

DESTINATION (UHPP -> PAFA): PAFA (Fairbanks Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0

UHPP/PKC

+ JEPPESEN

YELIZOVO

28 MAR 14

10-1P

.Eff.3.Apr.

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

.AIRPORT.BRIEFING.

1. GENERAL

1.1. ATIS

*ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

Procedures shall be applied when RVR is 600m or less. The flight crew shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures in progress, check your minimum". During LVP only one ACFT can be present on RWY or TWY.

1.2.2. ARRIVAL

When conditions do not correspond with AOM, landing shall be carried out by decision of pilot-in-command.

Taxiing of ACFT after landing on RWY 16L/34R shall be carried out along one of the taxiways assigned by TWR controller.

RWY 16L/34R is considered to be vacant when the ACFT occupies one of the TWYs A, B, C, D by flight crew's report. The flight crew shall report about the vacation of RWY 16L/34R, that indicates to the vacation of ILS critical area. Follow-me car shall be used compulsorily.

Flight crew shall report about parking on stand using the following phraseology "ACFT callsign+on stand...".

1.2.3. DEPARTURE

Taxiing along taxiways to holding position of RWY 16L/34R shall be assigned by PETROPAVLOVSK Start. Follow-me car shall be used compulsorily. The flight crew should read back all instructions on holding on the holding position of RWY 16L/34R.

The responsibility for the unsanctioned entry into RWY 16L/34R and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

The following is prohibited during Low Visibility Procedures:

- take-off not from the runway beginning.
- take-off without stop at the line-up position.

When MET conditions get better (VIS is more than 600m), the flight crew shall be informed by ATIS or ATS unit by a phrase: "Cancellation of Low Visibility Procedures".

1.3. TAXI PROCEDURES

Arriving ACFT shall be met and escorted by the Follow-me car.

Taxiing out of stand 1 under own engines power, stand 2 must be vacant.

When stand 1 is occupied by B777-200, B777ER, entry and exit of ACFT into/out of stand 2 shall be carried out only by towing.

Taxiing out of stand 8 under own engines power is prohibited.

Parking of ACFT with a wingspan of more than 118'/36m onto stands 6, 7 thru stand 5 shall be carried out by towing.

Taxiing of ACFT with a wingspan of more than 118'/36m out of stands 5, 6, 7 shall be carried out by towing.

Taxiing of ACFT with a wingspan of 213'/65m or more via TWY C and D is with Follow-me car only, at minimum speed and strictly along TWY centerline.

RWY 16R/34L, main TWY and TWYs 1, 2, 3, 5, 6, 10 and 11 closed for CIV ACFT.

1.4. PARKING INFORMATION

Stands 9 thru 14 are available for helicopters.

Parking of ACFT onto stands 9 thru 14 shall be carried out only by towing.

1.5. OTHER INFORMATION

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YELIZOVO

28 MAR 14

(10-1P1)

.Eff.3.Apr.

.AIRPORT.BRIEFING.

2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. LANDING

The decision to carry out missed approach or proceed to the holding area according to procedure "ALPHA", "BRAVO-1" or "BRAVO-2" shall be made by the crew before commencement of turn on crosswind leg with reporting to ATS unit and, depending on air navigation conditions, shall be carried out according to the procedure assigned indicated by ATS unit.

3. DEPARTURE

3.1. OTHER INFORMATION

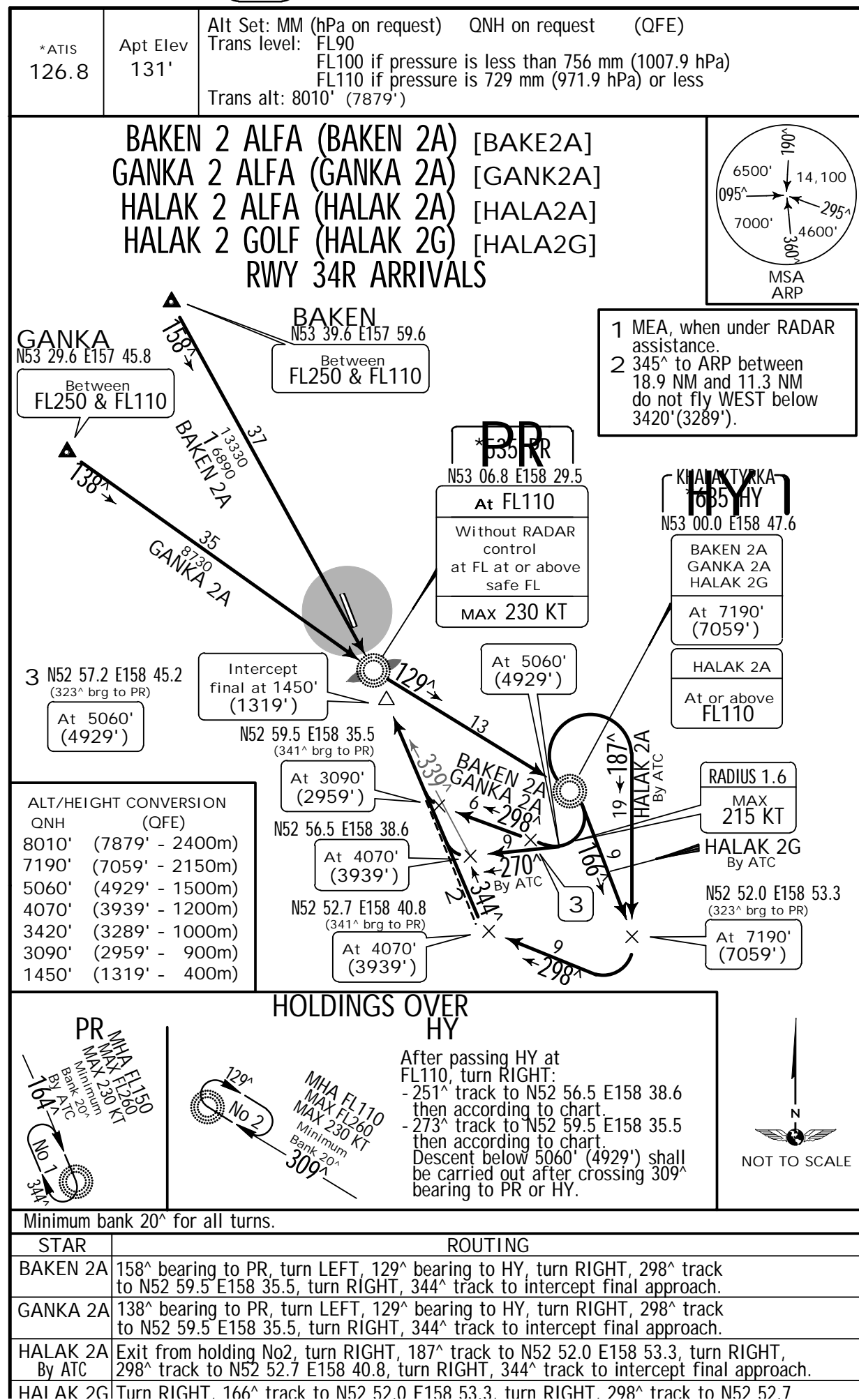
3.1.1. LOST COMMUNICATIONS

Procedure "BRAVO-1" shall be carried out in case of radio communication failure after take-off.

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10-2

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25 JUL 14

(10-2A)

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*ATIS
126.8Apt Elev
131'

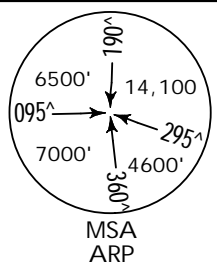
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL90

FL100 if pressure is less than 756 mm (1007.9 hPa)

FL110 if pressure is 729 mm (971.9 hPa) or less

Trans alt: 8010' (7879')



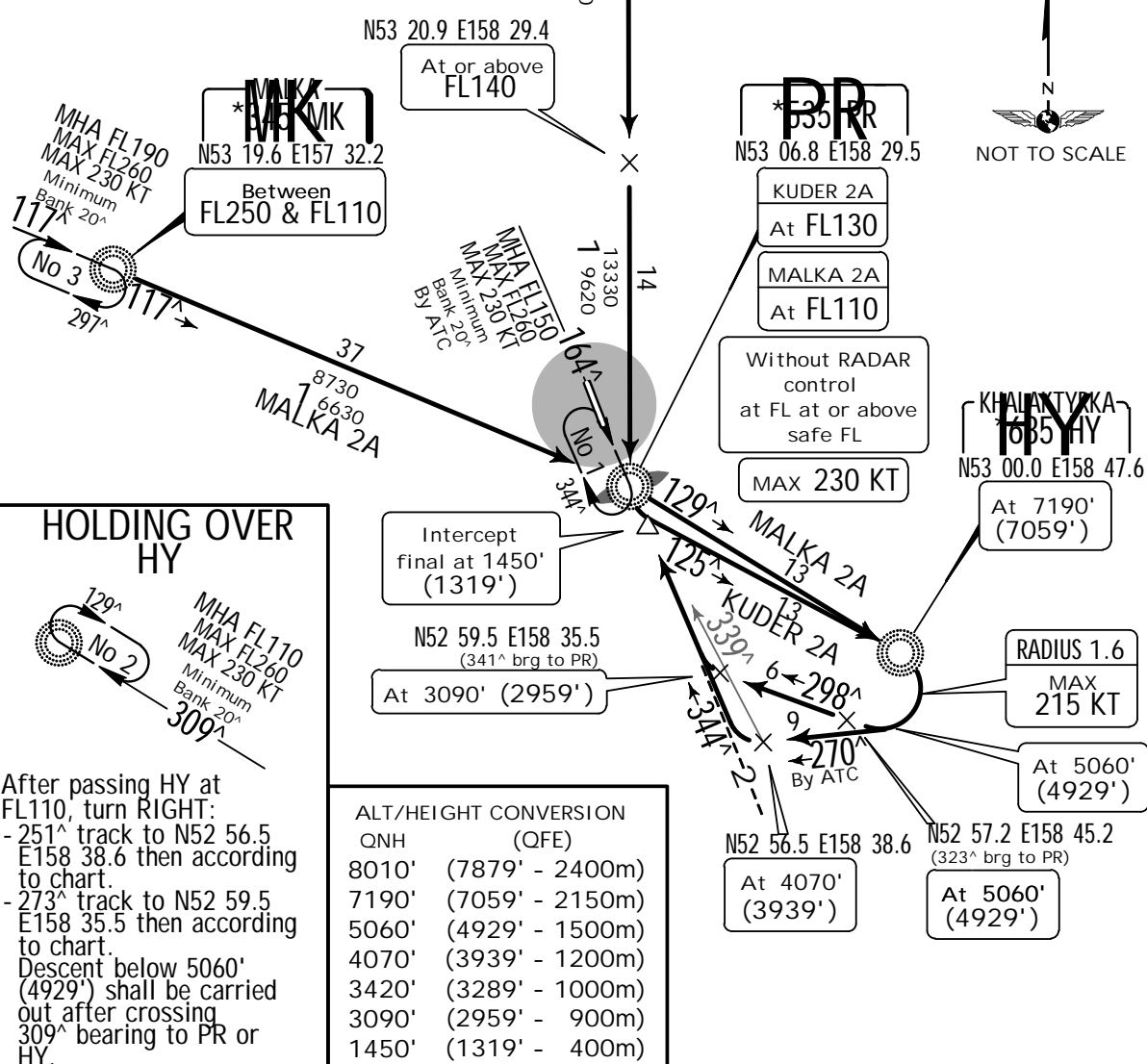
KUDER 2 ALFA (KUDER 2A) [KUDE2A] MALKA 2 ALFA (MALKA 2A) [MALK2A] RWY 34R ARRIVALS

KUDER

N53 49.0 E158 45.7

Between
FL260 & FL140

- 1 MEA, when under RADAR assistance.
- 2 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



Minimum bank 20° for all turns.

STAR

ROUTING

KUDER 2A To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR, turn LEFT, intercept 125° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.

MALKA 2A 117° bearing to PR. turn RIGHT. 129° bearing to HY. turn RIGHT. 298° track to

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25 JUL 14

(10-2B)

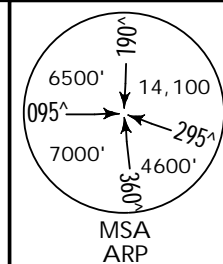
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.STAR.

*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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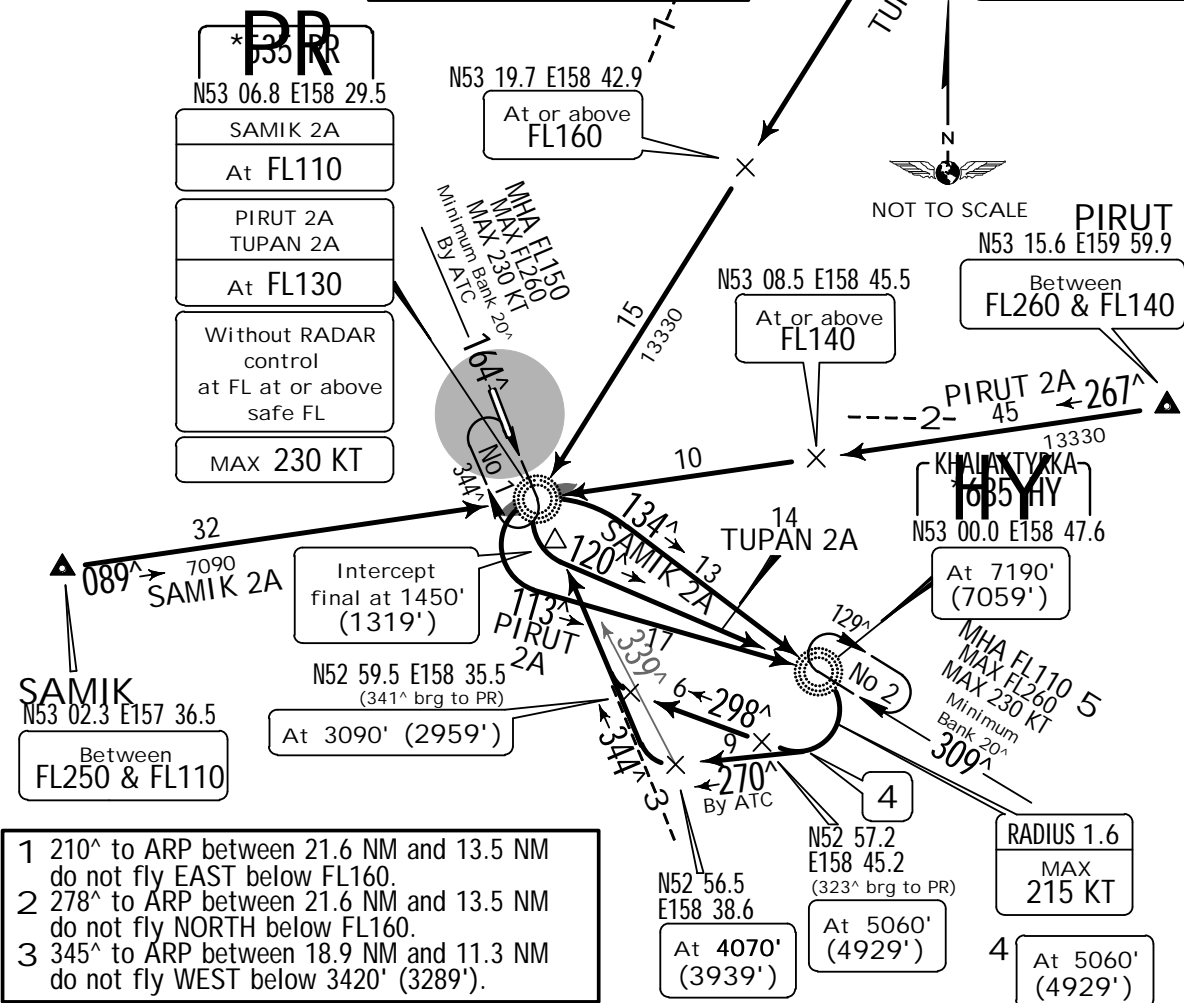
PIRUT 2 ALFA (PIRUT 2A) [PIRU2A]
SAMIK 2 ALFA (SAMIK 2A) [SAMI2A]
TUPAN 2 ALFA (TUPAN 2A) [TUPA2A]
RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010' (7879' - 2400m)	
7190' (7059' - 2150m)	
5060' (4929' - 1500m)	
4070' (3939' - 1200m)	
3420' (3289' - 1000m)	
3090' (2959' - 900m)	
1450' (1319' - 400m)	

5 After passing HY at FL110, turn RIGHT:
- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.
Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or HY.

