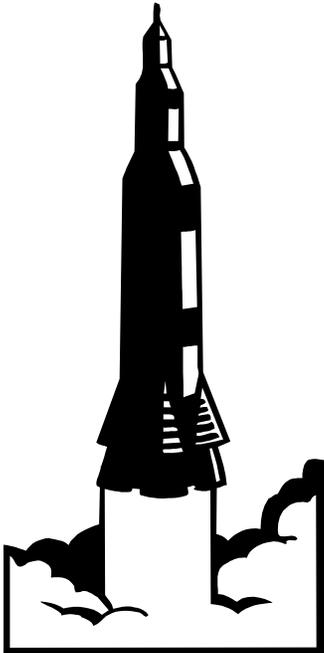


## CONTROLLED FIRING AREAS (CFA)

A Controlled Firing Area (CFA) contains activities, which if not conducted in a controlled environment could be hazardous to non-participating aircraft. The distinguishing feature of a CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFAs since they do not cause a non-participating aircraft to change its flight path.

There are several CFAs in the Interior of Alaska. The U.S. Army has a CFA located south of Ladd AAF which extends approximately ten miles across the Tanana River. Information on these may be obtained from **Wainwright Range Control at 353-1247/1265.**

### POKER FLAT RESEARCH RANGE



Poker Flat Research Range is the only non-federal university owned and operated rocket range in the world. The 5,132-acre site is the world's largest land-based rocket range with a chain of downrange flight and observing facilities from Fairbanks to Barter Island to Spitsbergen, Norway. The range is located approximately 30 miles northeast of Fairbanks on the Steese Highway at coordinates **65°07'N/147°29'W.**

Extreme caution is advised flying near the facility during launches. Additional research using laser lights is also conducted at Poker Flat. Check with the nearest Flight Service Station for NOTAMs on airspace restrictions during launch times.

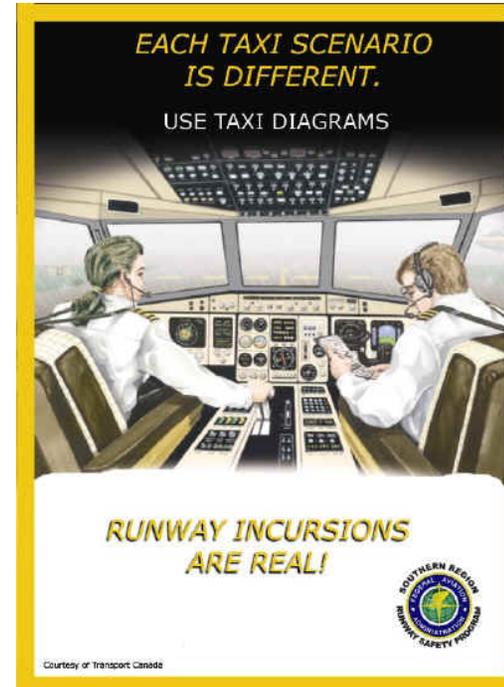
<http://www.pfrr.alaska.edu/>

## RUNWAY SAFETY

### THE FAA DEFINES A RUNWAY INCURSION AS:

Any unauthorized intrusion onto a runway involving an aircraft, vehicle, person, or object on the ground, regardless of whether or not an aircraft presents a potential conflict. Runway incursions are classified into these areas:

- **Operational Error (OE)** - A failure of the Air Traffic Control system that results in loss of separation.
- **Pilot Deviation (PD)** - The action of a pilot that results in violation of the Federal Aviation regulations (FAR).



• **Vehicle/Pedestrian Deviation (V/PD)** - Any entry or movement on the movement area by a vehicle (including aircraft operated by non-pilots), or pedestrians that have not been authorized by Air Traffic Control.

Careful investigations of these incidents have identified three major areas contributing to runway incursions - communication, airport familiarization, and cockpit procedures for maintaining orientation. NOTE: All runway incursions are surface incidents, but not all surface incidents are runway incursions. To qualify as a runway incursion, an aircraft that is taking off, intending to take off, landing, or intending to land must encounter both of the following conditions: (1) at least one aircraft, vehicle, pedestrian, or object must be on the runway; and (2) a collision hazard or a loss of separation must occur.

