Fairbanks FSS	**Fairbanks ATCT**
Administration 455-1600	**Administration: 474-0050**
U.S.A. TOLL-FREE 1-866-248-6516	
FAST FILE/BRIEFING	**ATIS: 456-1244 124.4**
474-0137/1-800-992-7433	**Clearance Delivery 127.6**
TIBS ACCESS CODES	**Ground Control 121.9**
Next Available Briefer 1	**Tower 118.3**
Record Fast File 3	**Approach & Departure Control 119.85**
File IFR 1	**360°-179° 127.1**
File VFR 2	**180°-359° 125.35**
CNCL VFR 3	
PIREP 4	**Unicom (Fuel) 122.95**
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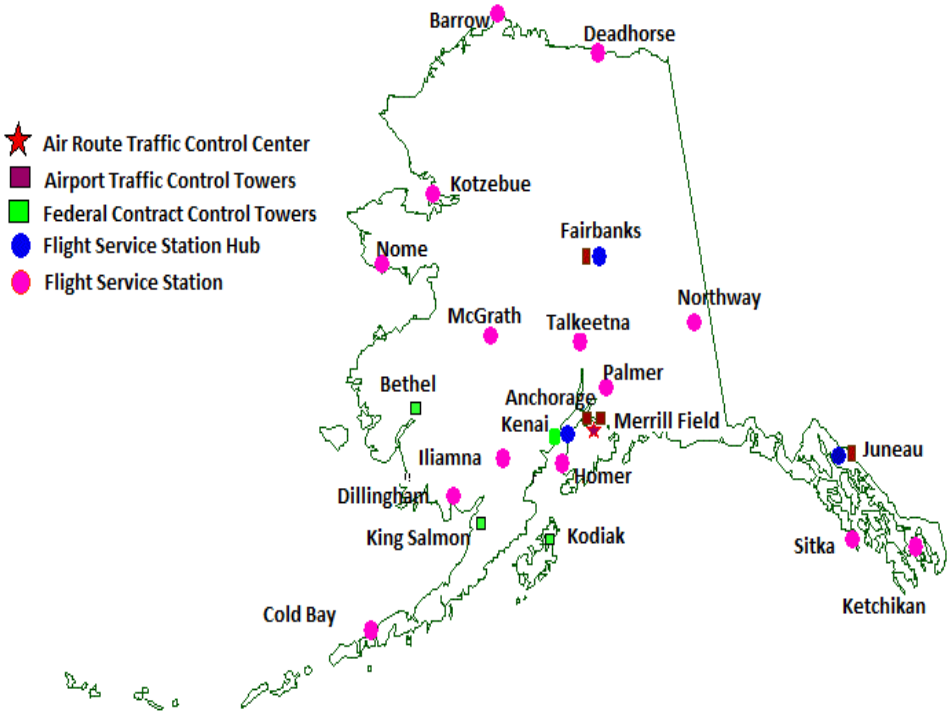
	Eielson Range Control 125.3/126.3
	372-6913/1-800-758-8723
FAI ASOS 474-8036	**Ladd AAF Tower 125.0**
	Eielson AFB Tower 127.2

FREQUENCIES (VHF)			**CTAFS & RCOS**		
FAI FSS		**122.2, 132.65, 124.1, 121.5**	**Northway FSS**		**123.6, 122.2, 122.65, 121.5**
			Ruby	**CTAF 122.8**	**122.25**
CTAFS & RCOS			**Tanana**	**CTAF 122.9**	**122.65/121.5**
Anaktuvuk Pass	**CTAF 122.8**	**RCO 122.15**	**Taylor Mountain**		**121.35**
Atigun Pass		**122.6**	**Tok**		**122.4**
Bettles	**CTAF 122.9**	**122.2/121.5**	**Yukon River Bridge**		**122.15**
Big Delta	**CTAF 122.9**	**122.2/121.5**	**ANCHORAGE CENTER**		**(VHF)**
Black Rapids	**CTAF 122.9**	**122.4**	**Barrow**		**135.3**
Coldfoot	**CTAF 122.9**	**122.0**	**Barter Island**		**120.6**
Eagle		**122.3**	**Bettles**		**124.6**
Fish		**122.1**	**Big Delta**		**135.3**
Fort Yukon	**CTAF 122.5**	**122.05**	**Cape Lisburne**		**119.65**
Franklin Bluffs		**122.1**	**Deadhorse**		**134.4**
Frozen Calf		**121.1**	**Fort Yukon**	**132.7**	**135.0**
Galena	**CTAF 123.0**	**122.2/121.5**	**Galbraith**		**134.6**
Healy	**CTAF 122.9**	**122.4**	**Galena**		**127.0**
Huslia	**CTAF 122.8**	**122.4**	**Gambell**		**135.6**
Indian Mountain	**CTAF 126.2**	**122.6**	**Hill-3265**		**135.6**
Kaaruk		**122.4**	**Kotzebue**		**119.2**
Knob Ridge		**122.6**	**McGrath**		**128.1**
McKinley Park	**CTAF 122.9**	**122.1**	**Murphy Dome**	**133.1**	**120.9**
Mentasta		**121.4**	**Nome**		**133.3**
Minchumina	**CTAF 122.9**	**122.2**	**Northway**		**126.55**
Murphy Dome		**122.3**	**Nuiqsut**		**119.4**
Nenana	**CTAF 122.1**	**122.5/121.5**	**Unalakleet**		**135.7**