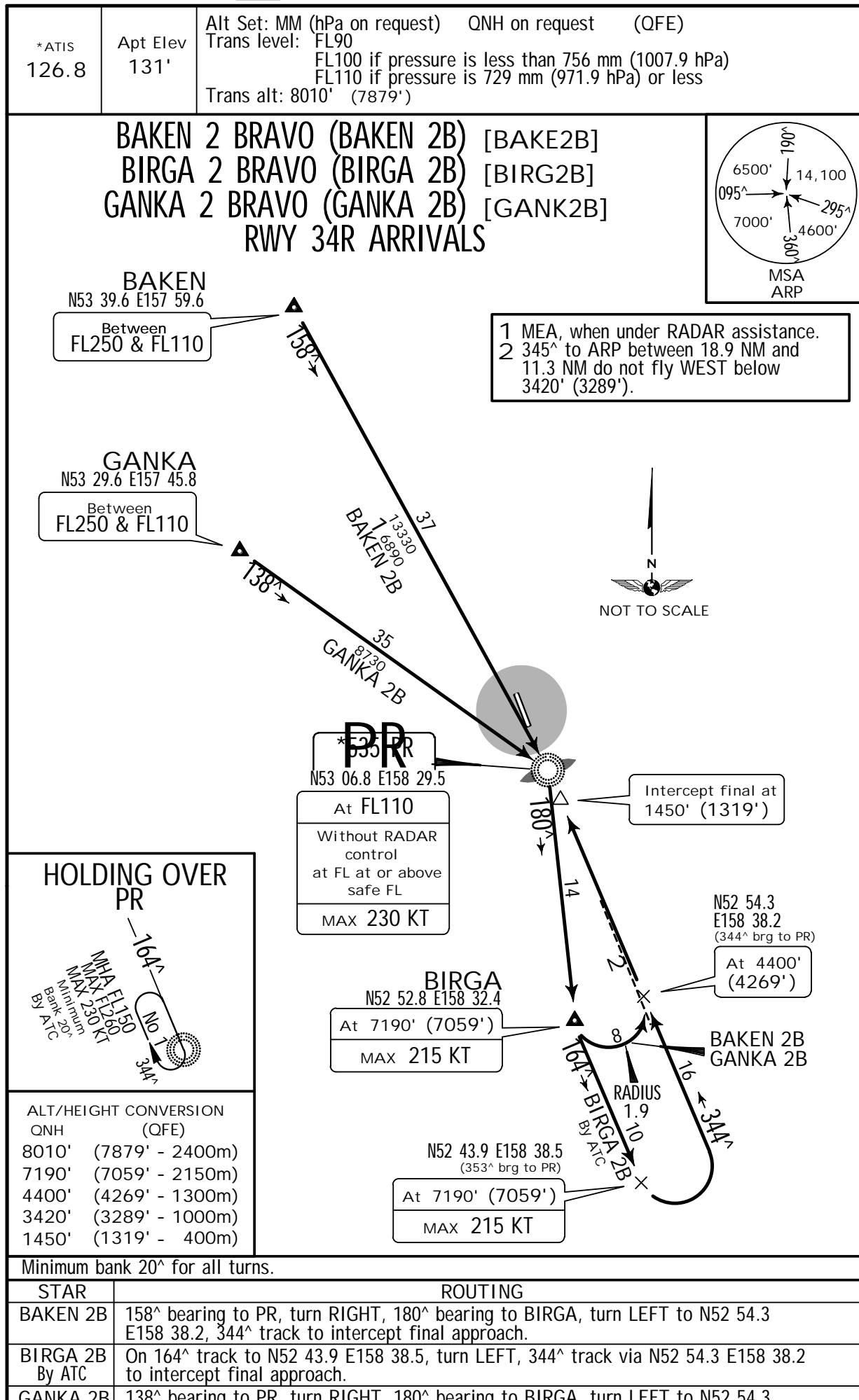


- 1 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
- 2 278° to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
- 3 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').

Minimum bank 20° for all turns.

STAR	ROUTING
PIRUT 2A	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, intercept 113° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
SAMIK 2A	089° bearing to PR, turn RIGHT, intercept 134° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept final approach.
TUPAN 2A	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, intercept 120° bearing to HY, turn RIGHT, 298° track to N52 59.5 E158 35.5, turn RIGHT, 344° track to intercept

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Minimum bank 20° for all turns.

STAR	ROUTING
BAKEN 2B	158° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
BIRGA 2B By ATC	On 164° track to N52 43.9 E158 38.5, turn LEFT, 344° track via N52 54.3 E158 38.2 to intercept final approach.
GANKA 2B	138° bearing to PR, turn RIGHT, 180° bearing to BIRGA, turn LEFT to N52 54.3

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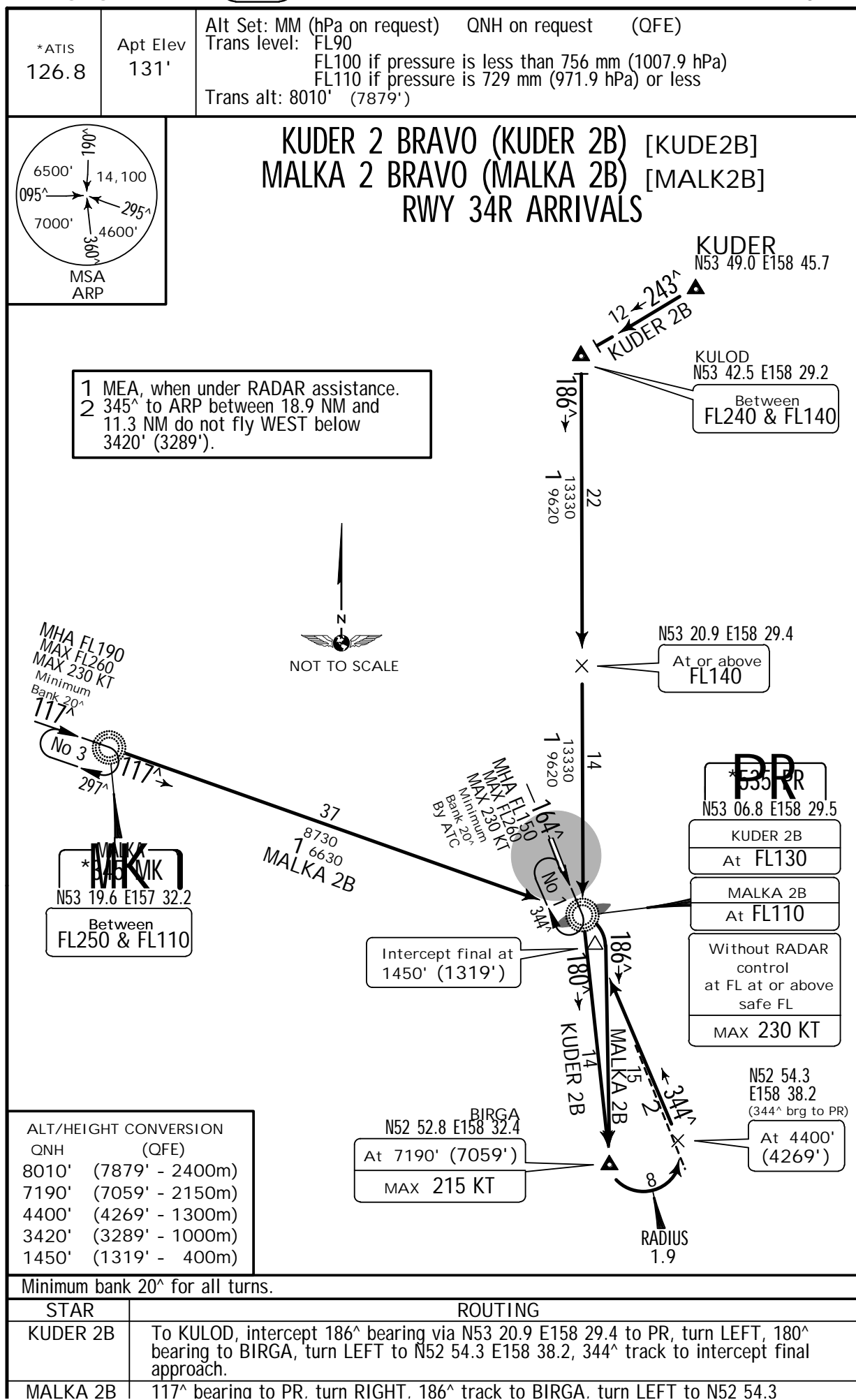
25 JUL 14

(10-2D)

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25 JUL 14

(10-2E)

JEPPESEN

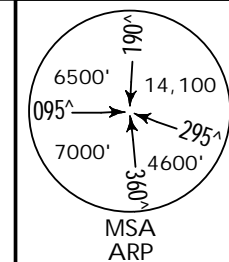
PETROPAVLOVSK-KAMCHATSKY, RUSSIA

.STAR.

*ATIS
126.8Apt Elev
131'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')

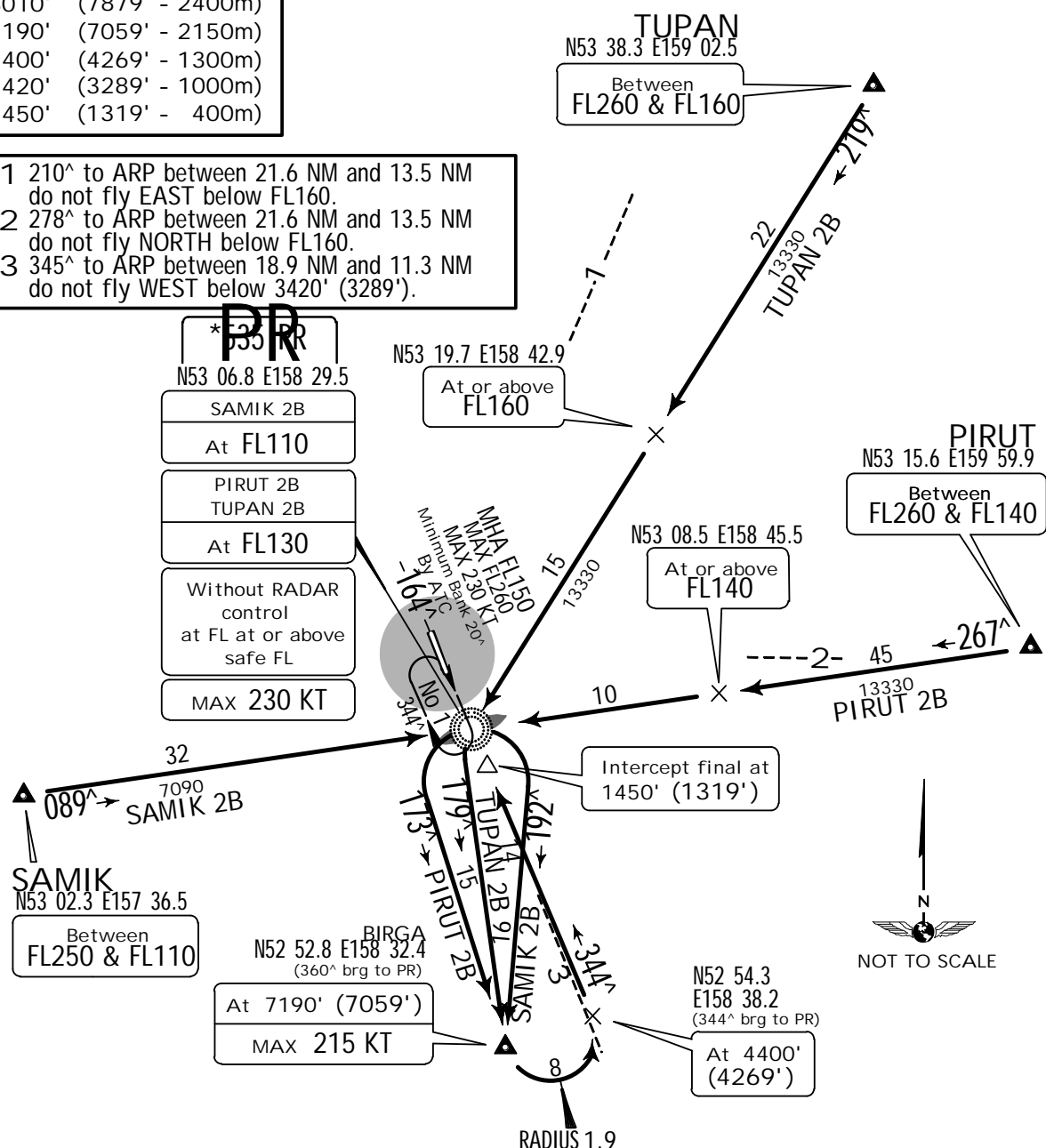
PIRUT 2 BRAVO (PIRUT 2B) [PIRU2B]
 SAMIK 2 BRAVO (SAMIK 2B) [SAMI2B]
 TUPAN 2 BRAVO (TUPAN 2B) [TUPA2B]
 RWY 34R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
4400'	(4269' - 1300m)
3420'	(3289' - 1000m)
1450'	(1319' - 400m)

- 1 210° to ARP between 21.6 NM and 13.5 NM do not fly EAST below FL160.
- 2 278° to ARP between 21.6 NM and 13.5 NM do not fly NORTH below FL160.
- 3 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').



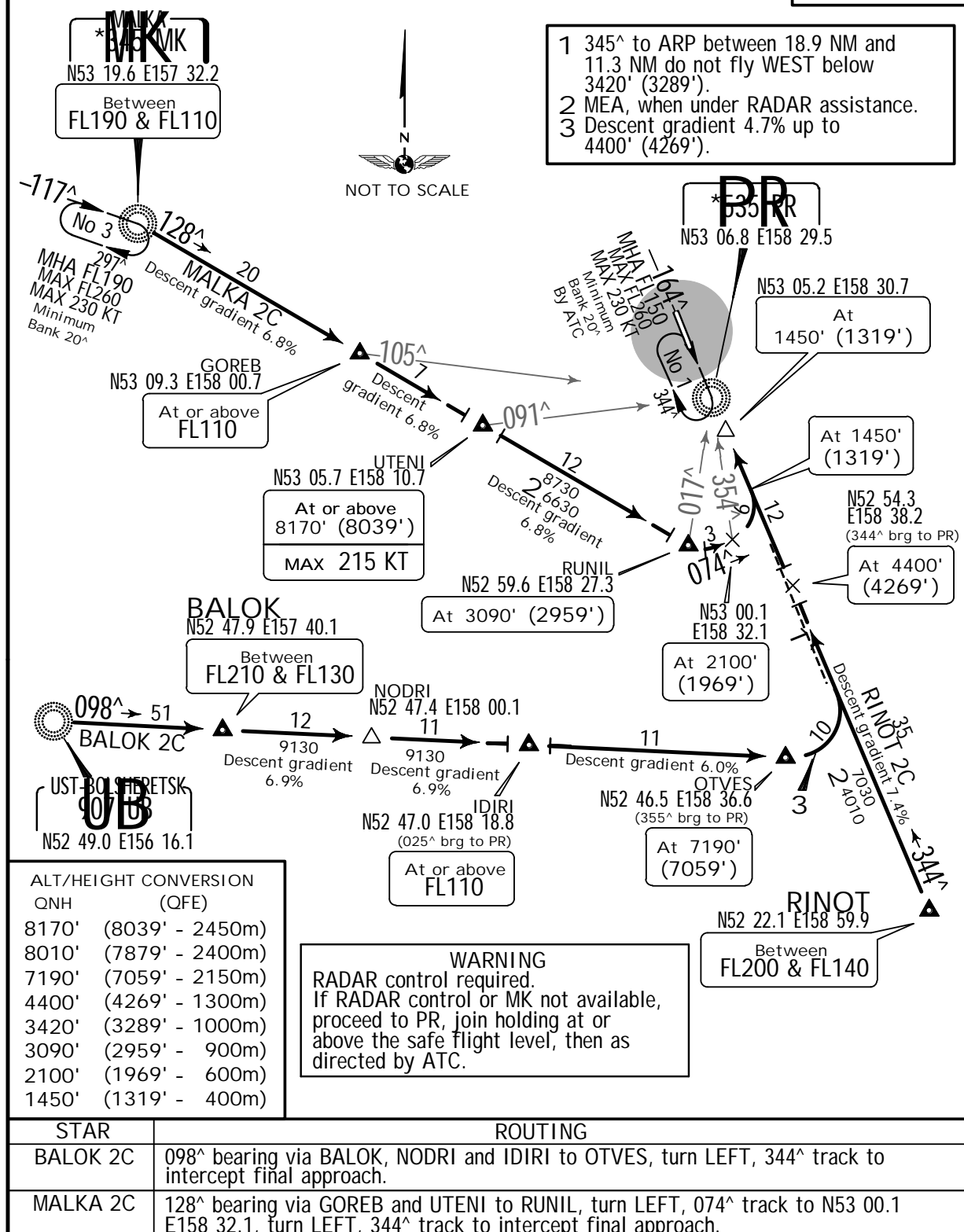
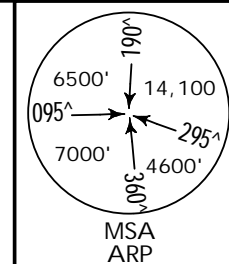
Minimum bank 20° for all turns.