## BEST PRACTICES

Study the airport diagram during flight planning and before starting your engine. Brief and utilize your passengers (as appropriate) to help monitor your progress across the airport operating area.

Remember, it is always okay to ask questions! Get progressive taxi instructions if you need them.

Beware of taxi routes that cross an active runway.

Keep in mind these four essential steps to prevent a runway incursion:

**CLEARANCES:** Pilots must understand what they have been instructed to do or get clarification or an amended clearance.

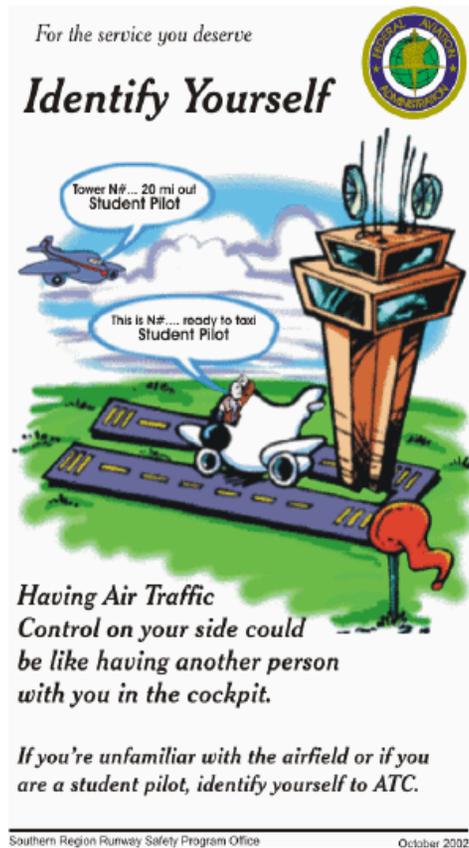
**COMMUNICATIONS:** Use proper procedures, standard words and phrases, and read back all clearances.

**GROUND NAVIGATION:** Understand the airport layout and pertinent signage before starting your engine.

**SITUATIONAL AWARENESS & SCANNING:** Clear up all doubts before proceeding. Use all your resources - including Air Traffic Control.

The ATC employees in the Fairbanks area are committed to providing any information you need to help you better understand airport signage, marking and procedures. Do not hesitate to contact us for assistance.

[http://www.faa.gov/airports/runway\\_safety/publications/media/QuickReferenceGuideProof8.pdf](http://www.faa.gov/airports/runway_safety/publications/media/QuickReferenceGuideProof8.pdf)



## COMMON TRAFFIC ADVISORY FREQUENCIES (CTAF)

The key to communicating at an airport without an operating control Tower is the selection and proper utilization of the correct **Common Traffic Advisory Frequency or CTAF**. The purpose of this system is to have all aircraft monitoring and broadcasting on the **published frequency** for their airport of operation. The proper CTAF can be found in a number of publications including the Alaska Supplement, Sectional Aeronautical Charts, and the Alaska Terminal Procedures Publication. The CTAF can also be obtained from any Flight Service Station.

At an airport with a Flight Service Station, without an operating control Tower, a **Local Airport Advisory Service** is provided on the CTAF. Though it is a good practice to use this service, be aware that not all pilots may be participating in this service. Procedures for CTAF use are available in the Aeronautical Information Manual (AIM).

[http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/)

## LOCAL PRACTICE AREA

There is a local practice area southeast of Fairbanks around the Clear Creek Buttes. Transient pilots should be on the lookout for maneuvering aircraft.



## **FAIRBANKS AIRPORT TRAFFIC CONTROL TOWER (FAI ATCT)**

Fairbanks ATCT provides airport traffic control at the Fairbanks International Airport (FAI), and provides IFR approach control service within approximately a 40NM radius to include Ladd AAF (FBK), Eielson AFB (EIL), and the Nenana airport (ENN).