FAA

Air Traffic Organization

Flight Services



FAIRBANKS

Pilot Bulletin 23-02

FAIRBANKS
PILOT BULLETIN 23-02

Effective: February XX, 2023

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: 455-1600, 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/fs/alaskan/alaska/fai/

Signature Box ATCT FSDO FSS

HAVE A SAFE AND ENJOYABLE FLYING YEAR!

This publication is also available online at:

www.faa.gov/go/alaskafss

(Fairbanks Flight Service Station)

Please contact FAI FSS at 907 455-1600 if you have any questions, comments or

suggestions that would make this publication more helpful to the pilot community.

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, 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/lglcntr/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 and/or flooding conditions, principally at break-up of the river ice in the spring 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:

https://www.weather.gov/aprfc/riverWatchProgram

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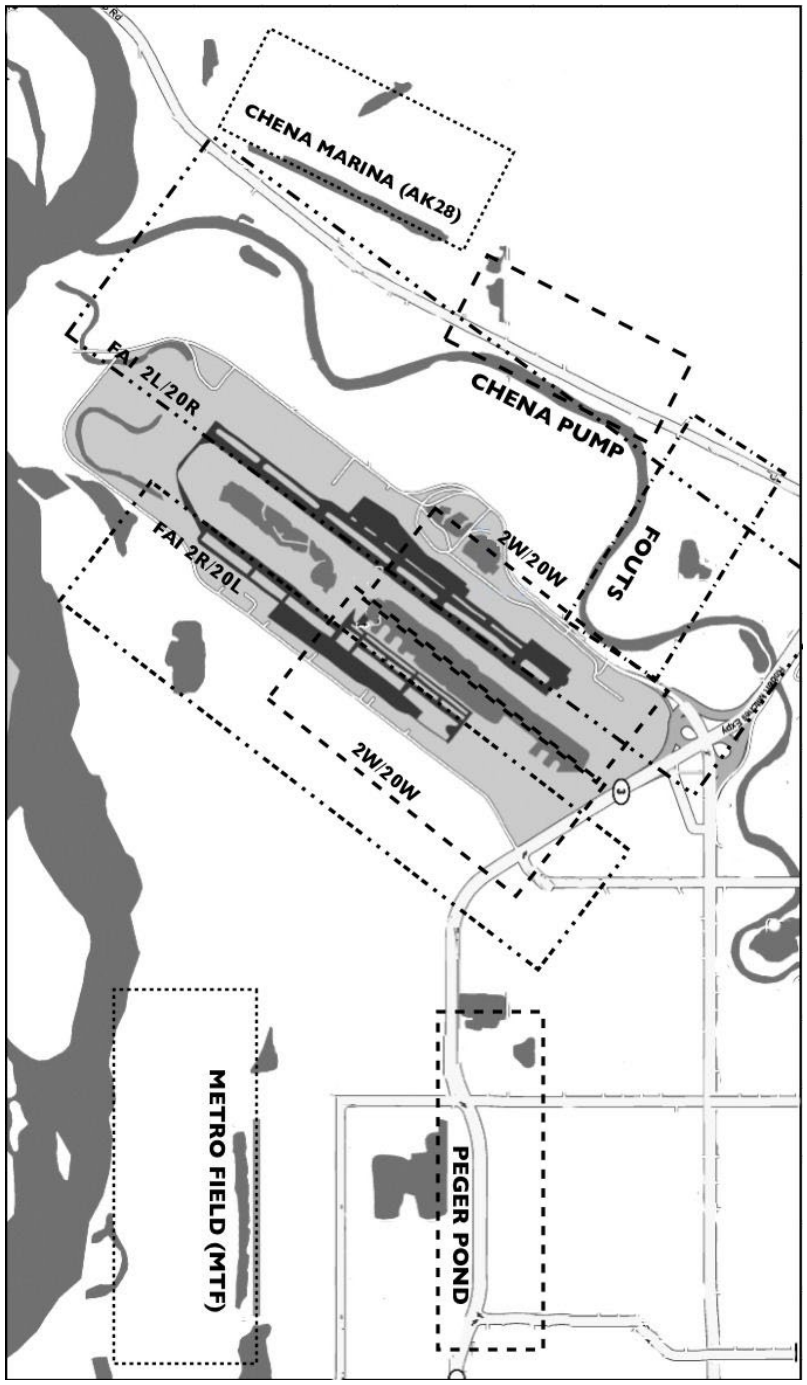
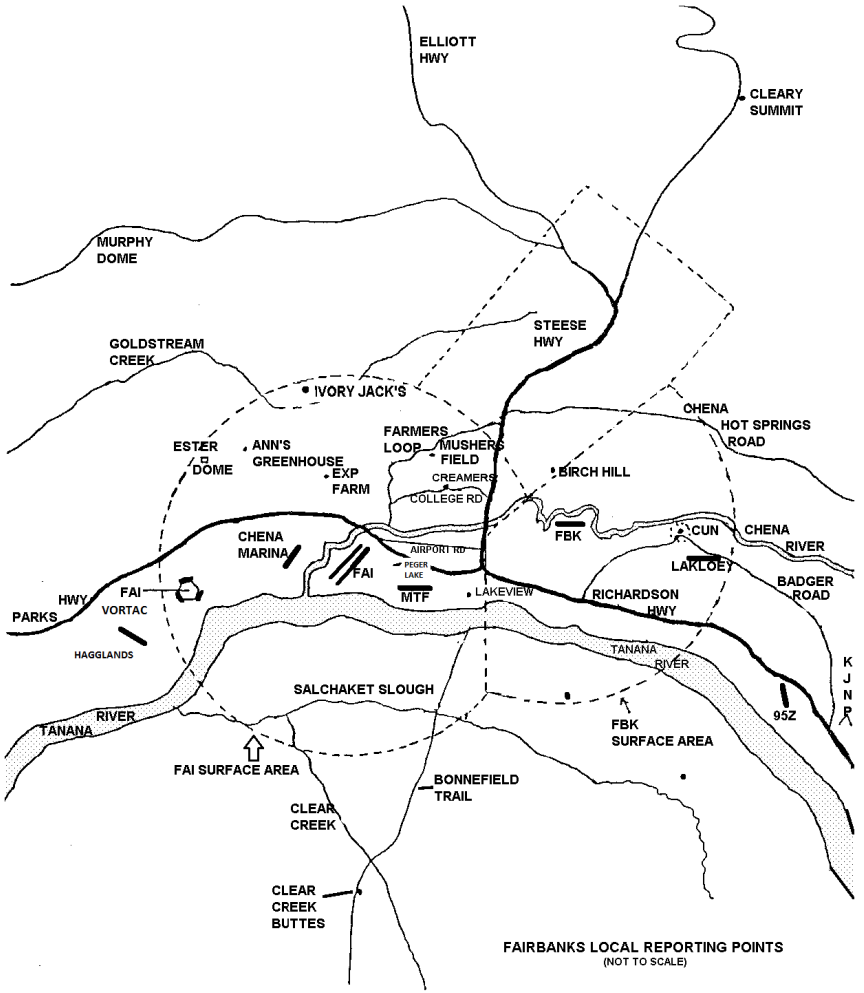
FAIRBANKS AREA TRAFFIC PATTERNS