STAR	ROUTING
PIRUT 2B	267° bearing via N53 08.5 E158 45.5 to PR, turn LEFT, 173° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
SAMIK 2B	089° bearing to PR, turn RIGHT, 192° track to BIRGA, turn LEFT to N52 54.3 E158 38.2, 344° track to intercept final approach.
TUPAN 2B	219° bearing via N53 19.7 E158 42.9 to PR, turn LEFT, 179° track to BIRGA, turn

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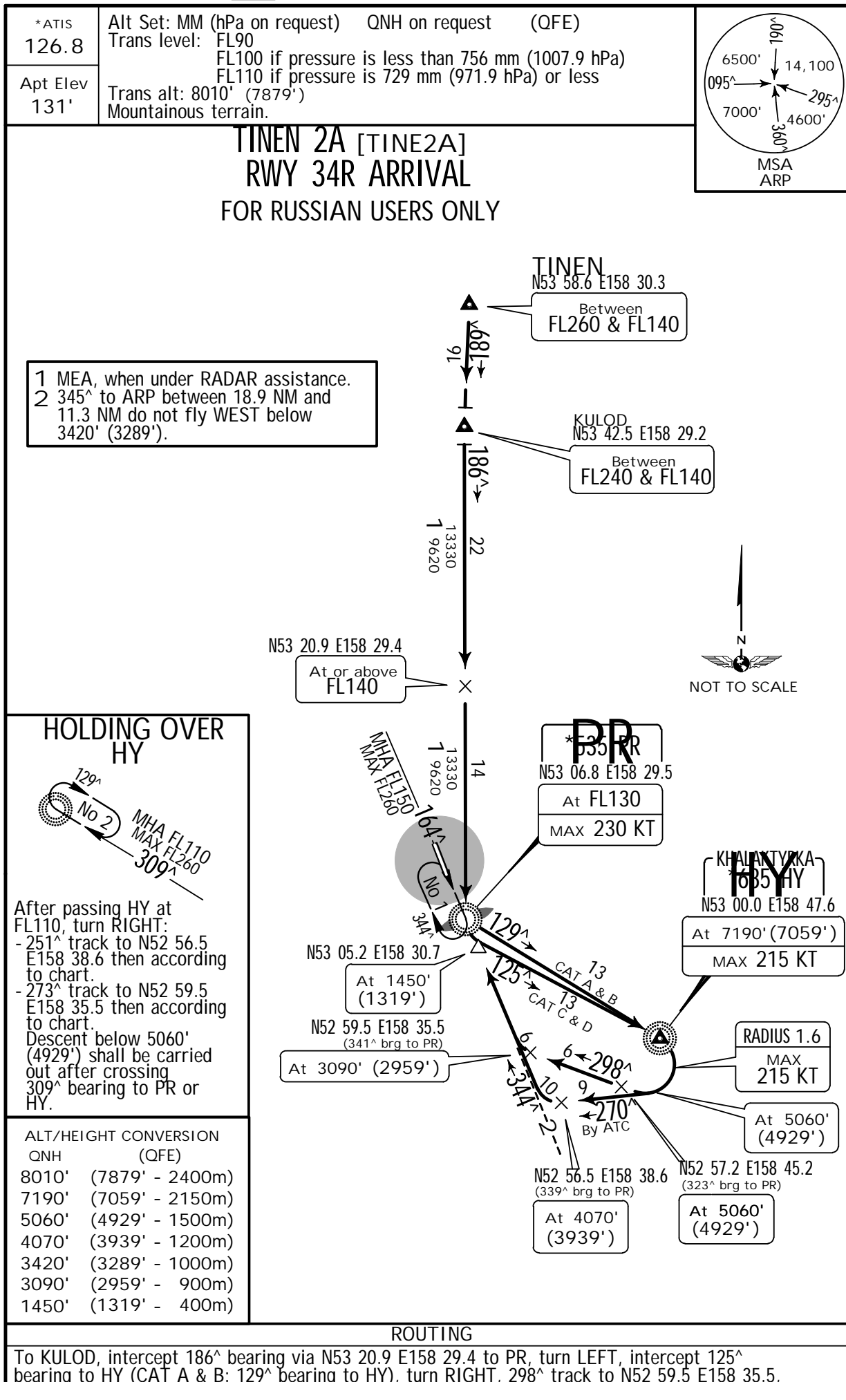
*ATIS 126.8	Apt Elev 131'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less Trans alt: 8010' (7879')
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BALOK 2 CHARLIE (BALOK 2C) [BALO2C]
MALKA 2 CHARLIE (MALKA 2C) [MALK2C]
RINOT 2 CHARLIE (RINOT 2C) [RINO2C]
RWY 34R ARRIVALS
BY ATC



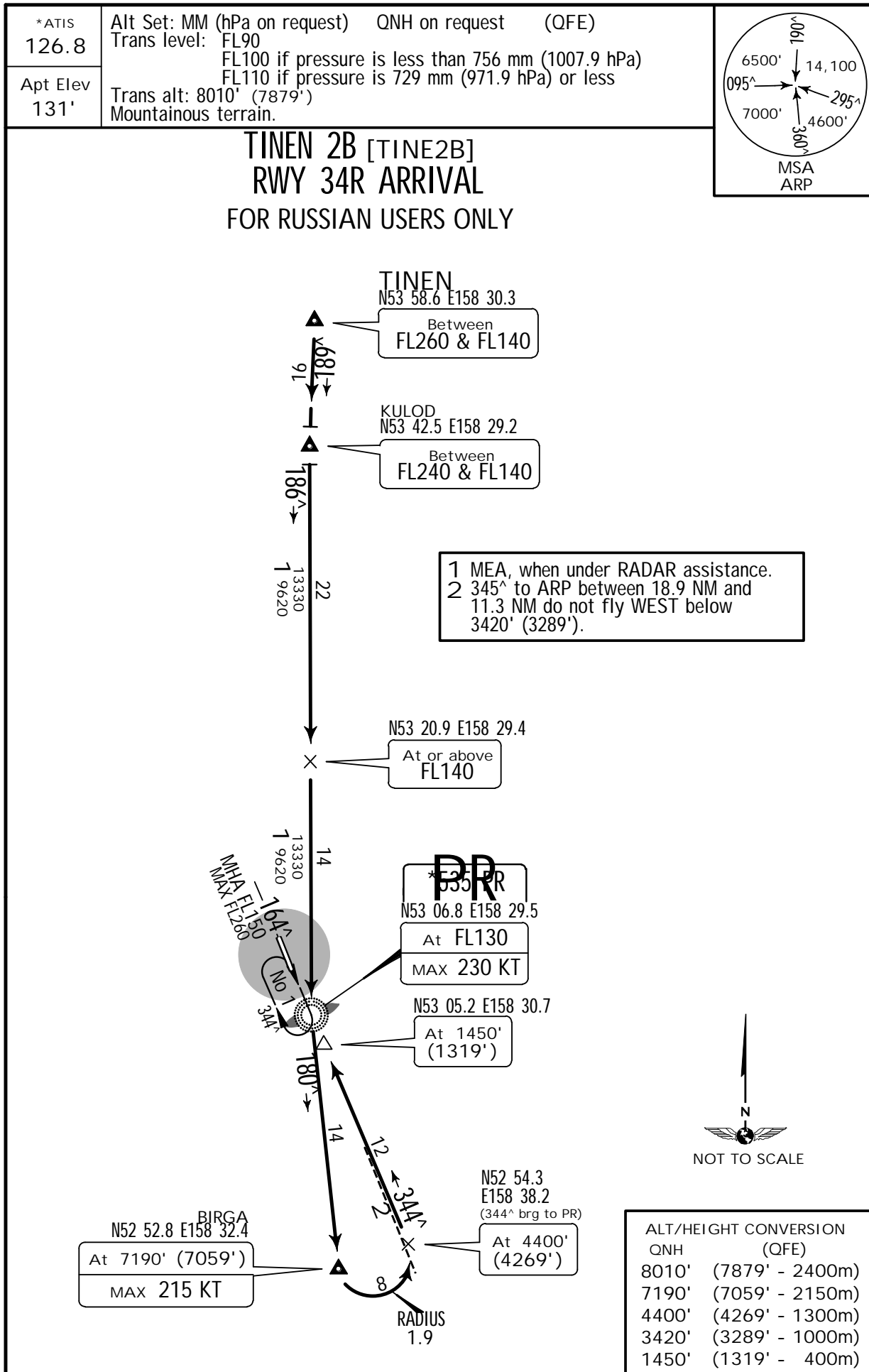
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YELIZOVO 15 AUG 14 (10-2H) .Eff.21.Aug. .STAR.



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YELIZOVO 15 AUG 14 (10-2J) .Eff.21.Aug. .STAR.



ROUTING

To KULOD, intercept 186° bearing via N53 20.9 E158 29.4 to PR. 180° bearing to BIRGA, turn

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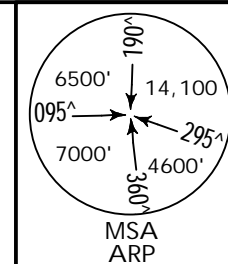
YELIZOVO 15 AUG 14 (10-2K) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less
Apt Elev 131'	Trans alt: 8010' (7879') Mountainous terrain.

ORVAS 2A [ORVA2A] RWY 34R ARRIVAL

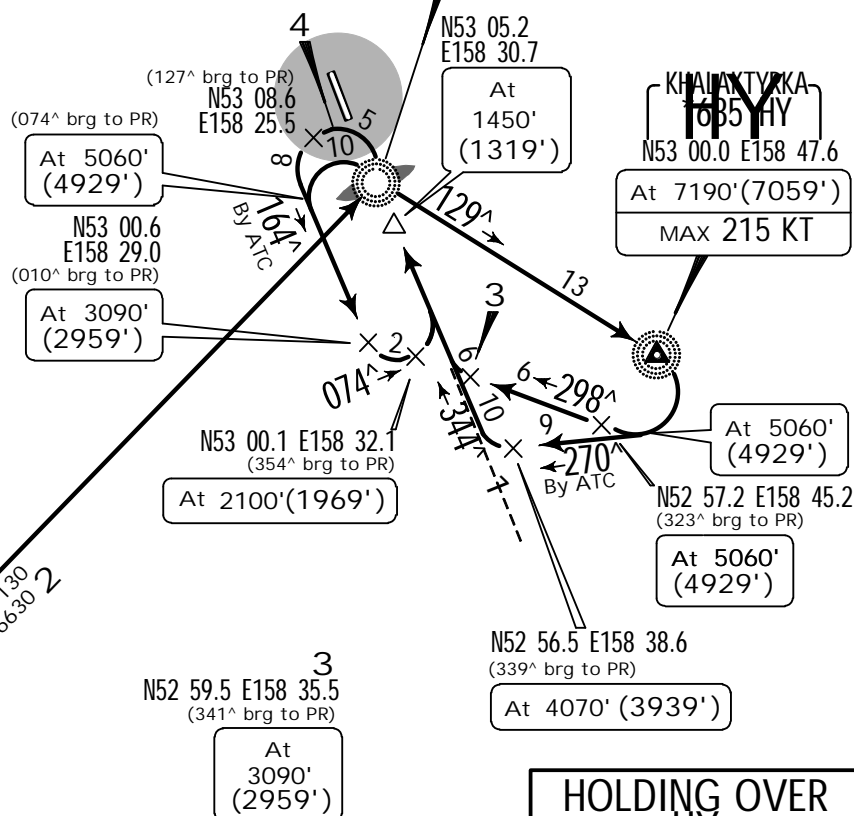
CAT A & B

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4 ← 254°
By ATC

PR
N53 06.8 E158 29.5
At FL110
Without RADAR control at FL at or above safe FL



ORVAS
N52 33.2 E157 43.5
Between
FL250 & FL110

ALT/HEIGHT	CONVERSION
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
5060'	(4929' - 1500m)
4070'	(3939' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)
2100'	(1969' - 600m)



- 1 345° to ARP between 18.9 NM and 11.3 NM do not fly WEST below 3420' (3289').
- 2 MEA, when under RADAR assistance.

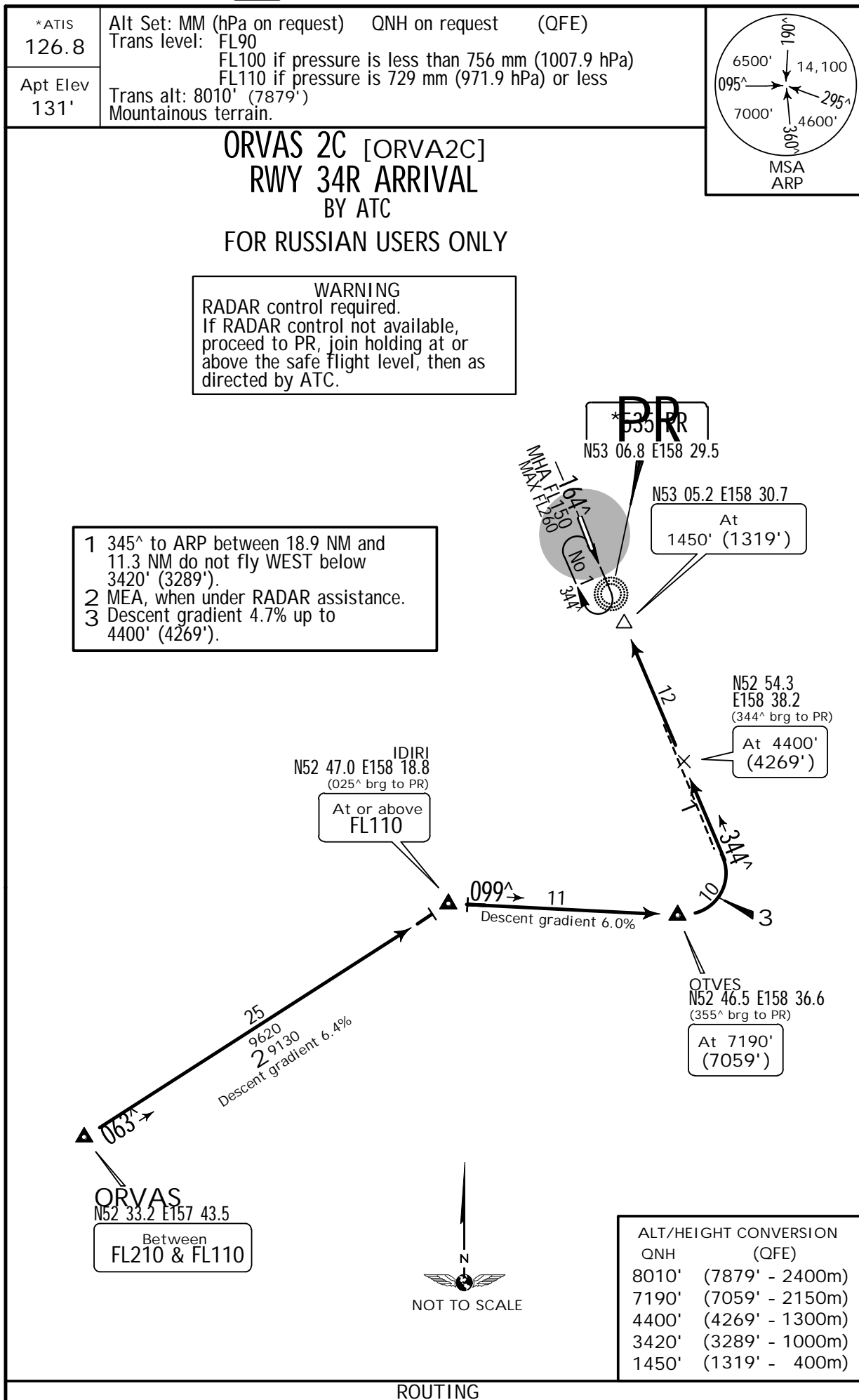
HOLDING OVER HY

MHA FL110
MAX FL260
MHA 5060' (4929')
MAX 6210' (6079')
309°

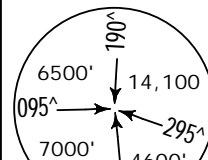
After passing HY turn RIGHT:
- 251° track to N52 56.5 E158 38.6 then according to chart.
- 273° track to N52 59.5 E158 35.5 then according to chart.
Descent below 5060' (4929') shall be carried out after crossing 309° bearing to PR or

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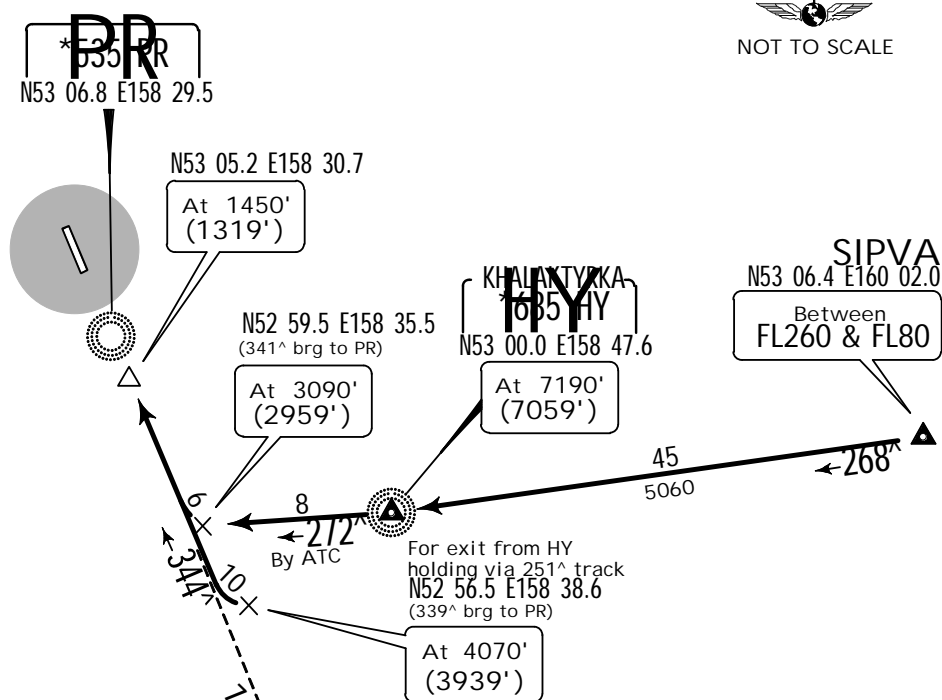
YELIZOVO 15 AUG 14 (10-2L) .Eff.21.Aug. .STAR.