At a minimum, all aircraft are expected to maintain two-way communication with Fairbanks ATCT while operating within the Fairbanks Class D surface area.

### **FAIRBANKS TRSA (TERMINAL RADAR SERVICE AREA)**

Fairbanks ATCT also provides voluntary RADAR service to VFR aircraft operating in the Fairbanks area, to include:

- Safety alerts
- Traffic advisories
- Limited RADAR vectoring when requested
- Sequencing to FAI, FBK, and EIL airports

Additionally, participating aircraft will be provided standard separation from other VFR/IFR aircraft while within the TRSA (the vertical and lateral limits of the TRSA are depicted on VFR charts), including separation for wake turbulence when operating behind aircraft of larger weight classes at FAI, FBK, and EIL airports.



Additional services are provided to the maximum extent possible considering controller workload and RADAR coverage. Please note that a transponder is not required to receive RADAR service; your airframe reflects radio energy and produces a target on the controller's scope. The maximum range is 60NM from the RADAR antenna located on Ft. Wainwright, although terrain may limit coverage, especially at lower altitudes as RADAR is limited to line-of-sight.

“TRSA DEPARTURE” is a procedure assigned to VFR aircraft departing Fairbanks International Airport receiving RADAR service. When assigned the “TRSA departure,” pilots shall fly runway heading until instructed otherwise. Expect RADAR vectors or other instructions on course. Fairbanks Departure Control frequency 125.35.

## **ARRIVING AND DEPARTING FAIRBANKS INTERNATIONAL AIRPORT**

The majority of the airport surface at FAI is controlled, with the exception of the East Ramp and the portion of the Float Pond outside of the channel. A pilot must receive authorization from Air Traffic Control prior to operating on a controlled surface.

Whenever possible, monitor the Fairbanks ATIS prior to initial contact with ATC to obtain the latest airport information. If receipt of the ATIS is not possible, inform the controller on initial contact. The controller will then provide you with all necessary information.

When departing the Fairbanks airport, contact Fairbanks Clearance Delivery for a RADAR beacon code (if transponder-equipped) and departure control information, then Fairbanks Ground Control for taxi instructions. Often-times these two positions are combined (indicated in ATIS) and a single call to Ground Control will serve both purposes. Inform the controller of your position on the airport, your type aircraft, direction of flight, and any special requests you may have. All departing aircraft will routinely be provided RADAR service and assigned a “TRSA departure” unless otherwise requested. VFR aircraft departing Fairbanks International Airport not receiving RADAR services are still expected to fly runway heading until turned on course by the Tower due to the close proximity of the runways, traffic patterns and adjacent airports.

For aircraft desiring RADAR service inbound to the Fairbanks airport it is requested that the pilot contact Fairbanks Approach Control at least 20NM from the airport. Appropriate frequencies can be found in the Alaska Supplement and on VFR charts. Otherwise, contact Fairbanks Tower prior to entering the Fairbanks Class D surface area, preferably about 10NM from the airport.

### **ARRIVING AND DEPARTING NON-TOWERED AIRPORTS IN THE FAIRBANKS AREA**

There are several non-towered airports in the vicinity of Fairbanks. While Fairbanks ATCT does not provide airport traffic control (sequencing, takeoff and landing clearances) at these airports, there are services provided to pilots operating into and out of these airports.

For operations to and from airports within the Fairbanks Class D surface area, two-way communication must be established with Fairbanks Tower (per FAR 91.129) prior to entering the surface area, or as soon as practicable after becoming airborne. The Tower controller will provide advisories, as workload permits, for all known and observed traffic while within the Class D surface area. RADAR service is available to all aircraft in the Fairbanks area. To receive

RADAR services when departing a non-towered airport within the Fairbanks Class D surface area, contact Fairbanks Clearance Delivery prior to departure, if able, to obtain a beacon code (if transponder-equipped) and departure control information. When departing an airport outside of the Fairbanks Class D surface area, contact Fairbanks Approach Control any time after becoming airborne.