SATELLITE AIRPORTS & REPORTING POINTS





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 Briefers	907-474-0137
Toll Free: 1-800-WX-BRIEF	1-800-992-7433
or	1-866-248-6516

FAIRBANKS FSS TELEPHONE ACCESS CODES

Next Available Briefer	1
Fast File Recorder	3
IFR Flight Plan	1
VFR Flight Plan	2
Close VFR Flight Plan	3
PIREPS	4
Supervisor	5
Flight Data	6
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TELEPHONE INFORMATION AND FAST FILE MENU

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 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 **Fast File**. 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 satellite FSSs in northern Alaska are open about 16 hours per day, except for Northway 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. All calls require dialing 1-907-XXX-XXXX.

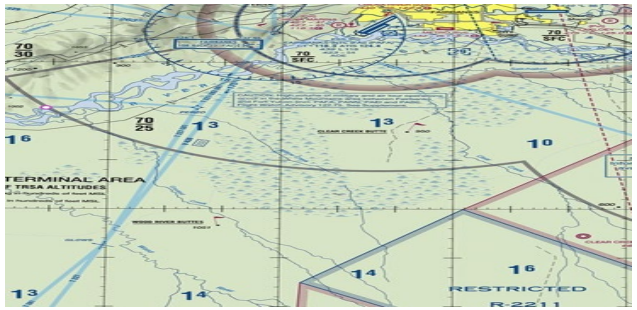
Barrow FSS	852-2511	Nome FSS	443-2291
Deadhorse FSS	659-2401	Kotzebue FSS	442-3310
Northway FSS (May-Sep)	778-2219		

ICAO Flight Plans

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 from the National Oceanic and Atmospheric Administration (NOAA) Weather Radio, radio weather broadcasts and television presentations such as *Alaska Weather* on your local public TV station or online at http://www.weather.gov/afc/tv. When you are 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:



Two landmarks: Clear Creek Butte and Wood River Buttes are convenient references when using the practice area south of Fairbanks International.