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YELIZOVO 15 AUG 14 (10-2M) .Eff.21.Aug. .STAR.

*ATIS 126.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL90 FL100 if pressure is less than 756 mm (1007.9 hPa) FL110 if pressure is 729 mm (971.9 hPa) or less	
Apt Elev 131'	Trans alt: 8010' (7879') Mountainous terrain.	

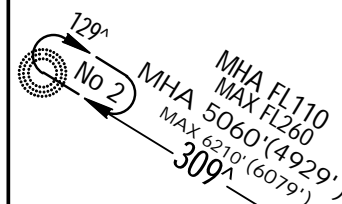
**SIPVA 2A [SIPV2A]
RWY 34R ARRIVAL**
CAT A & B
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8010'	(7879' - 2400m)
7190'	(7059' - 2150m)
6210'	(6079' - 1850m)
5060'	(4929' - 1500m)
4070'	(3239' - 1200m)
3420'	(3289' - 1000m)
3090'	(2959' - 900m)

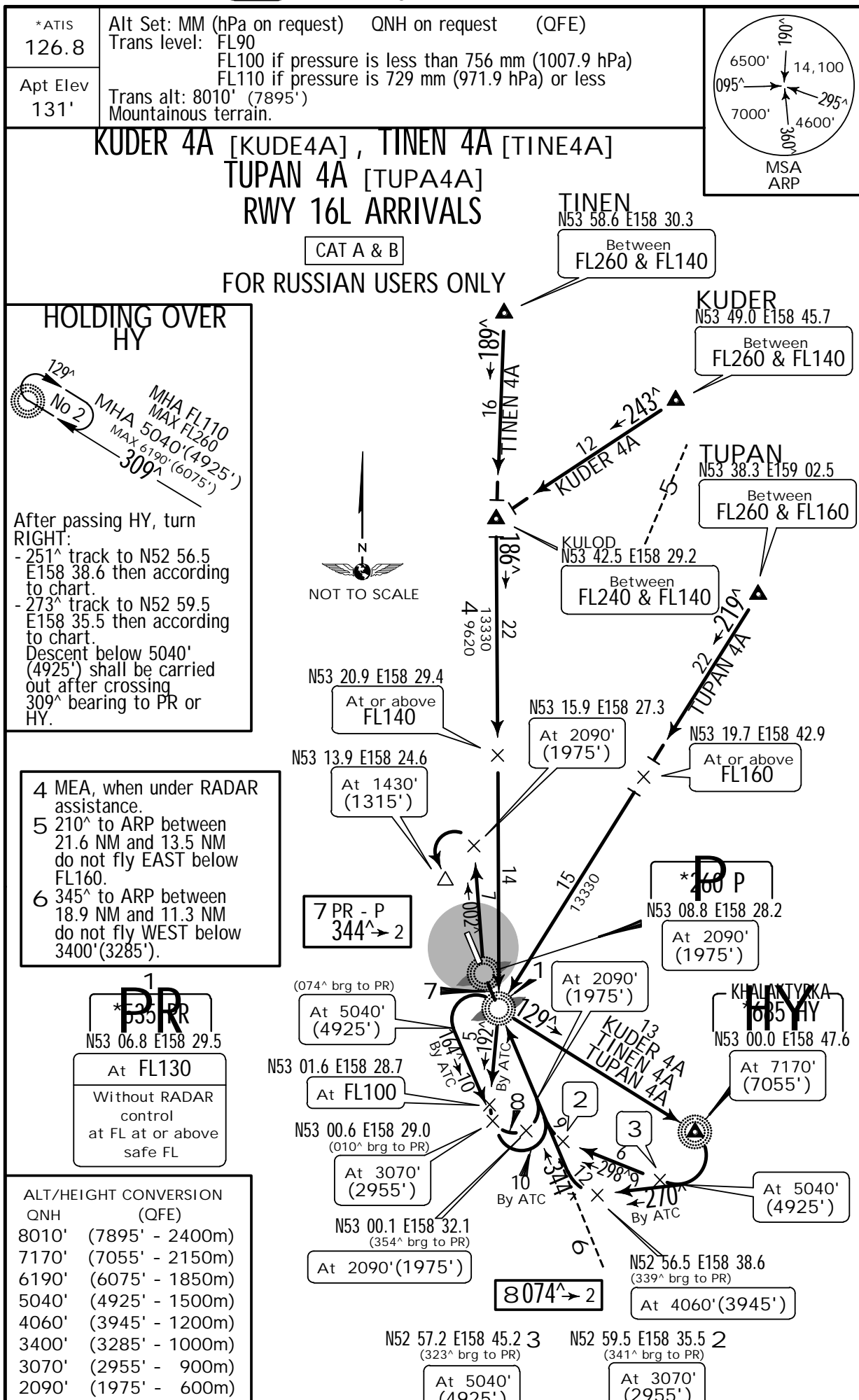
1 345° to ARP between
18.9 NM and 11.3 NM
do not fly WEST below
3420' (3289').

**HOLDING OVER
HY**



After passing HY, turn
RIGHT:
- 251° track to N52 56.5
E158 38.6 then according
to chart.
- 273° track to N52 59.5
E158 35.5 then according
to chart.
Descent below 5060'
(4929') shall be carried
out after crossing
309° bearing to PR or

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YELIZOVO 15 AUG 14 (10-2N) .Eff.21.Aug. .STAR.



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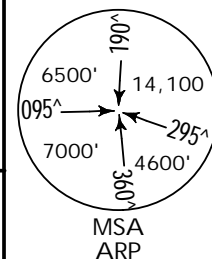
YELIZOVO 15 AUG 14 (10-2P) .Eff.21.Aug.

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.STAR.

*ATIS
126.8

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7895')
 Mountainous terrain.

Apt Elev
131'

HALAK 4A [HALA4A], HALAK 4G [HALA4G]

BY ATC

SIPVA 4A [SIPV4A]
RWY 16L ARRIVALS

CAT A & B

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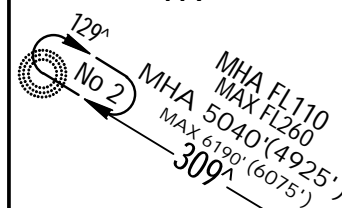


NOT TO SCALE

5 345° to ARP between
 18.9 NM and 11.3 NM
 do not fly WEST below
 3400'(3285').

1
 *PR
 N53 06.8 E158 29.5

Without RADAR
 control
 at FL at or above
 safe FL

HOLDING OVER
HY

After passing HY, turn
 RIGHT:
 - 251° track to N52 56.5
 E158 38.6 then according
 to chart.
 - 273° track to N52 59.5
 E158 35.5 then according
 to chart.
 Descent below 5040'
 (4925') shall be carried
 out after crossing
 309° bearing to PR or
 HY.

4 PR - P
 344° → 2

N53 15.9 E158 27.3
 At 2090'
 (1975')

2 N52 59.5 E158 35.5
 (341° brg to PR)
 At 3070'
 (2955')

N53 13.9 E158 24.6
 At 1430'
 (1315')

*PR
 N53 08.8 E158 28.2
 At 2090'
 (1975')

KHALAKTYVKA
 HY
 N53 00.0 E158 47.6
 At 7170'
 (7055')

SIPVA
 N53 06.4 E160 02.0
 Between
 FL260 & FL80

(074° brg to PR)
 At 5040'
 (4925')

N53 00.6 E158 29.0
 (010° brg to PR)
 At 3070'
 (2955')

N53 00.1 E158 32.1
 (354° brg to PR)
 At 2090'(1975')

For exit from HY
 holding via 251° track
 N52 56.5 E158 38.6
 (339° brg to PR)

At 4060'(3945')

N52 52.7 E158 40.8
 (341° brg to PR)
 At 4060'
 (3945')

N52 52.0 E158 53.3
 (323° brg to PR)
 At 7170'
 (7055')

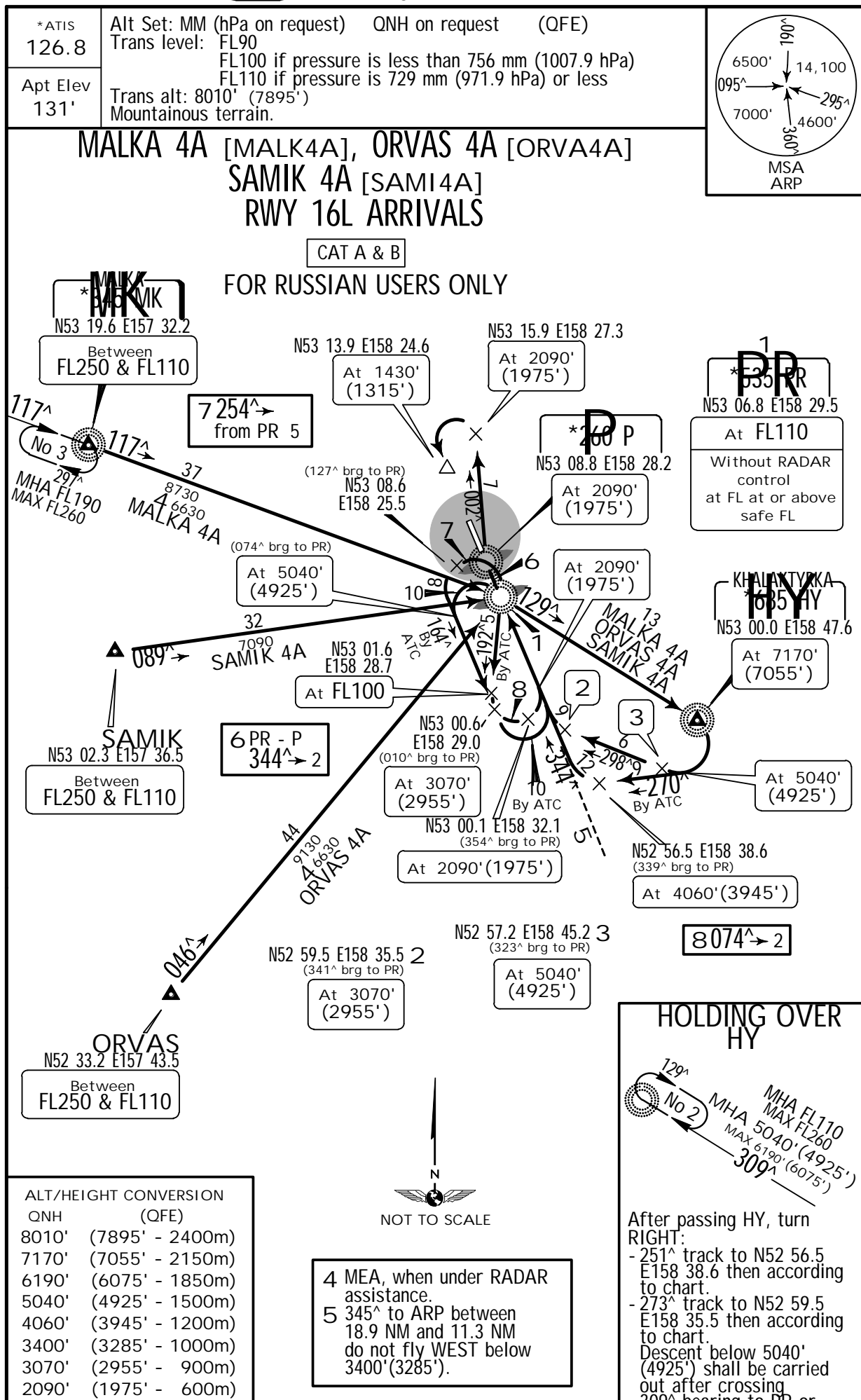
QNH	(QFE)
8010'	(7895' - 2400m)
7170'	(7055' - 2150m)
6190'	(6075' - 1850m)
5040'	(4925' - 1500m)
4060'	(3945' - 1200m)
3400'	(3285' - 1000m)
3070'	(2955' - 900m)
2090'	(1975' - 600m)

UHPP/PKC

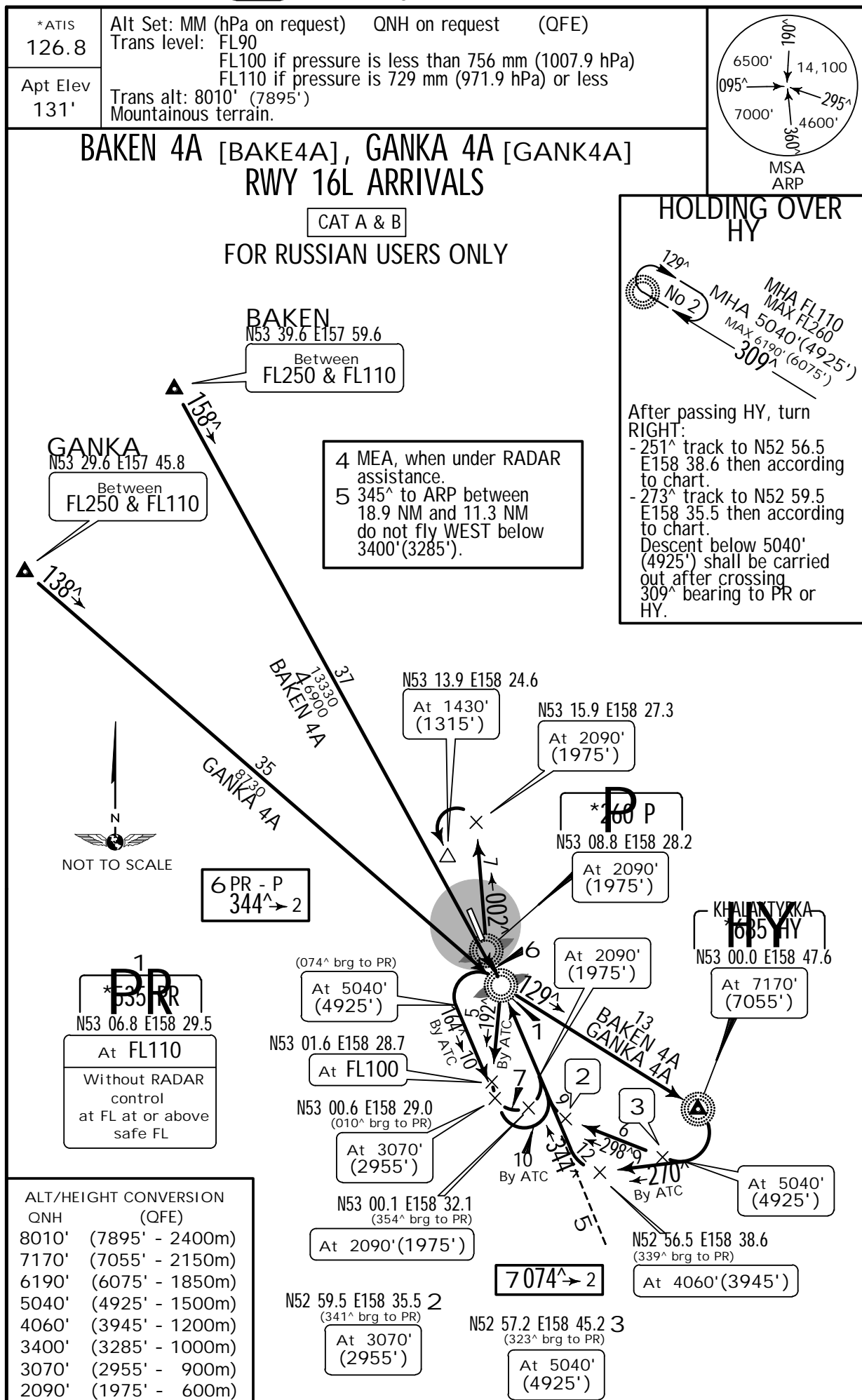
YELIZOVO 15 AUG 14 (10-2Q) .Eff.21.Aug.

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.STAR.

