

|               |         |          |       |
|---------------|---------|----------|-------|
| LOC/DME I-FAI | APP CRS | Rwy Ldg  | 11050 |
| 110.3         | 203°    | TDZE     | 439   |
| Chan 40       |         | Apt Elev | 439   |

ILS Z RWY 20R (SA CAT I & II)

FAIRBANKS INTL (FAI) (PAFA)

DME required. DME required for procedure entry.

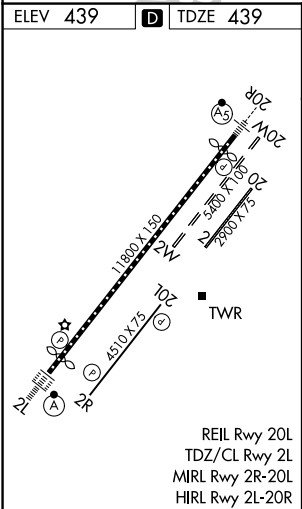
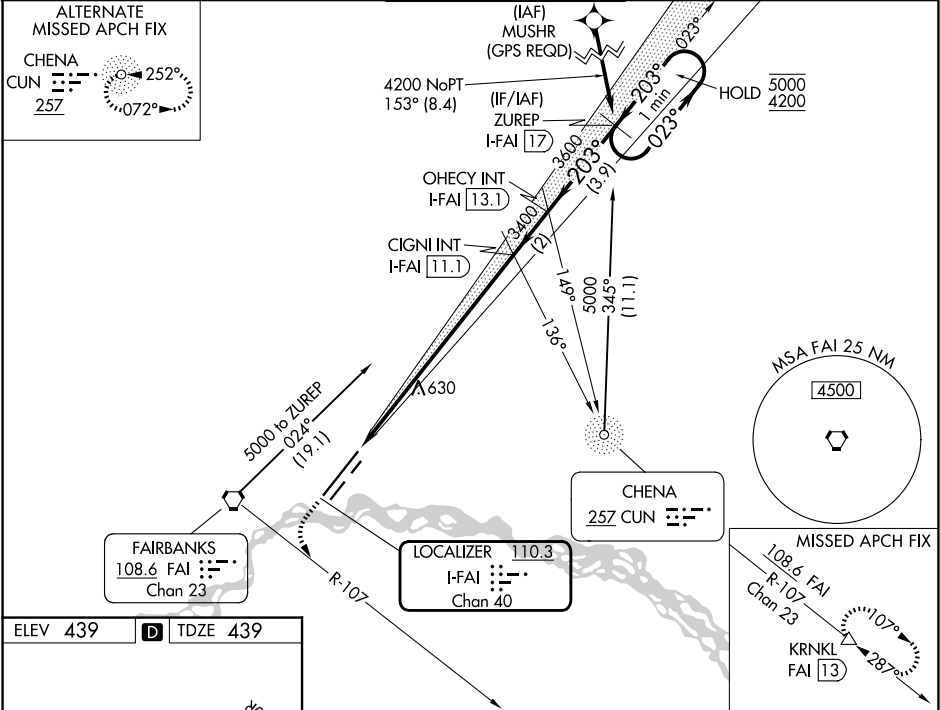
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval.

SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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.

|       |                   |                 |         |          |
|-------|-------------------|-----------------|---------|----------|
| ATIS  | FAIRBANKS APP CON | FAIRBANKS TOWER | GND CON | CLNC DEL |
| 124.4 | 125.35 363.2      | 118.3 257.8     | 121.9   | 127.6    |



1100 3000 KRNL

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

OHECY INT I-FAI 13.1

ZUREP I-FAI 17

One Minute Holding Pattern

Use I-FAI DME when on the localizer course.

5000 4200

GS 3.00° 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