GROUND PROCEDURES BEST PRACTICES

The transient parking, east ramp and float pond access areas of the Fairbanks airport are uncontrolled surfaces (see Know Before You Go Map). Pilots should use extra caution looking for vehicles, pedestrians, animals, and unexpected activities that may occur in this area. It is recommended to contact ground control before taxiing to provide other pilots additional situational awareness in this area, and to obtain clearances for control surfaces. Taxiway Charlie near Taxiway Zulu transitions southward to a controlled surface. Clearance must be obtained from ATC before movement in this area. Taxiway Bravo has a pilot-controlled gate to allow aircraft to taxi to/from the west side of the airport. Taxiway Bravo is controlled west of the gate on Bravo. In both of these area pilots need to be cautious for aircraft taxing in opposite direction for takeoff or after landing.

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 Navaids.

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.

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

SKI STRIP OPERATIONS

The Ski Strip is a gravel runway, in line with and north of Runway 2R/20L. Referred to as Ski 2/20, this surface is used in the winter by ski-equipped aircraft. During the summer the surface is used by wheel planes, particularly those with tundra tires who wish to operate on a gravel surface. Being in line with the paved runway on the east ramp, exercise care to confirm which runway you are intending to land or take off. If there is traffic in the pattern using the inline paved runway you will be expected to fly a full pattern (see diagram on page 30). If not, you may operate a tighter pattern. If there is any question, ask the tower for clarification. During transition seasons, the ski strip may be NOTAM closed until the surface is ready either for ski operations in the fall, or wheel operations in the spring. During summer months there are normally markings painted on the ski strip to define a portion of the runway on either end that is 25ft wide by 800ft long, in 100ft increments. These markings are intended to let pilots test their short field landing and takeoff skills in a safe environment.

Practice Runway Markings on the south end of Ski 2. Markings define an 800 by 25ft landing surface.

LOCAL PRACTICE AREA

There is a local practice area southeast of Fairbanks in the vicinity of Clear Creek Butte and Wood River Buttes. This area is outside Class D airspace of Fairbanks and Ladd areas the MOA and Restricted Areas to the south, and used extensively for primary flight training. Take care when navigating in the areas of the extended centerlines of Fairbanks International Airport for other operating traffic. Use of ATC radar traffic advisories is recommended to deconflict with other aircraft using the airspace. Aircraft may be given geographic restrictions (e.g.,

remain west of Clear Creek Buttes) or altitude restriction (remain at or below 3000) for other traffic in area. Military helicopters use the area for training and may not be talking to ATC for radar services.

- 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.

ADVERSE CONDITIONS:
Conditions that are particularly significant, such as low level windshear, thunderstorms, reported icing, frontal zones along the route of flight, NOTAMs; for example, airport/runway closures, air traffic delays, TFRs etc. Weather advisories WS, WA, WST, CWA, and AWW (see pages 10-12 for definitions).

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 2 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.

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. Pilot will be advised that operations will be "at their own risk" and no clearance will be given. All traffic options continue to be available.

ADDITIONAL REFERENCE

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

COMMON FREQUENCIES

FACILITY/POSITION	FREQUENCY
FAIRBANKS INT'L	
FAI TWR	118.3
FAI APCH WEST RADAR	125.35
FAI APCH EAST RADAR	127.1
FAI GND CNTL	121.9
FAI CLNC DEL	127.6
LADD AAF	
FBK TWR	125.0
FBK GCA	121.3
EIELSON AFB	
EIL TWR	127.2

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, transponder 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. Pilots should be aware a significant delay may be required to create separation with IFR aircraft. Only one special SVFR aircraft may operate in airspace at one time. Delays are frequent in smoky conditions that reduce visibility in the surface area.

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.

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 the FAI FSS by fax (907) 455-1600), by mail to Fairbanks FSS 3811 S. University Avenue, Fairbanks AK 99709 in person, or online at;
https://www.faa.gov/headquartersoffices/ato/alaska-flight-service-master-flight-plan-worksheet
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) & Two Way Texting

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 inReach™, Spidertracks™, SPOT™ and RockAIR™/TracPlus™ units are included in this program. Other units may be evaluated and accepted into this 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.

The Alaska FSS Two Way Texting function is currently limited in scope to the following services:

- **SOS/Emergency/Search and Rescue.**
- **Activating a Flight Plan already on file with FSS.**
- **Amending a Flight Plan already on file with FSS.**
- **Closing a Flight Plan already on file with FSS.**

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

Fairbanks Flight Service Station	(907) 455-1600
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/systemops/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.

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 float pond waterway is a controlled surface; aircraft must remain out of the area until authorized by Fairbanks Tower on 118.3. Touchdown reference buoys 500 feet from the north and south shores mark an area which is the takeoff/landing waterlane, approximately 5400 x 150 feet. The controlled float pond waterway extends from the eastern most touchdown reference buoys to the west shore and from the north to the south shore (see page 30 for map). The area east of the eastern most touchdown reference buoys is outside of the float pond waterlane and is uncontrolled; aircraft may taxi in this area at pilot's discretion, however, pilots should contact clearance delivery as soon as practical after startup. Step taxiing is prohibited outside of the controlled surface. Limited transient floatplane parking is available. Contact Republic Parking Systems at 907-455-4571. Surface is frozen in winter and not monitored. Migratory birds are common in the airport vicinity during spring thru fall.