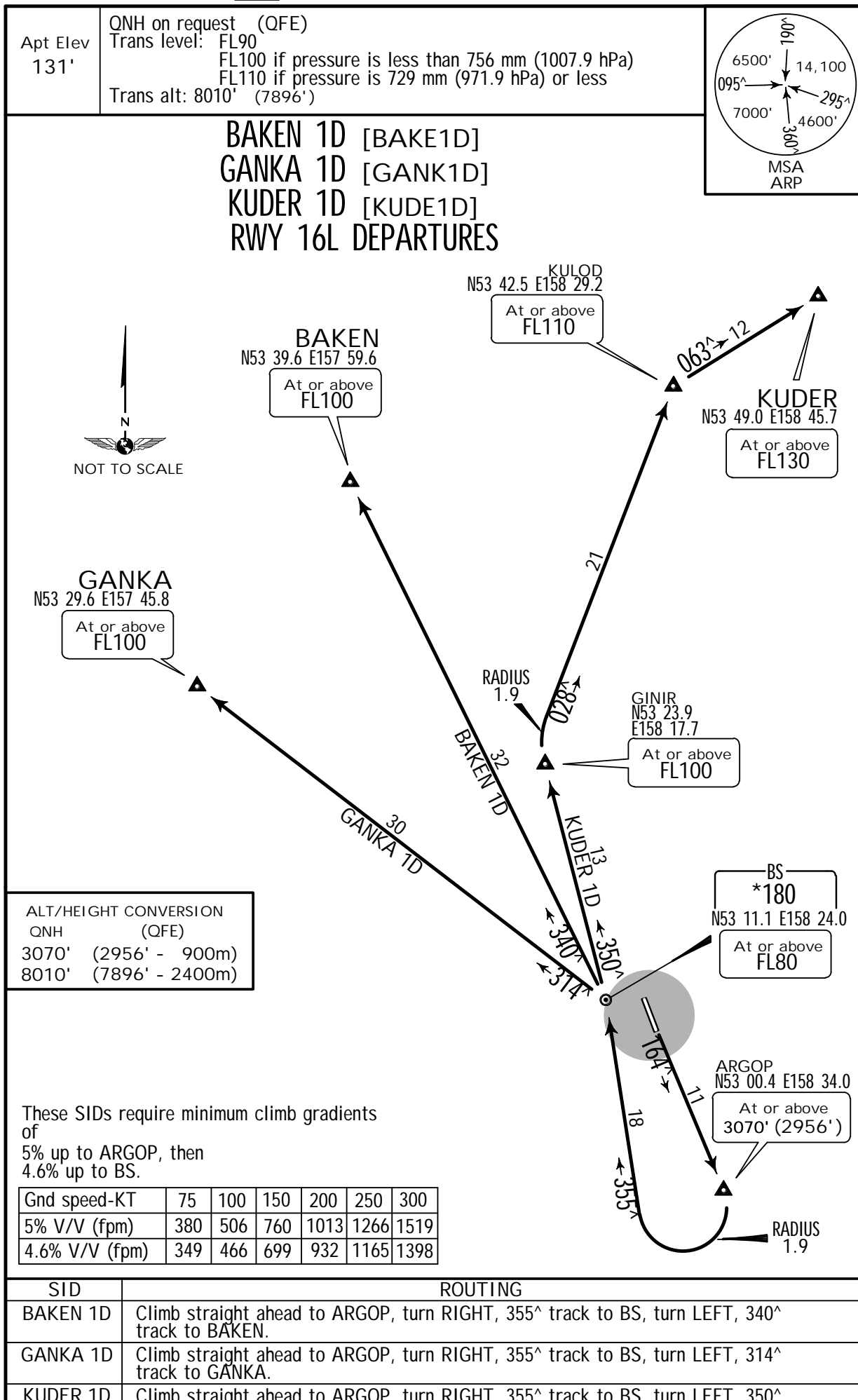


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YELIZOVO 15 AUG 14 (10-2S) .Eff.21.Aug. .STAR.



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YELIZOVO 7 DEC 12 (10-3) .Eff.13.Dec. .SID.



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JEPPESEN

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

7 DEC 12

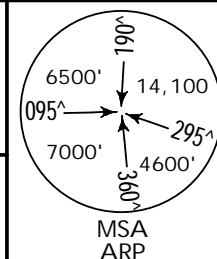
(10-3A)

.Eff.13.Dec.

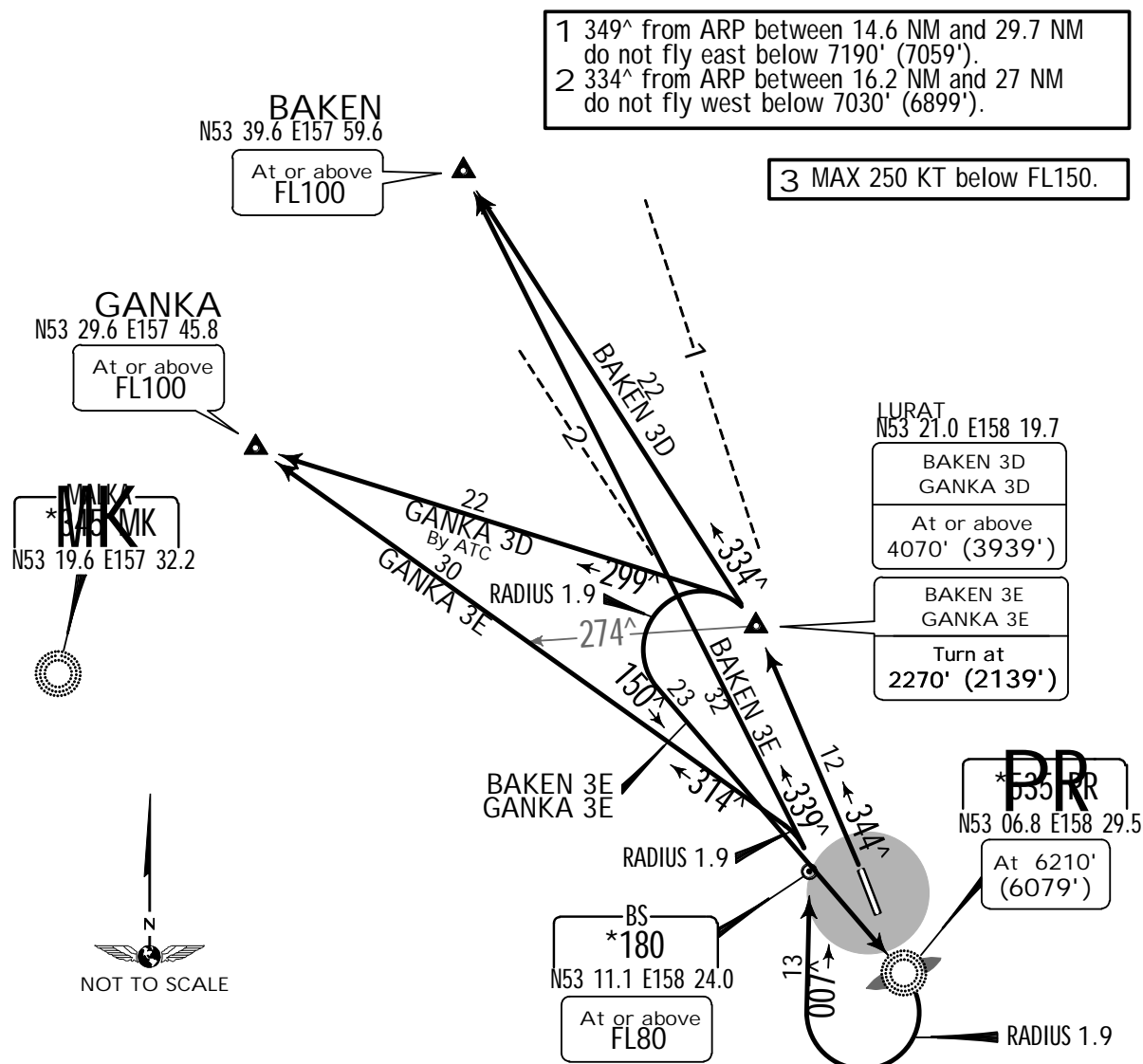
.SID.

Apt Elev 131'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



BAKEN 3D [BAKE3D], BAKEN 3E [BAKE3E] 3
GANKA 3D [GANK3D], GANKA 3E [GANK3E] 3
RWY 34R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

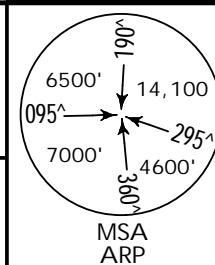
BAKEN 3D
This SID requires minimum climb gradients of
6% up to LURAT, then
4.5% up to BAKEN.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	ROUTING
BAKEN 3D	Climb straight ahead to LURAT, turn LEFT, 334° track to BAKEN.
BAKEN 3E 3	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 339° track to BAKEN.
GANKA 3D	Climb straight ahead to LURAT, turn LEFT, 299° track to GANKA.
GANKA 3E By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn

UHPK/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 25 JUL 14 (10-3B) .SID.

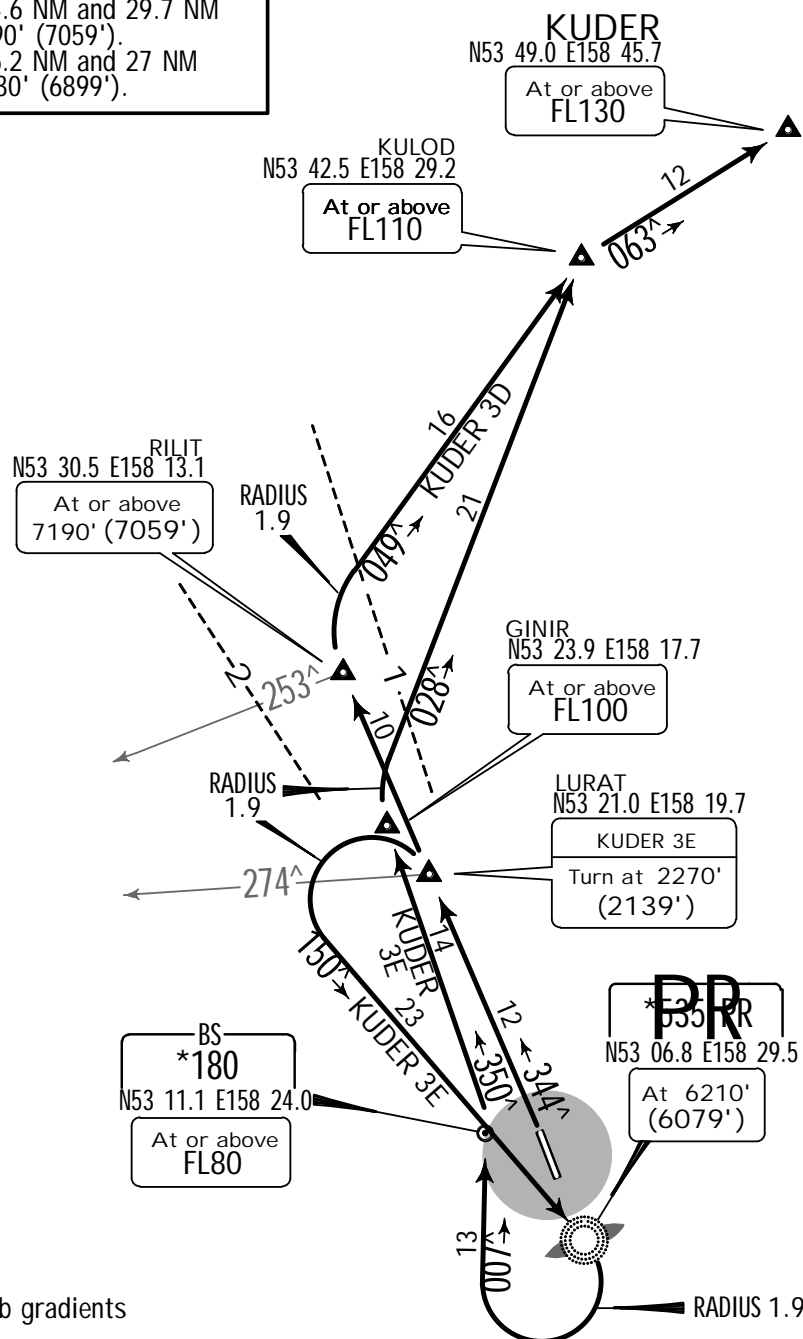
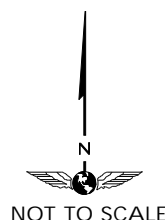
Apt Elev 131'
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



KUDER 3D [KUDE3D], KUDER 3E [KUDE3E] 3 RWY 34R DEPARTURES

- 1 349° from ARP between 14.6 NM and 29.7 NM do not fly EAST below 7190' (7059').
- 2 334° from ARP between 16.2 NM and 27 NM do not fly WEST below 7030' (6899').

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)



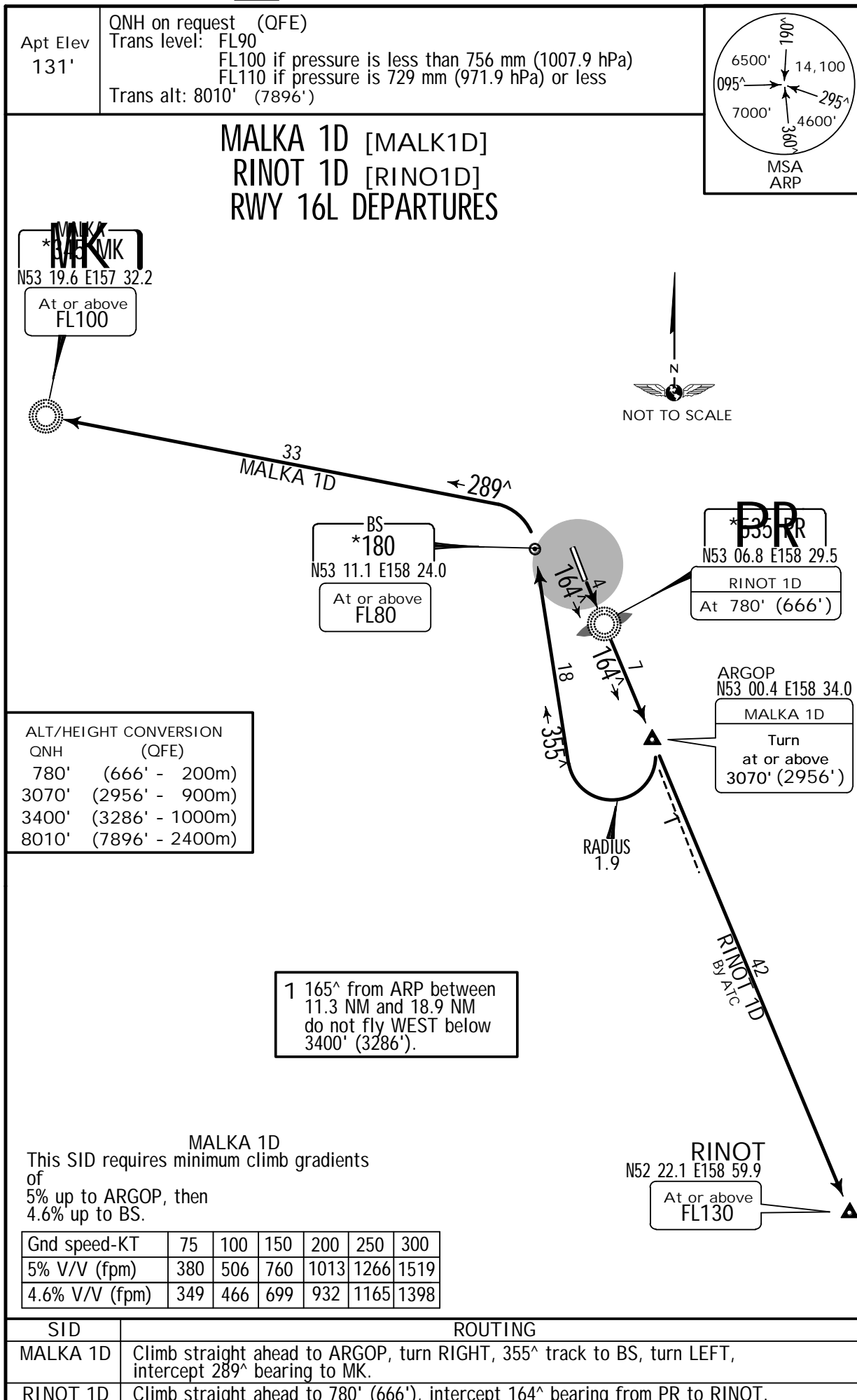
KUDER 3D
This SID requires minimum climb gradients
of
6% up to 4070' (3939') at LURAT, then
5% up to RILIT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

3 MAX 250 KT below FL150.

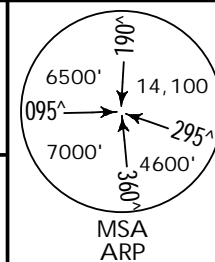
SID	ROUTING
KUDER 3D	Climb straight ahead to RILIT, turn RIGHT, 049° track to KULOD, then to KUDER.
KUDER 3E 2	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 350° track to GINIR, turn RIGHT, 028° track

UHPK/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 25 JUL 14 (10-3C) .SID.

