

LOC/DME I-FAI 110.3 Chan 40	APP CRS 203°	Rwy Ldg 11050 TDZE 439 Apt Elev 439
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ILS Z or LOC Z RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

T Circling NA west of Rwy 2L-20R. Circling NA to Rwy 2W
A and 20W. For inop ALS increase S-ILS 20R Cat E visibility
☔ to RVR 4000, increase S-LOC 20R Cat E visibility to 1 $\frac{1}{2}$ SM.
 -29°C #RVR 1800 authorized with use of FD or AP or HUD to DA.

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 124.4	FAIRBANKS APP CON 125.35 363.2	FAIRBANKS TOWER 118.3 257.8	GND CON 121.9	CLNC DEL 127.6
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**ALTERNATE
MISSED APCH FIX**

CHENA
CUN  252°
257  072°

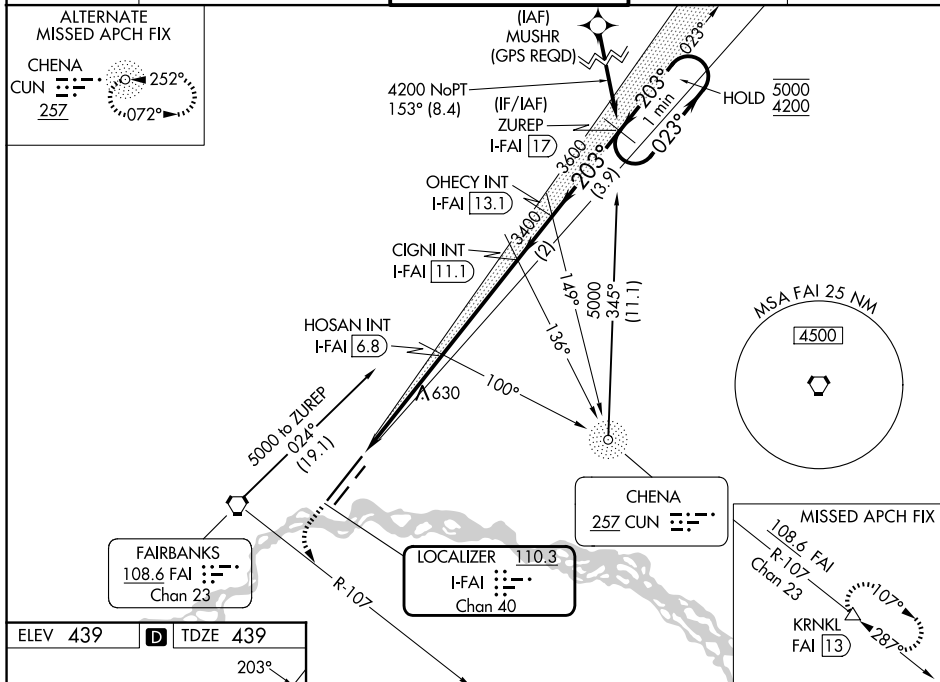
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Diagram illustrating the S-ILS 20R approach for KRNKL. The diagram shows the glidepath, holding pattern, and various distance markers.

Key features and distances:

- 1100 ft FAI R-107
- 3000 ft KRNKL
- 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
- 023°/203° holding pattern
- 5000/4200 ft
- GS 3.00° TCH 56
- 2020* (Glidepath)
- 3400 (Glidepath)
- 203° (Glidepath)
- Distances: 1.2, 3.6, 4.3, 2, 3.9 NM

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