

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

AIRPORT ID
FAI/PAFA

PROCEDURE NAME
RNAV (RNP) Z RWY 2L

AMDT NO.
3

CITY
FAIRBANKS

STATE
AK

AIRPORT ELEVATION
439

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
GLDHL

TO
UKCOR

RNP
1.00

DISTANCE
3.47

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	645233.00N/1480406.00W	2569	215	8	4B	1000				AC8 PR120 AT303	4000
TERRAIN	645230.00N/1480409.00W	2358 (2400)								AS1500	3900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

INITIAL

FROM
GLOWS

TO
OTIZO

RNP
1.00

DISTANCE
15.72

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	642718.00N/1481036.00W	1037	215	8	4B	1000				AC8 AT555	2600
TERRAIN	642718.00N/1481036.00W	836 (800)								AS1500	2300

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

QUALITY
21
CHECKED

INITIAL

FROM

KRIIS

TO

OFJEN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	4.69										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	643754.00N/1474912.00W	1103	215	8	4B	1000				AC8 AT2389	4500
TERRAIN	643754.00N/1474915.00W	902 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

UKCOR

TO

WULSE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	645021.00N/1480715.00W	1900	215	8	4B	500				AC8 AT1592	4000
TERRAIN	644754.00N/1481130.00W	1689 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

WULSE

TO

OKXAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	3.21				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	644754.00N/1481127.00W	1890	215	8	4B	500				AC8 AT802	3200
TERRAIN	644609.00N/1481557.00W	1519 (1500)								AS1500	3000

COMPUTATIONS

RF SEGMENT

WULSE-OKXAC

ALT

4064

KIAS

210

KTAS

228.95

HAA

3624.56

VKTW

55.05

TR

2.50

BA

25.20

DTA

0.00

COURSE CHANGE

0.00

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLHC)/3.21 NM

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

OKXAC

TO

JIRIG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	4.25				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	644509.00N/1480354.00W	830	215	8	4B	500				AC8 AT862	2200
TERRAIN	644500.00N/1480439.00W	547 (500)								AS1500	2000

COMPUTATIONS

RF SEGMENT

OKXAC-JIRIG

ALT

3262

KIAS

210

KTAS

226.18

HAA

2823.02

VKTW

53.46

TR

2.50

BA

24.52

DTA

0.00

COURSE CHANGE

0.00

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFNRF)/4.25 NM

SEGMENT REMARKS:



INTERMEDIATE

FROM

OTIZO

TO

JIRIG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	644542.00N/1480257.00W	1116	215	8	4B	500				AC8 AT576	2200
TERRAIN	644500.00N/1480439.00W	547 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

OFJEN

TO

WERDU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	3.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	643754.00N/1474915.00W	1103	215	8	4B	500				AC8 AT2189	3800
TERRAIN	643754.00N/1475136.00W	469 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE STEPDOWN

FROM

WERDU

TO

JIRIG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	5.23										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	644542.00N/1480257.00W	1116	215	8	4B	500				AC8 AT576	2200
TERRAIN	644500.00N/1480439.00W	547 (500)								AS1500	2000

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
WERDU-JIRIG	3800	210	228.03	3361.00	54.52	2.45	25.40	0.00	0.00			(CFPPR)/5.23 NM

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

JIRIG

TO

HONUT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.50	2.14										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	644557.00N/1480015.00W	647	215	8	4B	500				AC8 AT445	1600
TERRAIN	644321.00N/1475927.00W	436 (400)								AS1000	1400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL

FROM

HONUT

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.10	3.48		DA				316				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (02-271923)	644748.05N/1475314.35W	500	20	3	1A		22.08:1			AC3 MA55	755

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

LINE OF MINIMA WITH CG 212 FEET PER NM TO 2320

FINAL

FROM

HONUT

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.10	3.48		DA				366				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (02-271923)	644748.05N/1475314.35W	500	20	3	1A		22.08:1			AC3 MA96 XP9	805

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 9 - TO ACHIEVE 50 FT BETWEEN LINES OF MINIMA 0.10 (212 CG) AND 0.10 - ATC REQUEST



FINAL

FROM

HONUT

TO

RW02L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30	3.48		DA			416					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (02-123759)	644735.44N/1475417.69W	535	20	3	1A		22.04:1			AC3 MA35 XP6	855

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP 6 - TO ACHIEVE 50 FT BETWEEN LINES OF MINIMA 0.10 AND 0.30 - ATC REQUEST

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

KRNKL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.10*-1.00							508				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (02-120585)	644755.51N/1475418.29W	513	20	3	1A		ASC	212	2320		5000
AAO	645521.00N/1473230.00W	1762	215	8	4B	1000				AC8	2800
TERRAIN	645518.00N/1473230.00W	1561 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

KRNKL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.10-1.00											551
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	645512.00N/1474442.00W	1726	215	8	4B		ASC				5000
AAO	645521.00N/1473230.00W	1762	215	8	4B	1000				AC8	2800
TERRAIN	645518.00N/1473230.00W	1561 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

KRNKL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											530
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (02-123759)	644735.44N/1475417.69W	535	20	3	1A		ASC				5000
AAO	645521.00N/1473230.00W	1762	215	8	4B	1000				AC8	2800
TERRAIN	645518.00N/1473230.00W	1561 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

RW02L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	651300.00N/1480336.00W	335	25.2	3403	215	8	4B	1000			4500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

210 KIAS MAX USED IN INTERMEDIATE RF SEGMENTS (WERDU-JIRIG, WULSE-JIRIG) TO MAINTAIN LESS THAN 25 DEGREE BANK ANGLE PER LEAD CARRIER/FPT.

RNP 0.50 USED IN INTERMEDIATE STEPDOWN SEGMENT (JIRIG TO HONUT) TO AVOID HIGH TERRAIN 915 MSL.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAN ARTCC, FAI APP CON, FAI TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	FAI/PAFA	24	FAI/PAFA		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

NO SECONDARY ALTIMETER SOURCE REQUIRED, REDUNDANT WEATHER REPORTING AT AIRPORT.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW02			
RW20CW			
RW02CW			
RW20			
RW02R - MIRL, PAPI-4L		NPI-G	
RW20L - MIRL, REIL, PAPI-4L		NPI-G	
RW02L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW20R - MALSR, C/LINE, HIRL, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	436.1	55.9			3.00	73.4

FINAL APPROACH COURSE AIMING



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
FAI/PAFA	RNAV (RNP) Z RWY 2L	3	FAIRBANKS	AK	439	RNAV
RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	750		
ON CENTERLINE	X	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
-19C	+54C	-41C	+14.13C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2021-2025).
CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA.
DESCENT RATE (FPM): STANDARD TEMP 961 HIGH TEMP 1267.

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - RNP PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT: 60 FT.
ATC REQUESTED LINES OF MINIMA.
TCH 55.90 MATCHES ILS DESIGN TCH (I-CNA).
ADJUSTED RNP 0.3 TO GET A 50 FT DA DIFFERENCE.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.85
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	037.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	5.02
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	037.93
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN)	644815.29N/1475258.51W
ARP COORDINATES	644855.28N/1475124.00W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 2L DISTANCE 1.07 NM
FAF COORDINATES	644531.34N/1475758.85W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
1500 FT POINT OCCURS BETWEEN INTERMEDIATE STEPDOWN FIX JIRIG AND FAF HONUT.
JIRIG: 644350.25N/1480103.46W
THLD DISPLACED 750FT, ACTUAL COORDINATES: 644809.48N/1475309.18W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD BRUCE	AJV-A422	05/08/2026	AERONAUTICAL INFORMATION SPECIALIST