For RADAR service departing Fairbanks, contact clearance delivery. VFR aircraft receiving this service will be assigned a "TRSA departure" (see page 22), unless a pilot request is made otherwise. All pilots are encouraged to fly takeoff heading until advised.

When operating in the traffic pattern, the Tower will assign left or right hand traffic. The controller will often wait until an aircraft is in the upwind (departure) leg to assign a crosswind turn. Use caution before beginning a crosswind turn, due to the proximity of parallel runways either side of the float pond. Query ATC if you are unsure.

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,

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 transponder code (if transponder-equipped) and departure control information, then Fairbanks Ground Control for taxi instructions. Often-times these two positions are combined (indicated by the 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 VFR aircraft will be provided TRSA 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.

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 Center Weather Advisories 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 -https://www.weather.gov/aawu/
Alaska Aviation Weather Cameras- https://weathercams.faa.gov/cameras

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

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.

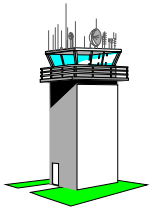
FAIRBANKS TRSA (TERMINAL RADAR SERVICE AREA)

Fairbanks in surrounded by a Terminal Radar Service Area (TRSA). This airspace extends approximately 15nm from the Fairbanks International, and Eielson AFB. Provides radar traffic advisories and separation for VFR from IFR or other VFR traffic. The following sections more completely describe the service available and procedures to follow in this airspace.

Fairbanks ATCT also provides basic 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 VFR aircraft will be provided standard separation from IFR aircraft and other participating VFR 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.

BEST PRACTICES

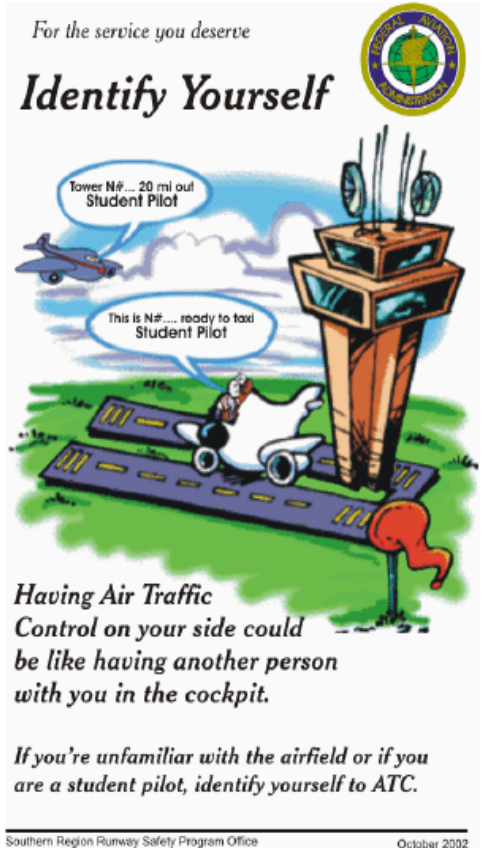
Study the airport diagram during flight planning and before starting your engine.
Brief and utilize your passengers (as appropriate) to help monitor your progress across the airport operating area.

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.

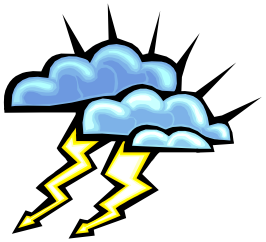
http://www.faa.gov/airports/runway_safety/publications/media/QuickReferenceGuideProof8.pdf

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 1000 feet and/or visibility less than three miles (affecting 50percent 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, direction and distance from an airport, 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/Airport or Lat/Long
- 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 the FAA-H-8083-28 Aviation Weather Handbook at:
https://drs.faa.gov/browse/excelExternalWindow/DRSDOCID1431501743202212191630 56.0001.

FAIRBANKS AIRPORT SERVICES INFORMATION

FUEL

Self-service fuel is available 24 hours/day at these fueling stations equipped with

credit card pumps:

Clear Sky Fuel located at the base of the ATCT

Crowley 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**

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:

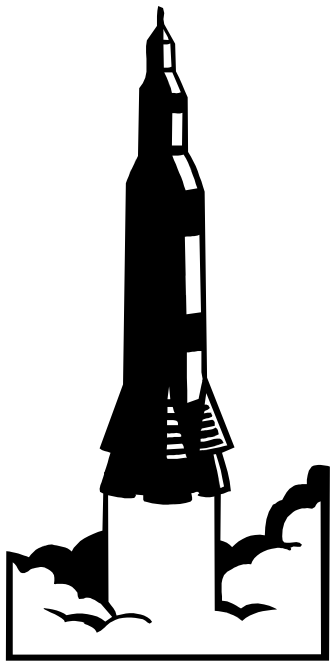
- **Operational Error (OE)** - A failure of the Air Traffic Control system that results in loss of separation.
- **Pilot Deviation (PD)** - The action of a pilot that results in violation of the Federal Aviation regulations (FAR).
- **Vehicle/Pedestrian Deviation (V/PD)** – Any entry or movement on the 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.