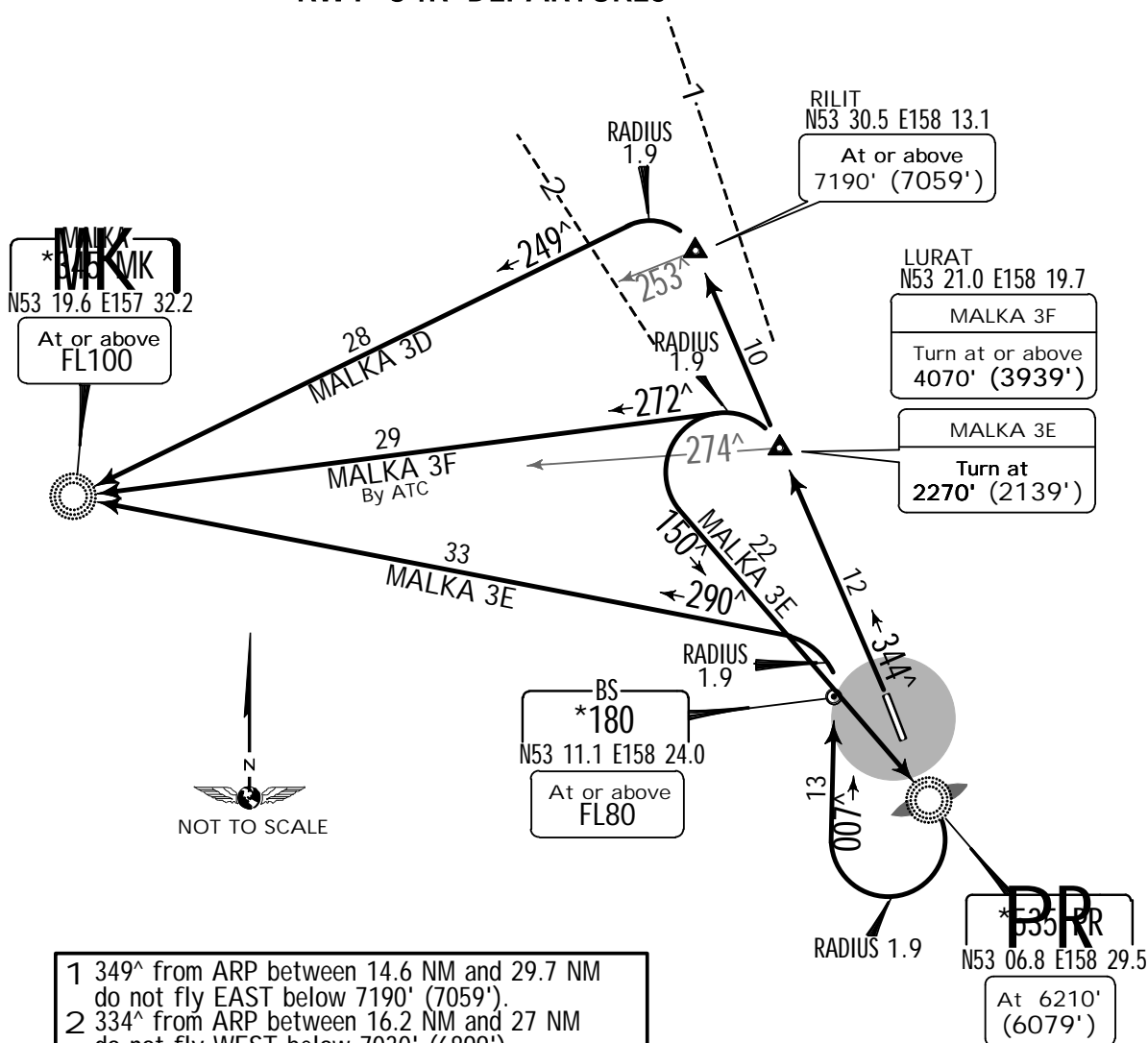


UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 25 JUL 14 (10-3D) .SID.

Apt Elev 131'
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



**MALKA 3D [MALK3D], MALKA 3E [MALK3E] 3
MALKA 3F [MALK3F]
RWY 34R DEPARTURES**



- 1 349° from ARP between 14.6 NM and 29.7 NM do not fly EAST below 7190' (7059').
- 2 334° from ARP between 16.2 NM and 27 NM do not fly WEST below 7030' (6899').
- 3 MAX 250 KT below FL150.

These SIDs require minimum climb gradients of
MALKA 3D: 6% up to 4070' (3939') at LURAT, then 5% up to RILIT.
MALKA 3F: 6% up to 4070' (3939').

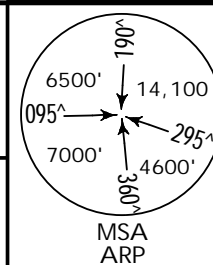
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823
5% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
7030'	(6899' - 2100m)
7190'	(7059' - 2150m)
8010'	(7879' - 2400m)

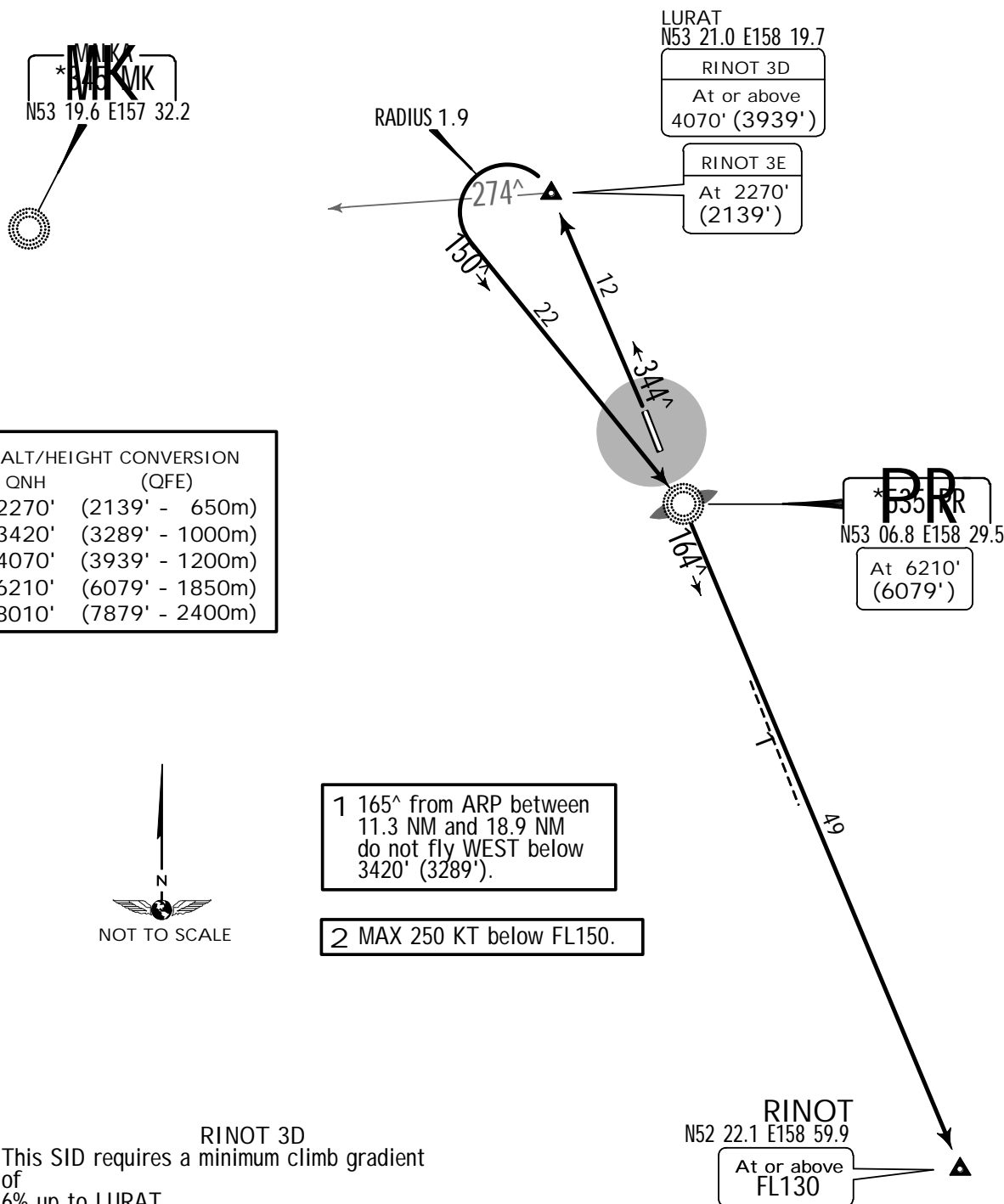
SID	ROUTING
MALKA 3D	Climb straight ahead to RILIT, turn LEFT, intercept 249° bearing to MK.
MALKA 3E 3	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, intercept 290° bearing to MK.
MALKA 3F	Climb straight ahead to LURAT, turn LEFT, intercept 272° bearing to MK.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 25 JUL 14 (10-3E) .SID.

Apt Elev 131'
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



RINOT 3D [RINO3D], RINOT 3E [RINO3E] 2 RWY 34R DEPARTURES BY ATC



ROUTING

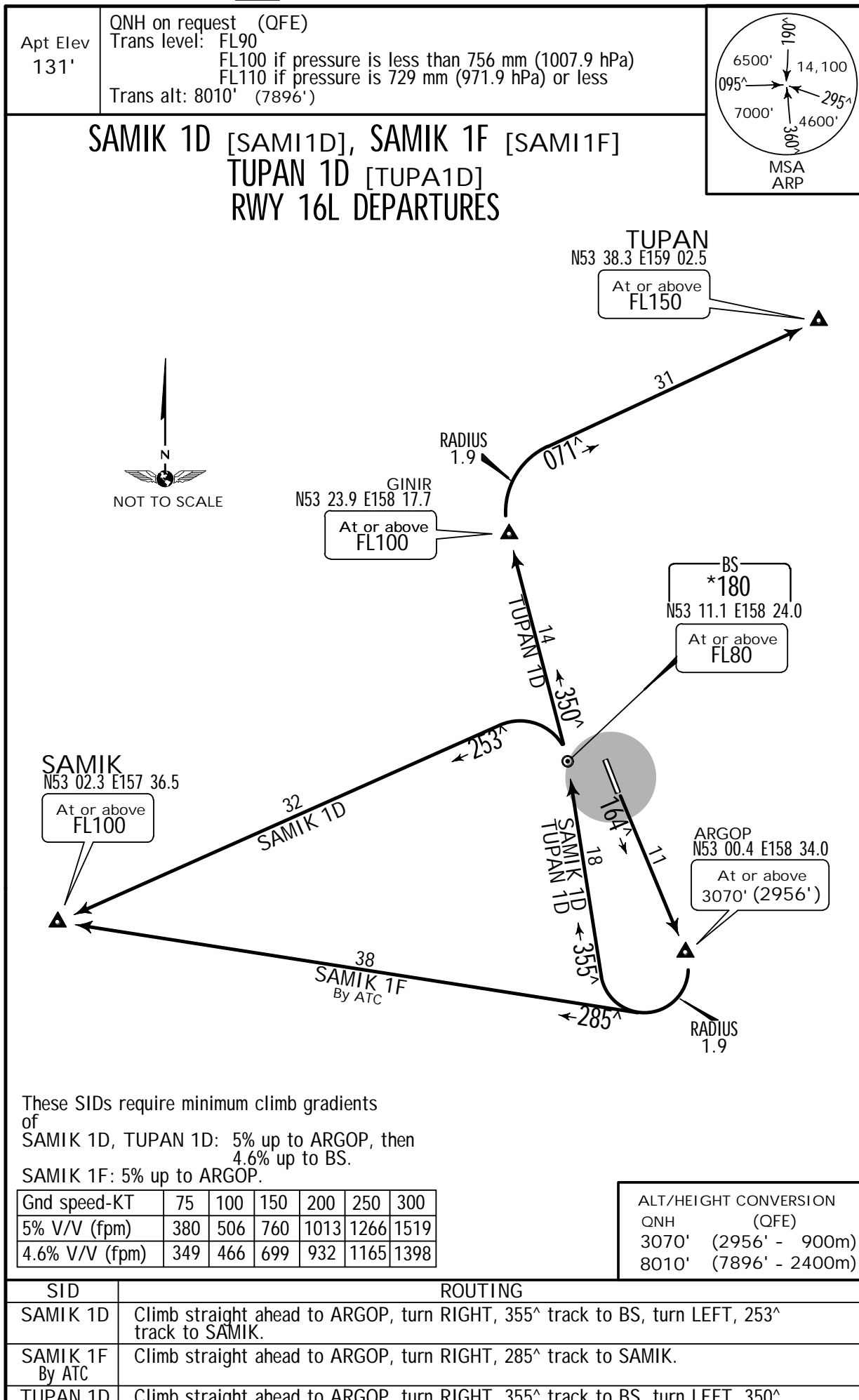
Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 164°

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 7 DEC 12 (10-3F) .Eff.13.Dec.

.SID.



UHPK/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO

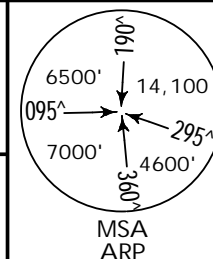
7 DEC 12

(10-3G)

.Eff.13.Dec.

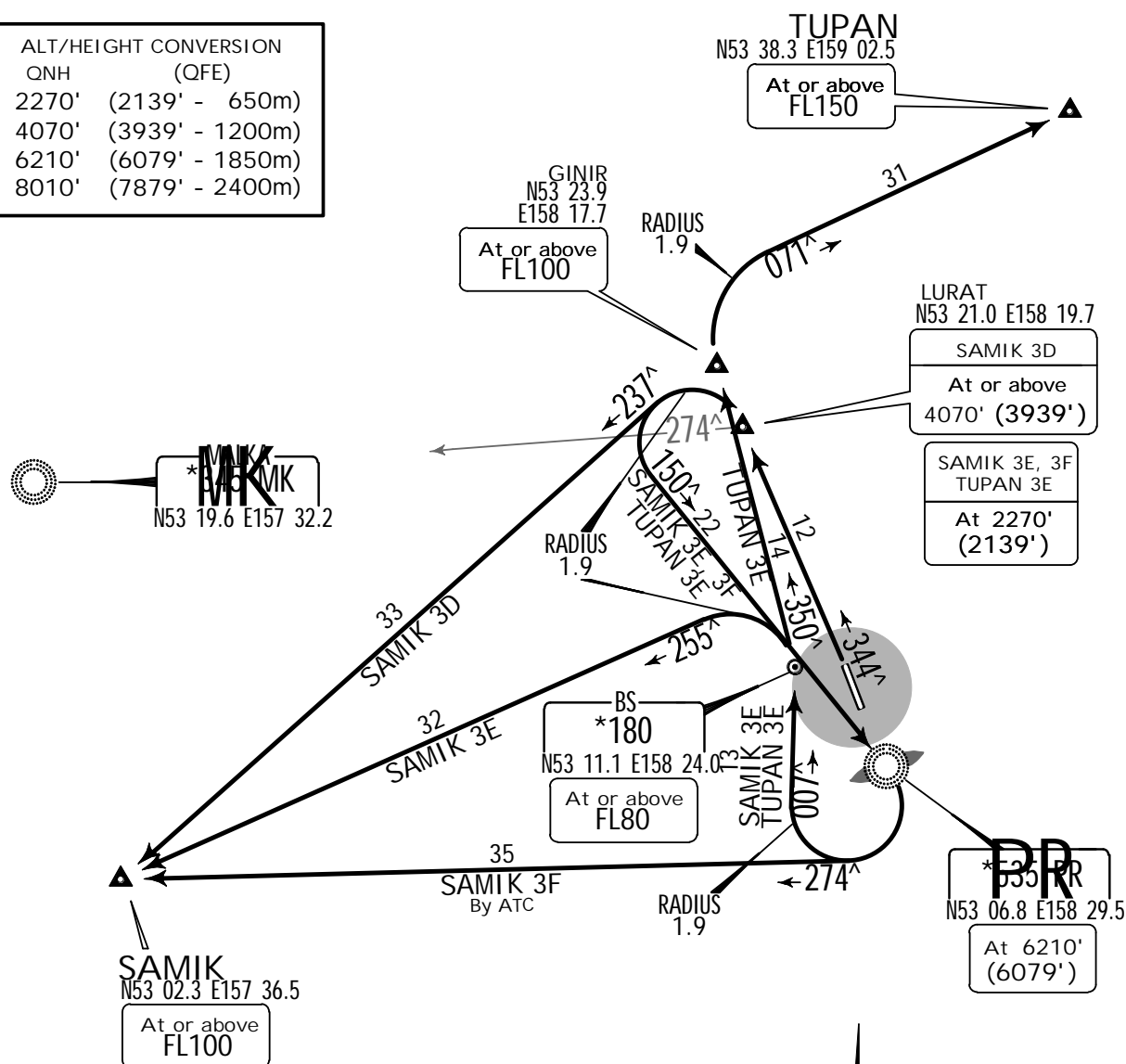
.SID.

Apt Elev 131'
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')



SAMIK 3D [SAMI3D], SAMIK 3E [SAMI3E] 1 SAMIK 3F [SAMI3F] 1, TUPAN 3E [TUPA3E] 1 RWY 34R DEPARTURES

QNH	(QFE)
2270'	(2139' - 650m)
4070'	(3939' - 1200m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)



SAMIK 3D
This SID requires a minimum climb gradient
of
6% up to LURAT.

Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

1 MAX 250 KT below FL150.

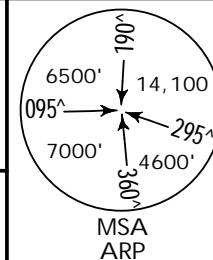
SID	ROUTING
SAMIK 3D	Climb straight ahead to LURAT, turn LEFT, 237° track to SAMIK.
SAMIK 3E 1	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track to BS, turn LEFT, 255° track to SAMIK.
SAMIK 3F 1 By ATC	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 274° track to SAMIK.
TUPAN 3E	Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3H) .Eff.21.Aug. .SID.

Apt Elev
131'

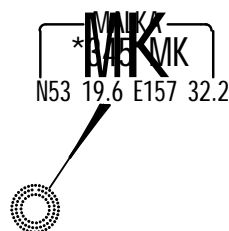
QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7895')
Mountainous terrain.