When inbound and RADAR service is desired, it is requested that pilots contact Fairbanks Approach Control at least 20NM from Fairbanks. Appropriate frequencies may be found in the Alaska Supplement and are printed on VFR charts.

### **FAIRBANKS FLOAT POND OPERATIONS**

The takeoff and landing channel is a controlled surface; aircraft must remain out of the channel, which extends from the north shore to the south shore, until authorized by Fairbanks Tower. The approximate dimensions of the pond takeoff and landing channel are 5400 by 100 feet. Flags mark shallow spots. Buoys are located 500 feet from the north and south shores of the pond marking the sides of the channel and may be used as touchdown markers. While the area outside of the channel is uncontrolled and aircraft may taxi at the pilot's discretion, airport rules authorize step-taxiing only within the channel.

When desiring RADAR service departing the float pond, contact Fairbanks Clearance Delivery for a beacon code (if transponder-equipped) and departure control information. Aircraft receiving this service departing the Fairbanks float pond will ordinarily be assigned a "TRSA departure" similar to aircraft departing from the runways.

When operating in a closed traffic pattern on the float pond, expect the Tower controller to change the direction of turns from left to right traffic, or vice versa, depending on traffic on both of the parallel runways. The controller will often wait until an aircraft is in the upwind leg to assign a direction. Due to the proximity of the parallel runways to the float pond, pay careful attention before beginning a crosswind turn and query ATC if you are ever unsure of the intended direction.

### **SPECIAL VFR**

When weather conditions do not meet basic VFR minima, special VFR flight may be conducted within Class D/E surface areas. Special VFR clearances are issued when:

- A. requested by the pilot and,
- B. weather conditions at the airport of intended landing or departure do not meet basic VFR minima, but do meet SVFR minima (per CFR 91.157) or,

- C. the pilot determines conditions below VFR minima will be encountered within the Class D/E surface area and SVFR conditions can be maintained.

Official weather observations are made for the Fairbanks airport. These observations determine whether basic VFR minima exist for operations into and out of the Fairbanks airport. At other airports in the Fairbanks area (e.g., Chena Marina, Metro Field) official weather reporting is not available. When operating to or from these airports it is the pilot's responsibility to determine if basic VFR minima exist. If the pilot determines that conditions do not meet basic VFR minima, the pilot must request and obtain a special VFR clearance before operating in the Class D/E surface area.

As with normal VFR operations, aircraft departing the Fairbanks airport will be provided RADAR service unless otherwise requested. Likewise, RADAR service is available upon request to aircraft arriving or departing other airports in the Fairbanks surface area. When this is desired, contact Fairbanks Clearance Delivery to obtain a special VFR clearance, beacon code (if transponder-equipped) and departure control information. Prior to departing, contact Fairbanks Tower. The Tower controller will determine when traffic permits a departure release.

### **IFR DEPARTURE PROCEDURES AT NON-TOWERED AIRPORTS IN THE FAIRBANKS AREA**

Aircraft departing from a non-towered airport within the Fairbanks Class D surface area (e.g., Chena Marina, Metro Field) should contact Fairbanks Clearance Delivery to obtain an IFR clearance. When ready for departure, contact Fairbanks Tower for departure release.

When departing other non-towered airports in the Fairbanks area, but not within the Fairbanks Class D surface area, contact Fairbanks Approach Control, if able, or Fairbanks Radio for IFR clearance.

### **FAIRBANKS INTERNATIONAL AIRPORT WINTER OPERATIONS**

During the winter months, the airport operator maintains the Ski Strip for use by ski-equipped aircraft. Also, the entire East Ramp, Taxiway C, and the Float Pond access road are maintained as compacted, groomed snow to facilitate taxiing by both wheeled and ski-equipped aircraft.

During non-summer months, the Float Pond is closed by NOTAM and its condition is not monitored by the airport operator. When such a NOTAM is in effect, ATC will not issue takeoff and landing clearances to aircraft operating on the surface (floats or skis depending on the surface condition). Pilots may use the surface at their discretion, but are required to establish two-way communication with Fairbanks Tower prior to conducting any airborne operation.