CONTROLLED FIRING AREAS (CFA)

A Controlled Firing Area (CFA) contains activities that could be hazardous to non-participating aircraft if not conducted in a controlled environment. 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 a non-federal university owned and operated rocket range in Alaska. The 5,132-acre site is a 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/

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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 adjacent to the control tower on the East Ramp near transient parking and includes a public restroom, public Wi-Fi, and shower located there. Convenient aircraft camping facilities with tie-downs are at the north end of the airport grounds and are accessible via taxiway C. These seasonal facilities are complete with water, a cooking area, toilets and a solar charging station for mobile devices.

AVIATION CHARTS, ALASKA SUPPLEMENTS AND OTHER AERONAUTICAL PUBLICATIONS

Aviation charts and other aeronautical publications are available at:

ProFlite of Alaska, 3900 University Ave S. (907) 474-0099

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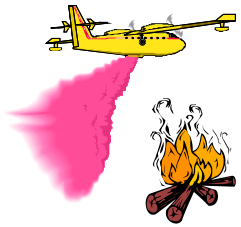
REPORTING WILD LAND FIRES

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 one of the following:

"**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.

https://blm-egis.maps.arcgis.com/apps/dashboards/a23a625f4d18412ea13cffeefcbe7f5e
http://forestry.alaska.gov/fire/current.htm

U.S. CUSTOMS PROCEDURES

Before departing for Canada, pilots must prepare for their return to the U.S. by paying the annual **Customs and Border Protection (CBP)** user fee and displaying the purchased decal. This decal may be purchased online at https://dtops.cbp.dhs.gov/.

At least one hour before crossing the U.S. border IN EITHER DIRECTION, pilots must use CBP's Electronic Advance Passenger Information System (eAPIS) to provide a manifest of crew, passengers, aircraft, and trip information. The eAPIS manifest must be transmitted through the web portal at https://eapis.cbp.dhs.gov. Make sure to account for the time zone difference and daylight savings time status when reporting planned local arrival dates and times.

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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/

Alaska also has areas that share a common CTAF frequency, either where airports are close together, or traffic is sufficient, and radar service at low altitude is not available. Consult the Alaska Supplement or local Flight Service for details of these areas, as the boundaries are generally not charted on VFR sectional charts.

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Special Use Airspace Information Service

(SUAIS)

MILITARY OPERATIONS AREAS (MOAs)
RESTRICTED AREAS
IFR AND VFR MILITARY TRAINING ROUTES
MILITARY REFUELING AIRSPACE/ TRACKS

There is an extensive complex 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

Northway Airport (Alcan border crossing) – (907) 774-2242
Fairbanks International Airport – (907) 474-0307

Also note that there is currently no fuel available at Northway, so pilots clearing customs there must assure that they have enough fuel to reach Tok (PFTO) or Fairbanks (PAFA).

TRAVEL TO OR FROM CANADA

All flights to and within Canada are required to be on an ICAO flight plan. Additionally, Canada currently does not recognize U.S. Basic Med, so all pilots must carry a first-, second-, or third-class medical certificate in addition to their pilot's certificate, valid passport, and required aircraft documents.

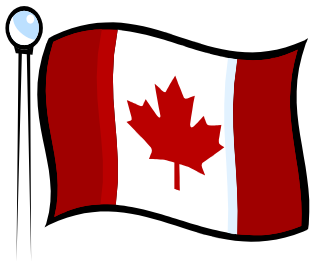
CANADIAN CUSTOMS PROCEDURES

The responsibility for Canadian Customs notification rests solely with the pilot**.** Pilots must make their own arrival notifications to the **Canada Border Services Agency (CBSA)** by calling the CANPASS number, (888) 226-7277, at least two hours before their planned arrival. Provide your ETA and location of the first landing point and follow any instructions. **The arrival notification may NOT be relayed through U.S. or Canadian Flight Service.** Be prepared to provide aircraft tail number, names, citizenship, and passport numbers of all persons aboard, plus any other requested information.

CBSA may require you to land at a designated airport of entry (AOE) or may permit you to land and clear customs at another location if flying to a designated AOE is impractical, provided arrival notice can be made by telephone upon landing. For example, CBSA may permit clearance by telephone after arrival at Dawson City, Haines Junction, or Whitehorse, YT. Procedures and requirements change frequently, so it is important to ask pertinent questions when you call CANPASS before departure. For further details and a list of open AOEs, visit https://www.cbsa-asfc.gc.ca/prog/canpass/generalavi-eng.html.