TINEN 1D [TINE1D] RWY 16L DEPARTURE FOR RUSSIAN USERS ONLY

TINEN
N53 58.6 E158 30.3
At or above
FL110

KULOD
N53 42.5 E158 29.2
At or above
FL110



GINIR
N53 23.9 E158 17.7
At or above
FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3070'	(2955' - 900m)
8010'	(7895' - 2400m)

This SID require minimum climb gradients
of
5.0% up to ARGOP, then
on track 355°: 4.6% up to BS.
on track 350°: 4.0% up to BS.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

BS
*180
N53 11.1 E158 24.0
At or above
FL80

*180
N53 06.8 E158 29.5

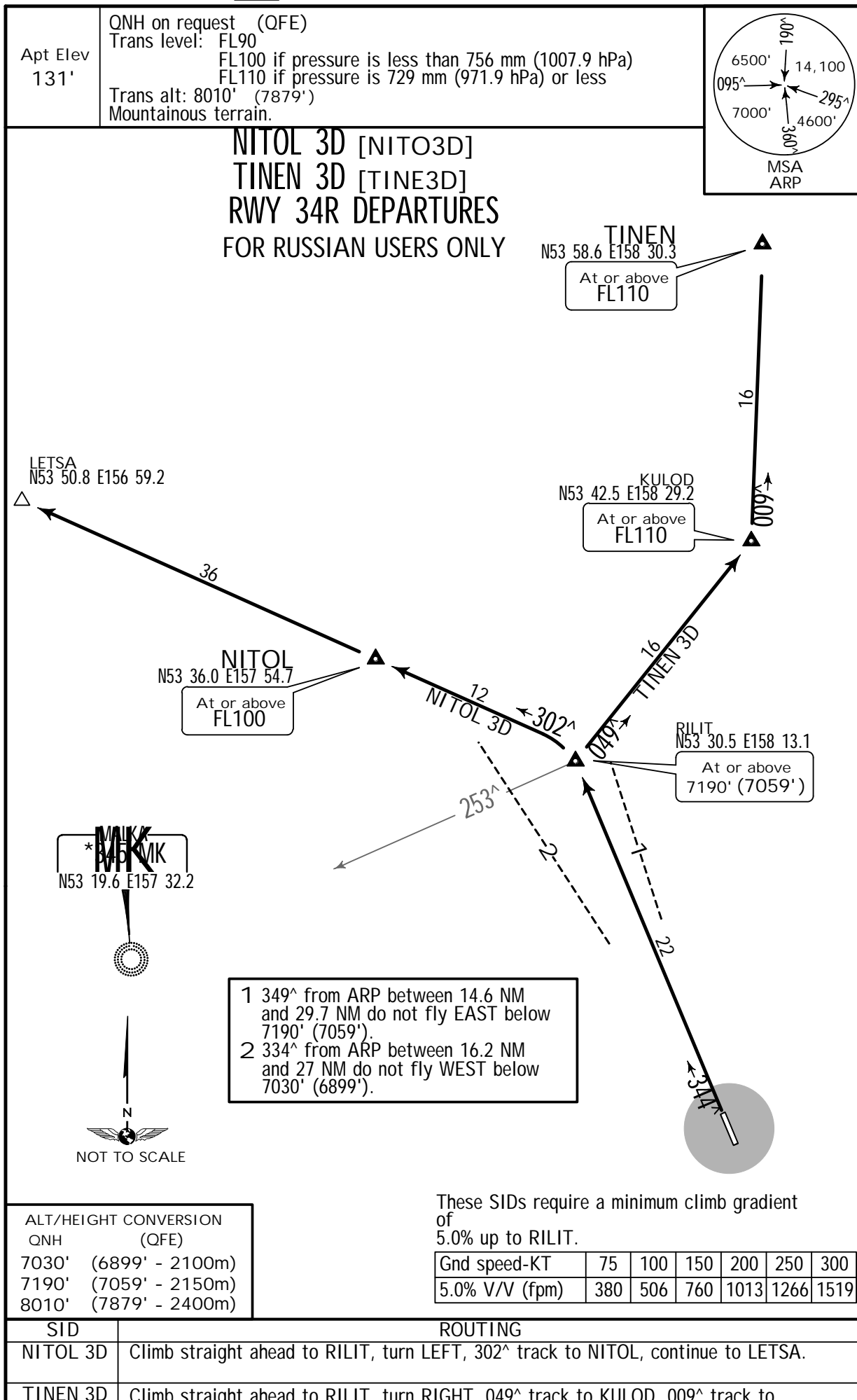
ARGOP
N53 00.4 E158 34.0
At or above
3070' (2955')

RADIUS
1.9

ROUTING

Climb straight ahead to ARGOP turn RIGHT 355° track to BS (CAT A & R: 350° track

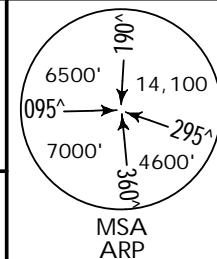
UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 15 AUG 14 (10-3J) .Eff.21.Aug. .SID.



UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3K) .Eff.21.Aug. .SID.

Apt Elev
131'

QNH on request (QFE)
Trans level: FL90
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7879')
Mountainous terrain.



TINEN 3E [TINE3E] RWY 34R DEPARTURE

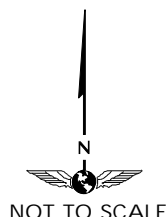
SPEED: MAX 250 KT BELOW FL150

CAT C & D

FOR RUSSIAN USERS ONLY

TINEN
N53 58.6 E158 30.3
At or above
FL110

KULOD
N53 42.5 E158 29.2
At or above
FL110



MAK
*
N53 19.6 E157 32.2

GINIR
N53 23.9 E158 17.7
At or above
FL100

LURAT
N53 21.0 E158 19.7
At 2270'
(2139')

BS
*180
N53 11.1 E158 24.0
At or above
FL80

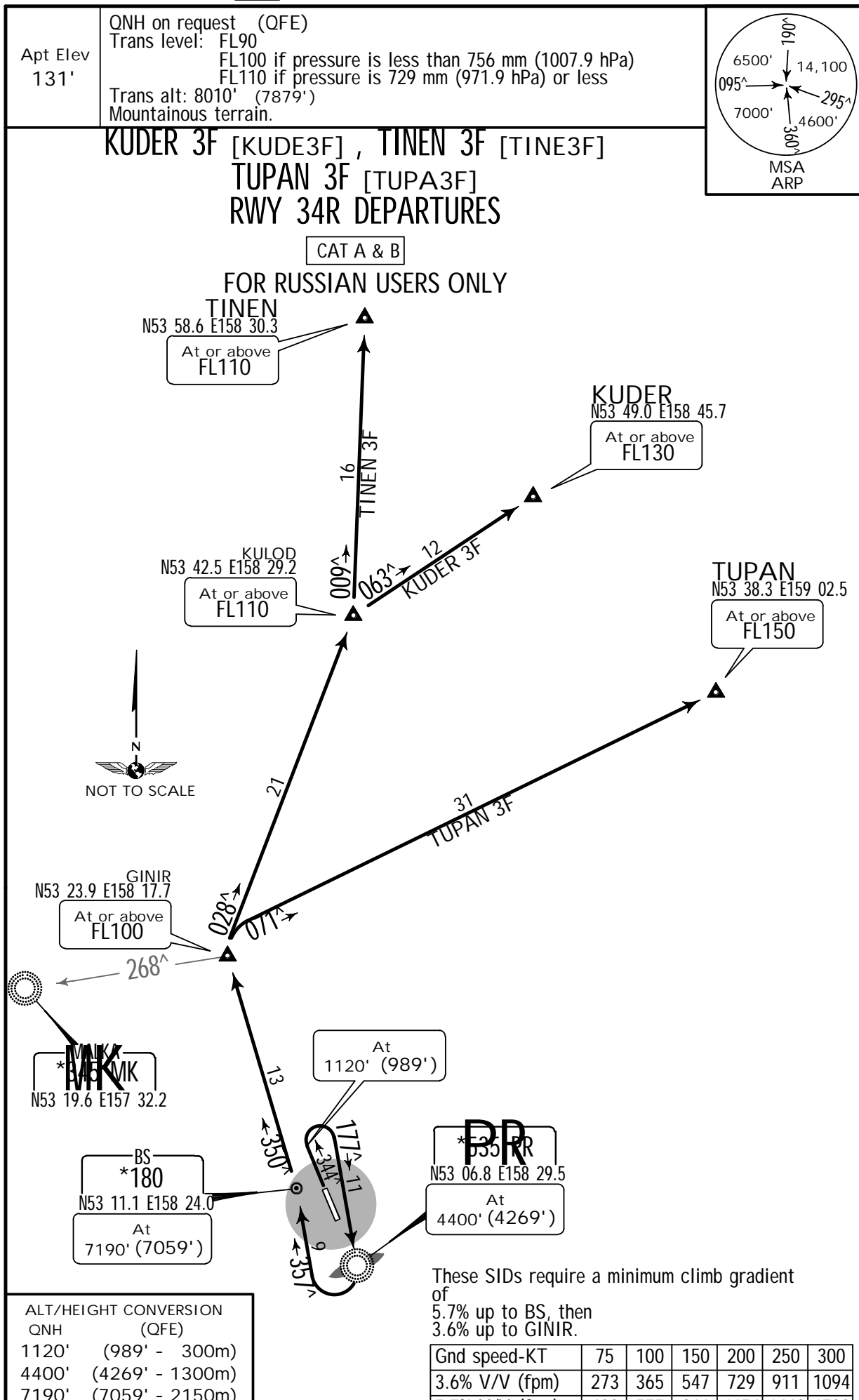
PR
*
N53 06.8 E158 29.5
At 6210'
(6079')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2270'	(2139' - 650m)
6210'	(6079' - 1850m)
8010'	(7879' - 2400m)

ROUTING

Climb straight ahead to LURAT, turn LEFT, intercept 150° bearing to PR, turn RIGHT, 007° track

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA YELIZOVO 15 AUG 14 (10-3L) .Eff.21.Aug. .SID.

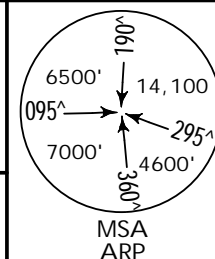


UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3M) .Eff.21.Aug. .SID.

Apt Elev
 131'

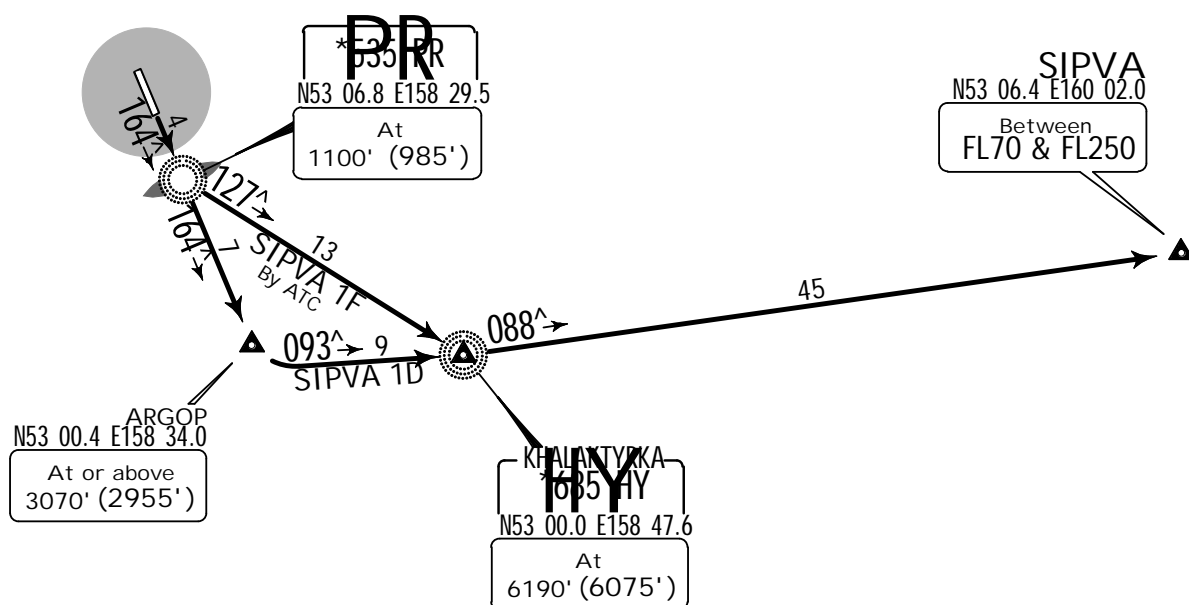
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7895')
 Mountainous terrain.



SIPVA 1D [SIPV1D]
 SIPVA 1F [SIPV1F]
 RWY 16L DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients
 of
 SIPVA 1D: 5.0% until ARGOP, then 5.9% up to HY.
 SIPVA 1F: 5.0% until PR, then 6.5% up to HY.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.5% V/V (fpm)	494	658	987	1316	1646	1975

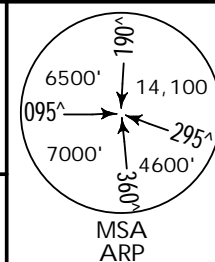
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1100'	(985' - 300m)
3070'	(2955' - 900m)
6190'	(6075' - 1850m)

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 (10-3N) .Eff.21.Aug. .SID.

Apt Elev
 131'

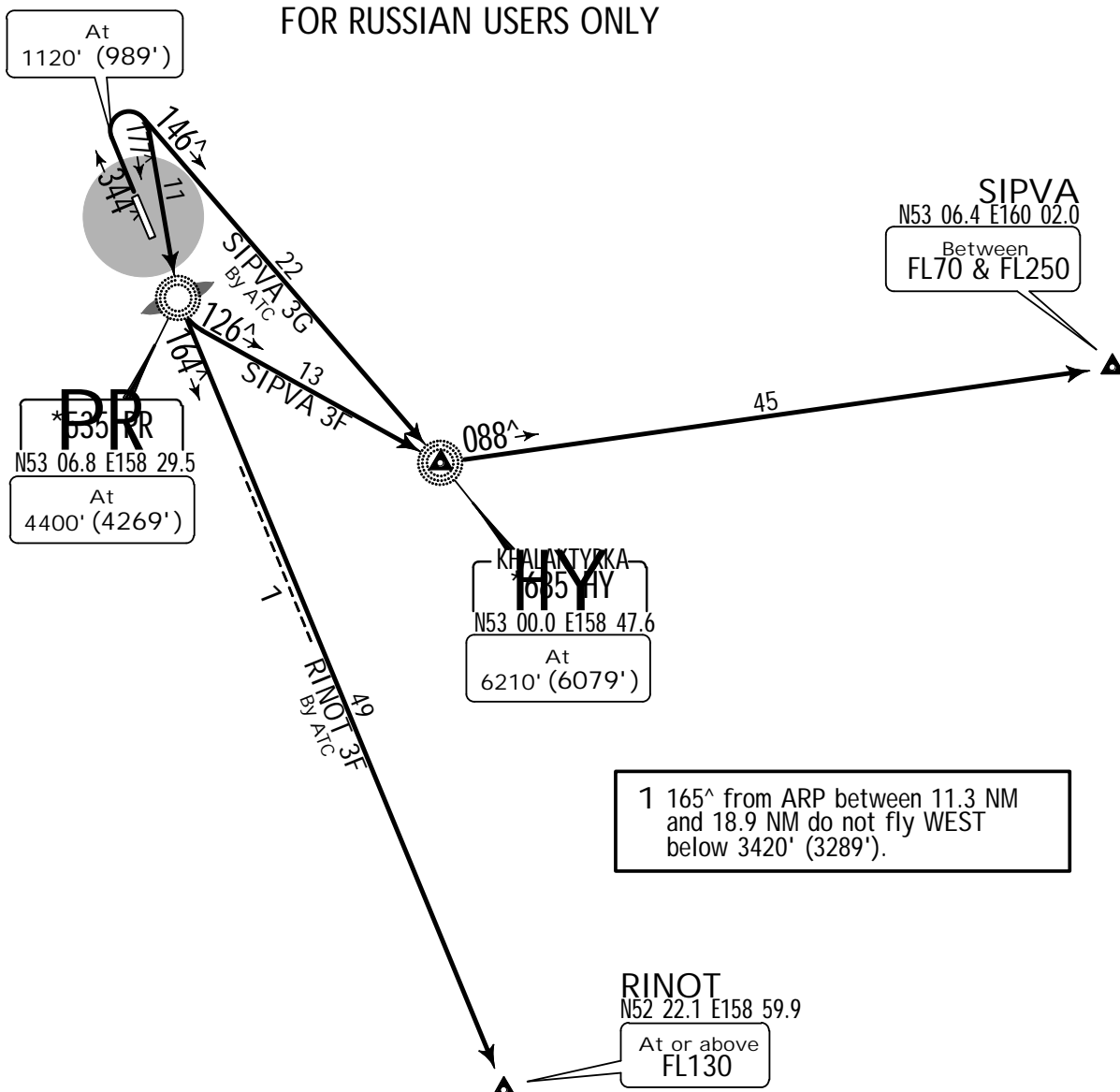
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')
 Mountainous terrain.



RINOT 3F [RINO3F], SIPVA 3F [SIPV3F]
 SIPVA 3G [SIPV3G]
 RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



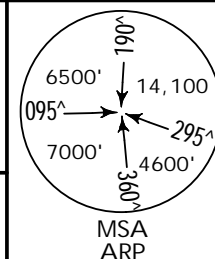
These SIDs require minimum climb gradients of
 RINOT 3F, SIPVA 3F: 5.7% until PR.
 SIPVA 3G: 3.9% until HY.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
5.7% V/V (fpm)	422	577	844	1151	1442	1722

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1120'	(989' - 300m)
3420'	(3289' - 1000m)
4400'	(4269' - 1300m)
6210'	(6079' - 1850m)

UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
YELIZOVO 15 AUG 14 (10-3P) .Eff.21.Aug. .SID.