### ADDITIONAL REFERENCE

For airport information and procedural details see the Alaska Supplement Airport Data and Notices sections.

### COMMON FREQUENCIES

<u>FACILITY/POSITION</u>	<u>FREQUENCY</u>
<u>FAIRBANKS INT'L</u>	
FAI TWR	118.3
FAI APCH WEST RADAR	125.35
FAI APCH EAST RADAR	126.5
FAI GND CNTL	121.9
FAI CLNC DEL	127.6
<u>LADD AAF</u>	
FBK TWR	125.0
FBK GCA	121.3
<u>EIELSON AFB</u>	
EIL TWR	127.2

### EMERGENCY PROCEDURES

Aircraft in distress have priority over all other aircraft. A pilot's first concern must be to maintain control of the aircraft. When able, the pilot should contact the Tower with their intentions and the nature of the emergency. If it is determined that the pilot must land on a taxiway, or use an opposite direction runway, etc., he/she should advise the Tower as soon as possible. Don't be hesitant to declare a "Mayday." If you are unsure who to contact, use frequency 121.5 and, if equipped, set your transponder to code 7700. Fairbanks International Airport is well equipped with emergency equipment and personnel. The Tower will do everything possible to assist an aircraft in an emergency situation. NORDO aircraft should squawk 7600 and monitor voice capable Nav aids.