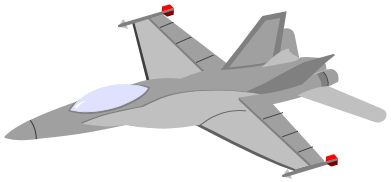
U.S. Customs and Border Protection phone numbers:

Alaska Area Forecast Zones



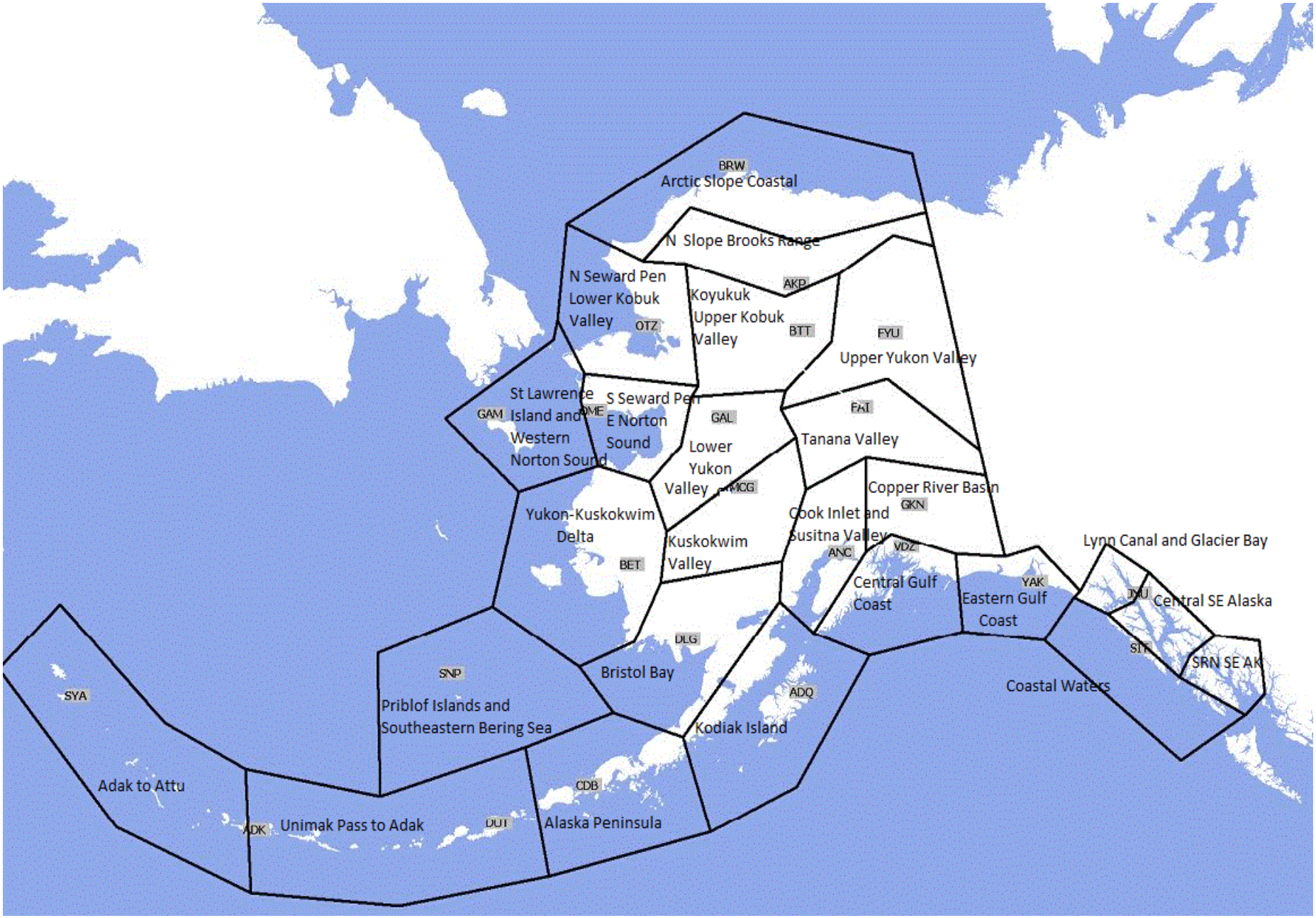
can call SUAIS statewide at **1-800-758-8723**, or **372-6913** from the Fairbanks area before departure. You may contact Eielson Range Control on frequency **125.3/126.3** MHz while airborne. This service is provided to supplement, not to replace, those services available through FAA Air Traffic Control facilities. Pilots should 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:

https://www.jber.jb.mil/Info/Alaskan-Airspace-Info/



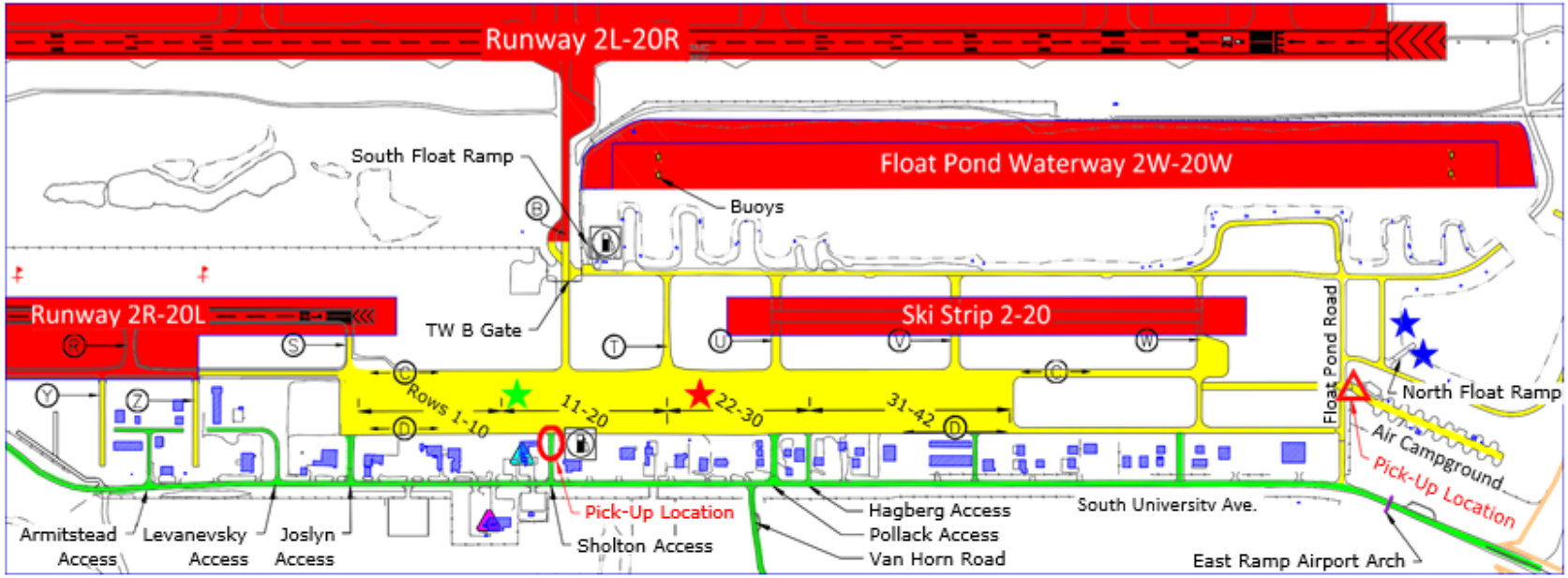
CBP will send a confirmation of receipt of manifest via email with any instructions that must be followed.

Pilots returning to Fairbanks can clear customs at either Northway (PAOR) or Fairbanks (PAFA). You must plan your arrival during the daily operating hours of the CBP station and call by phone prior to takeoff to receive permission to land and clear. Be aware that clearing customs at Northway requires sufficient notice for a customs agent to make the approximately one-hour drive from the Port of Entry at the Alaska Highway border crossing.


BRW
Arctic Slope Coastal
N Slope Brooks Range
N Seward Pen
Lower Kobuk
Valley
OTZ
AKP
Koyukuk
Upper Kobuk
Valley
BTT
FYU
Upper Yukon Valley
St Lawrence
Island and
Western
Norton Sound
GAM
S Seward Pen
E Norton
Sound
OME
GAL
Lower
Yukon
Valley
FAI
Tanana Valley
MCG
Yukon-Kuskokwim
Delta
Kuskokwim
Valley
BET
Cook Inlet and
Susitna Valley
GKN
Copper River Basin
ANC
VDZ
Central Gulf
Coast
YAK
Eastern Gulf
Coast
Lynn Canal and Glacier Bay
JNU
Central SE Alaska
SIT
SRN SE AK
Coastal Waters
DLG
Bristol Bay
SNP
Priblof Islands and
Southeastern Bering Sea
ADQ
Kodiak Island
SYA
Adak to Attu
ADK
Unimak Pass to Adak
DUT
CDB
Alaska Peninsula

KNOW BEFORE YOU GO!

For Additional Information: Contact FAI Operations 907-474-2552



Legend

Tower Clearance Required – Any access to the surfaces depicted in RED requires clearance from the tower, (Aircraft Use Only). These surfaces are marked with red hold signs and yellow hold lines painted across access points. Do not cross without tower clearance. Entering these areas without clearance will result in severe penalties and could cause an aircraft accident.

Aircraft Operations Area. Use extreme caution in areas depicted in Yellow. Aircraft always have the right of way and may be behind you. Always take the most direct route to your destination. Maximum Speed Limit is 20 mph. Taxiway Delta is NOT to be used as a vehicle roadway. Except for short distances, use University Avenue.

3ublic Access Roads are depicted in *reen.

- Aircraft Fuel (Self Service)
- FAA Control Tower
- FAA Flight Service Station
- Taxiway

Transient Aircraft Parking

- Non-Electrical (Rows 11-14)
- Electrical South Side of Row 23
- Float Pond (Water Spaces: T1-T4 Land Spaces: 160-163)

KEEP AN EYE ON FAI

Report Suspicious or Unauthorized Activity

(907) 474-2530 or 911

FAIRBANKS Airport Watch

Authorized Pick-up Locations

- △ Air Campground accessed via S. University Ave and Float Pond Road
- O Pilot Lounge accessed via S. University Ave and Sholton Access