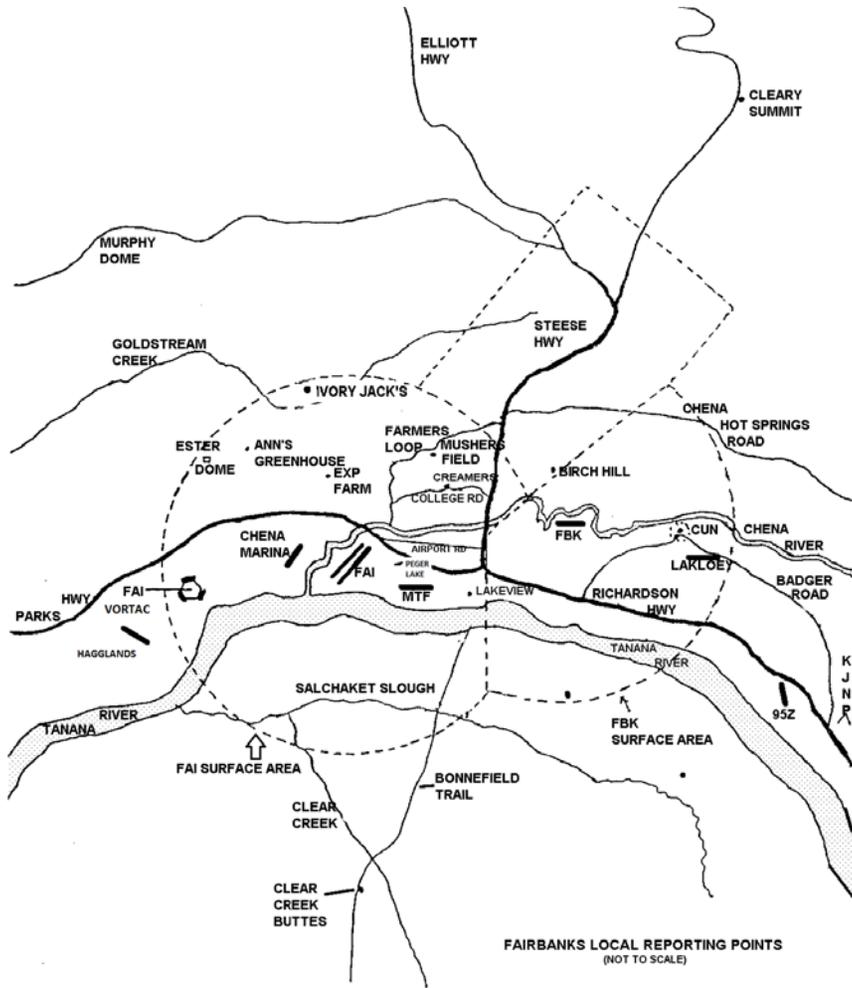
### PILOT WEATHER REPORTS

Often the Tower will request a pilot report of weather conditions such as cloud bases and tops, wind shear, icing, turbulence, or braking action. Don't be overly concerned with phraseology, or format, but simply give an accurate report of conditions. When braking action reports are given they should be categorized as GOOD, GOOD to MEDIUM, MEDIUM, MEDIUM to POOR, POOR, or NIL. Use of these terms will save some questions from the Tower.

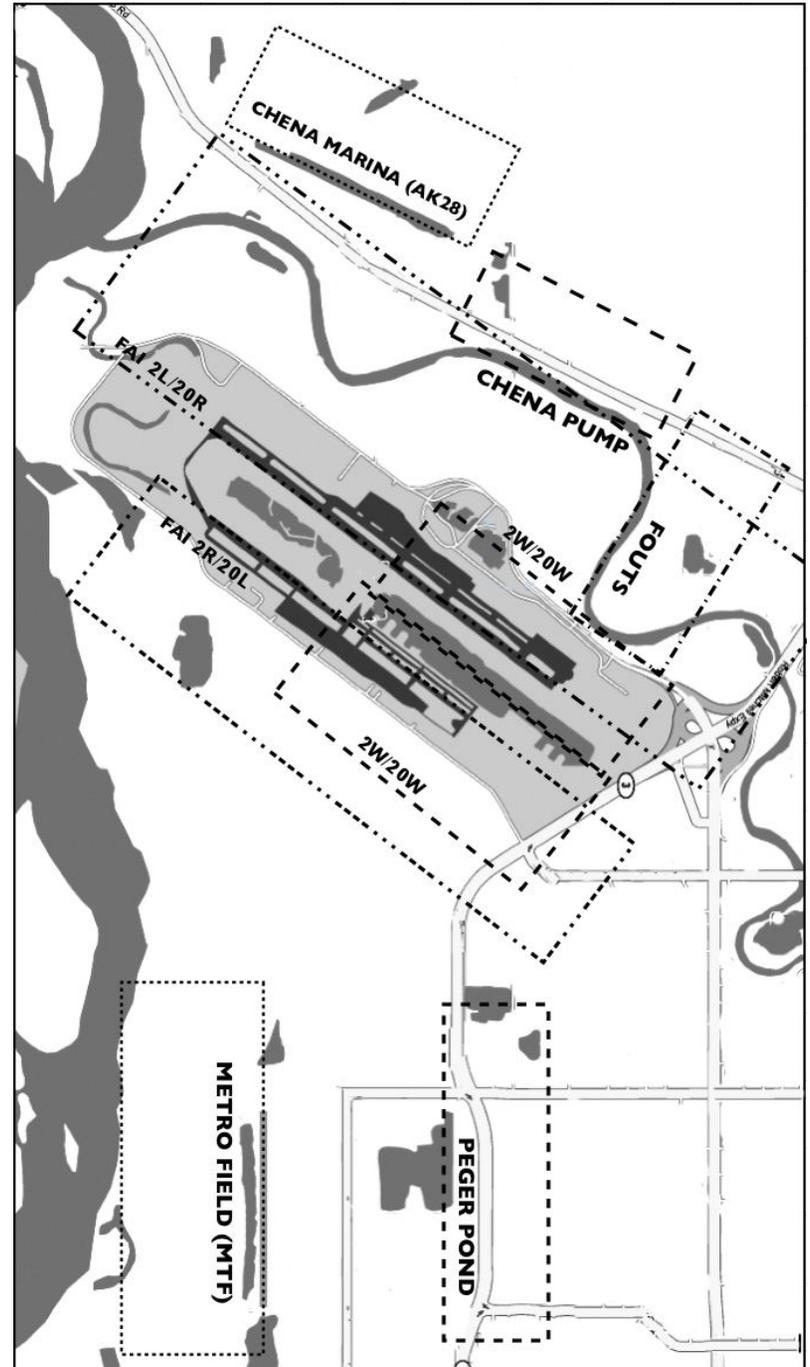
The Aeronautical Information Manual urges pilots to cooperate and promptly volunteer reports of unforecast conditions such as cloud bases, tops and layers, flight visibility, precipitation, visibility restrictions such as haze, smoke, and dust, wind at altitude, and temperatures aloft.

If you are unable to make a pilot report in flight, a pilot report upon landing would be helpful.

**SATELLITE AIRPORTS & REPORTING POINTS**



**FAIRBANKS AREA TRAFFIC PATTERNS**



## Winter Operation

Winter flying in the Interior can be challenging and rewarding. However, at the same time it can also be very dangerous and unforgiving. Pilots should use extreme caution at all times and be aware of weather conditions, visibility, temperatures, braking action and other adverse conditions that may affect flight operations. If for any reason you find yourself in a threatening situation, you should advise the Tower or approach control on the appropriate frequency or a Flight Service Station on 121.5 MHz or the closest RCO. Controllers will provide as much assistance as possible. On the chance that a forced landing must be made, pilots should review the survival equipment standards set forth in AS 02.35.110 - *Emergency Rations and Equipment*.

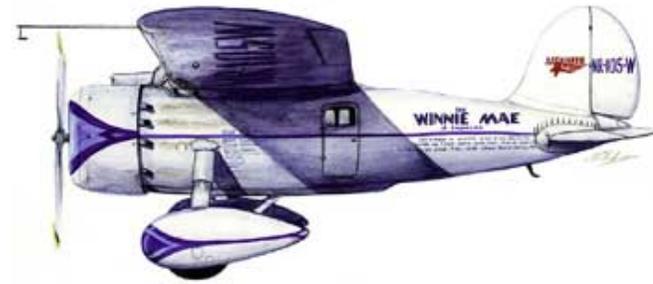
<http://touchngo.com/iglcntr/akstats/Statutes/Title02/Chapter35/Section110.htm>



### RIVER WATCH PROGRAM

The River Watch Program is a voluntary program that asks pilots to provide pilot reports of observed river ice conditions. These pilot reports assist the NWS in providing accurate forecasts, warnings, and navigation information. Submit pilot reports to any FAA Flight Service Station. In addition to reporting location and other standard pilot report elements, provide the river name and ice condition using standard remarks. For more on the River Watch Program, go to:

<http://aprfc.arh.noaa.gov/rivwatch.php>.



**HAVE A SAFE AND ENJOYABLE FLYING YEAR!**

**This publication is also available on line at:**

[www.faa.gov/go/alaskafss](http://www.faa.gov/go/alaskafss)

**(Fairbanks Flight Service Station)**

Please contact FAI FSS at 907 474-0388 if you have any questions, comments or suggestions that would make this publication more helpful to the pilot community.

## Alaska Area Forecast Zones

- 1-Arctic Slope Coastal
- 2-North Slopes Brooks Range
- 3-Northern Seward Pen and Lower Kobuk Valley
- 4-Koyukuk and Upper Kobuk Valley
- 5-Upper Yukon Valley
- 6-St Lawrence Island and Western Norton Sound
- 7-Southern Seward Pen and Eastern Norton Sound
- 8-Lower Yukon Valley
- 9-Tanana Valley
- 10-Yukon Kuskokwim Valley
- 11-Kuskokwim Valley
- 12-Cook Inlet and Susitna Valley
- 13-Copper River Basin
- 14-Pribilof Islands and Southeast Bering Sea
- 15-Bristol Bay
- 16-Central Gulf Coast
- 17-Eastern Gulf Coast
- 18-Adak to Attu
- 19-Unimak Pass to Adak
- 20-Alaska Peninsula
- 21-Kodiak Island
- 22-Southeast Alaska Coastal Waters
- 23-Lynn Canal and Glacier Bay
- 24-Central Southeast Alaska
- 25-Southern Southeast Alaska