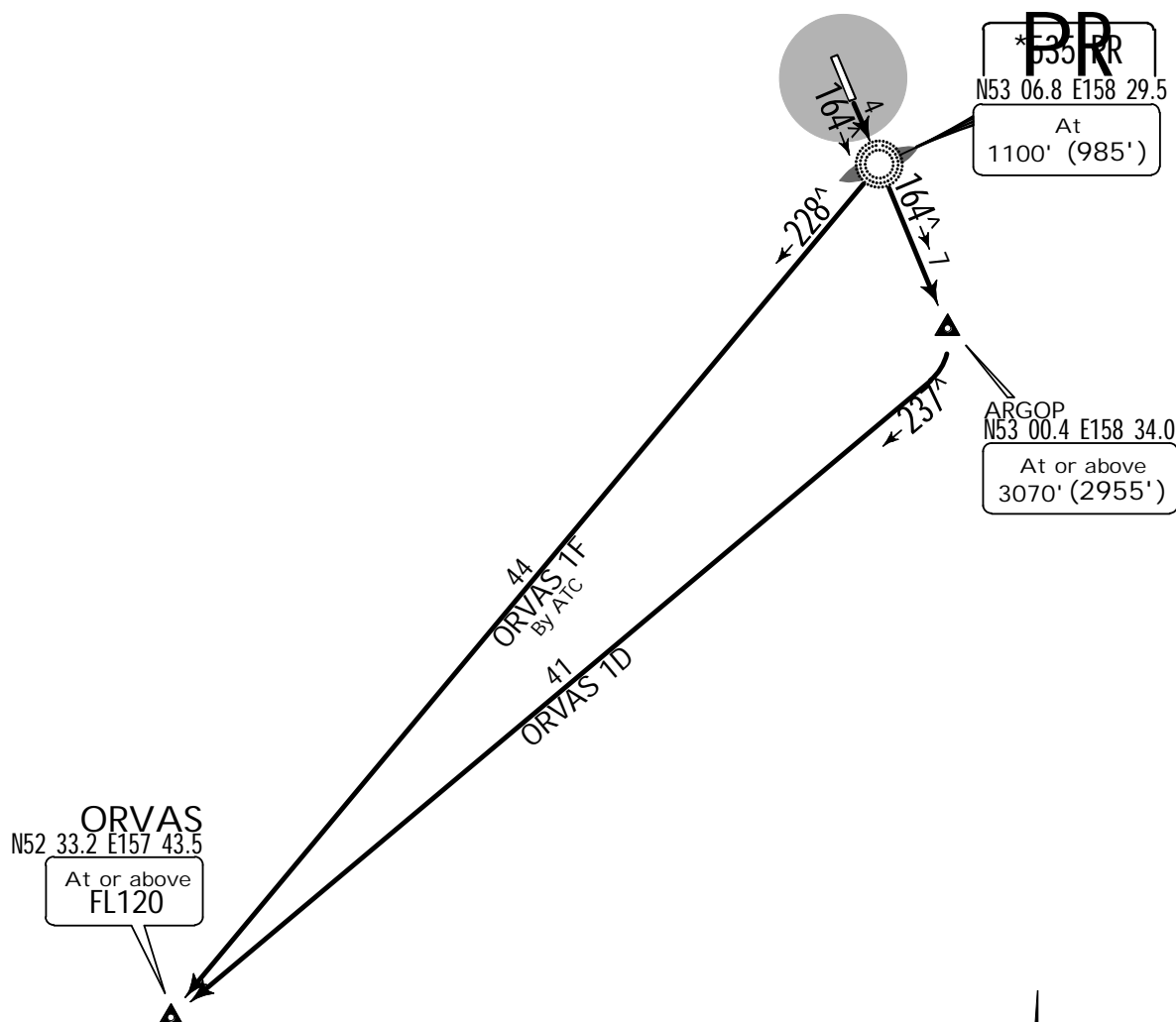
QNH on request (QFE)
Trans level: FL90
Apt Elev 131'
FL100 if pressure is less than 756 mm (1007.9 hPa)
FL110 if pressure is 729 mm (971.9 hPa) or less
Trans alt: 8010' (7895')
Mountainous terrain.



ORVAS 1D [ORVA1D], ORVAS 1F [ORVA1F]
RWY 16L DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY

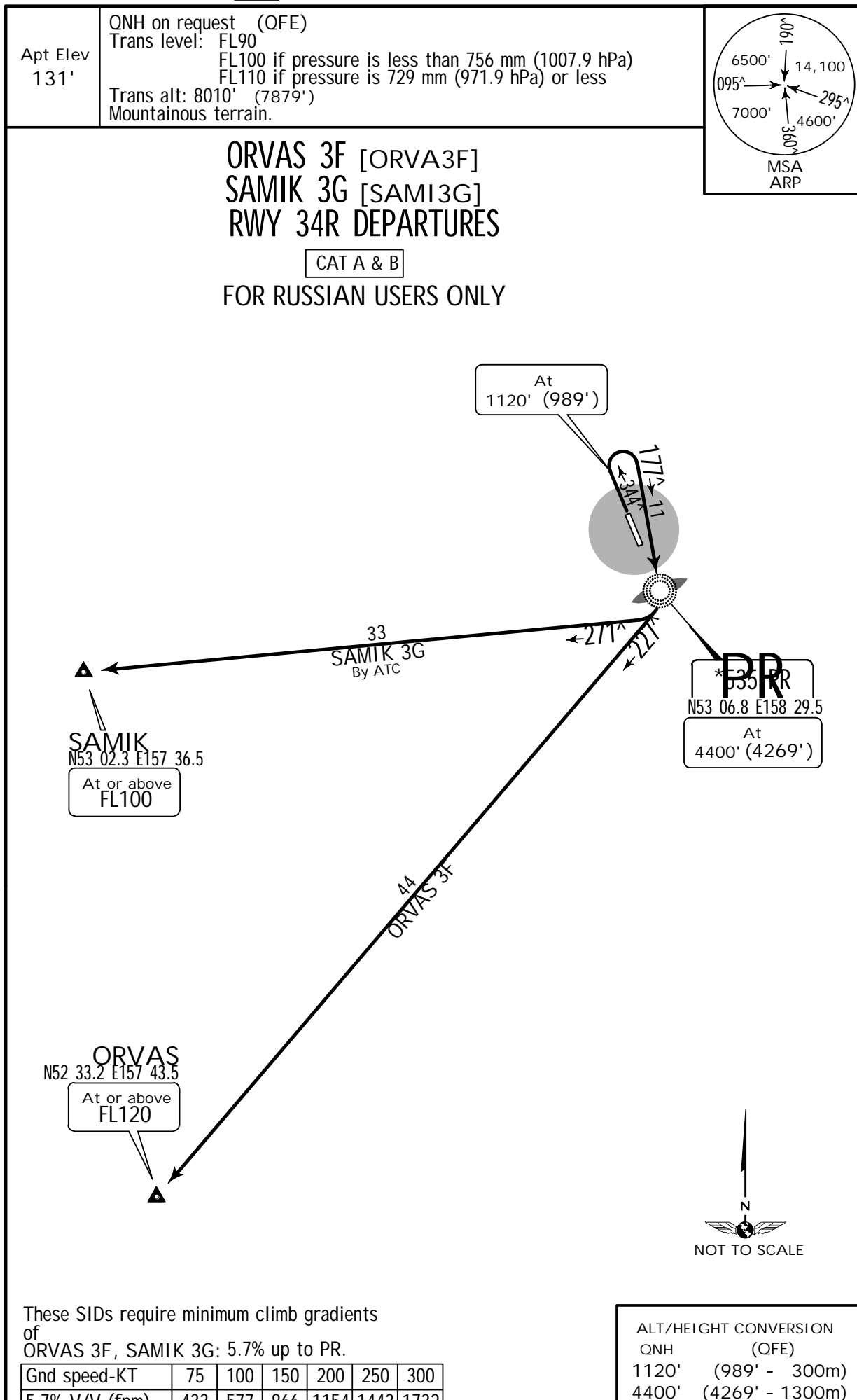


These SIDs require minimum climb gradients
of
ORVAS 1D: 5.0% until ARGOP.
ORVAS 1F: 5.0% until PR, then 4.1% up to ORVAS.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.0% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1100'	(985' -	300m)
3070'	(2955' -	900m)

UHPP/PKC **JEPPESEN** PETROPAVLOVSK-KAMCHATSKY, RUSSIA
 YELIZOVO 15 AUG 14 (10-30) .Eff.21.Aug. .SID.

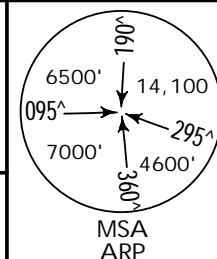


UHPP/PKC **JEPPesen** PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 15 AUG 14 **(10-3S)** .Eff.21.Aug. .SID.

Apt Elev
 131'

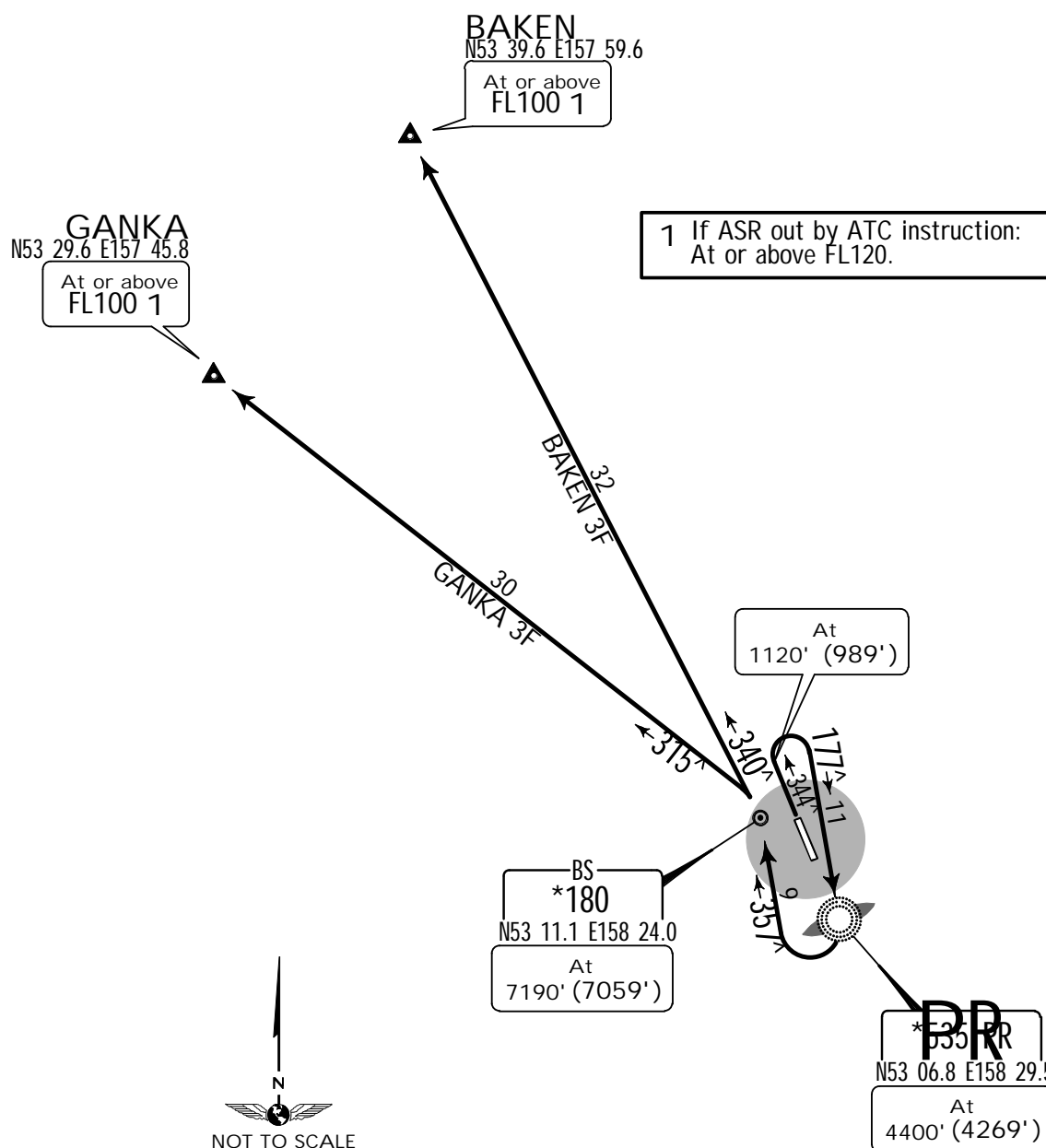
QNH on request (QFE)
 Trans level: FL90
 FL100 if pressure is less than 756 mm (1007.9 hPa)
 FL110 if pressure is 729 mm (971.9 hPa) or less
 Trans alt: 8010' (7879')
 Mountainous terrain.



BAKEN 3F [BAKE3F], GANKA 3F [GANK3F] RWY 34R DEPARTURES

CAT A & B

FOR RUSSIAN USERS ONLY



These SIDs require minimum climb gradients
 of
 5.7% up to BS.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (f/m)	433	577	866	1154	1443	1732

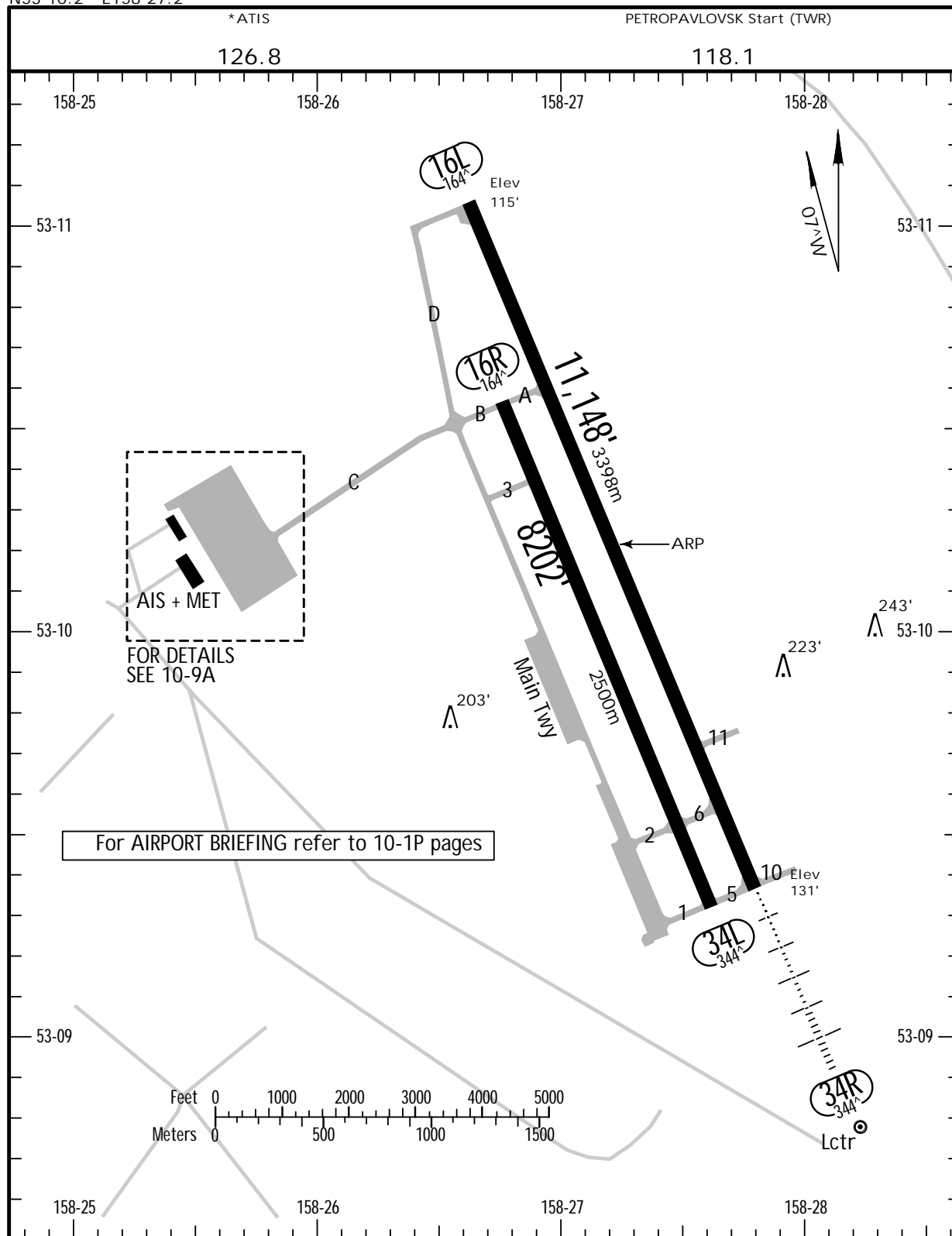
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1120'	(989' - 300m)
4400'	(4269' - 1300m)
7190'	(7059' - 2150m)

UHPP/PKC

JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev 131' 28 MAR 14 (10-9) .Eff.3.Apr.
N53 10.2 E158 27.2

YELIZOVO



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
RWY				LANDING BEYOND			
				Threshold	Glide Slope		
16L	HIRL (60m)			RVR		1	197' 60m
34R	HIRL (60m) HIALS PAPI-L (angle 2.67^)			RVR	10,115' 3083m		
1 TAKE-OFF RUN AVAILABLE							
<u>RWY 16L:</u>				<u>RWY 34R:</u>			
From rwy head		11,148' (3398m)		From rwy head		11,148' (3398m)	
twy A int		8163' (2488m)		twy 6 int		9836' (2998m)	
16R							197' 60m
234L							

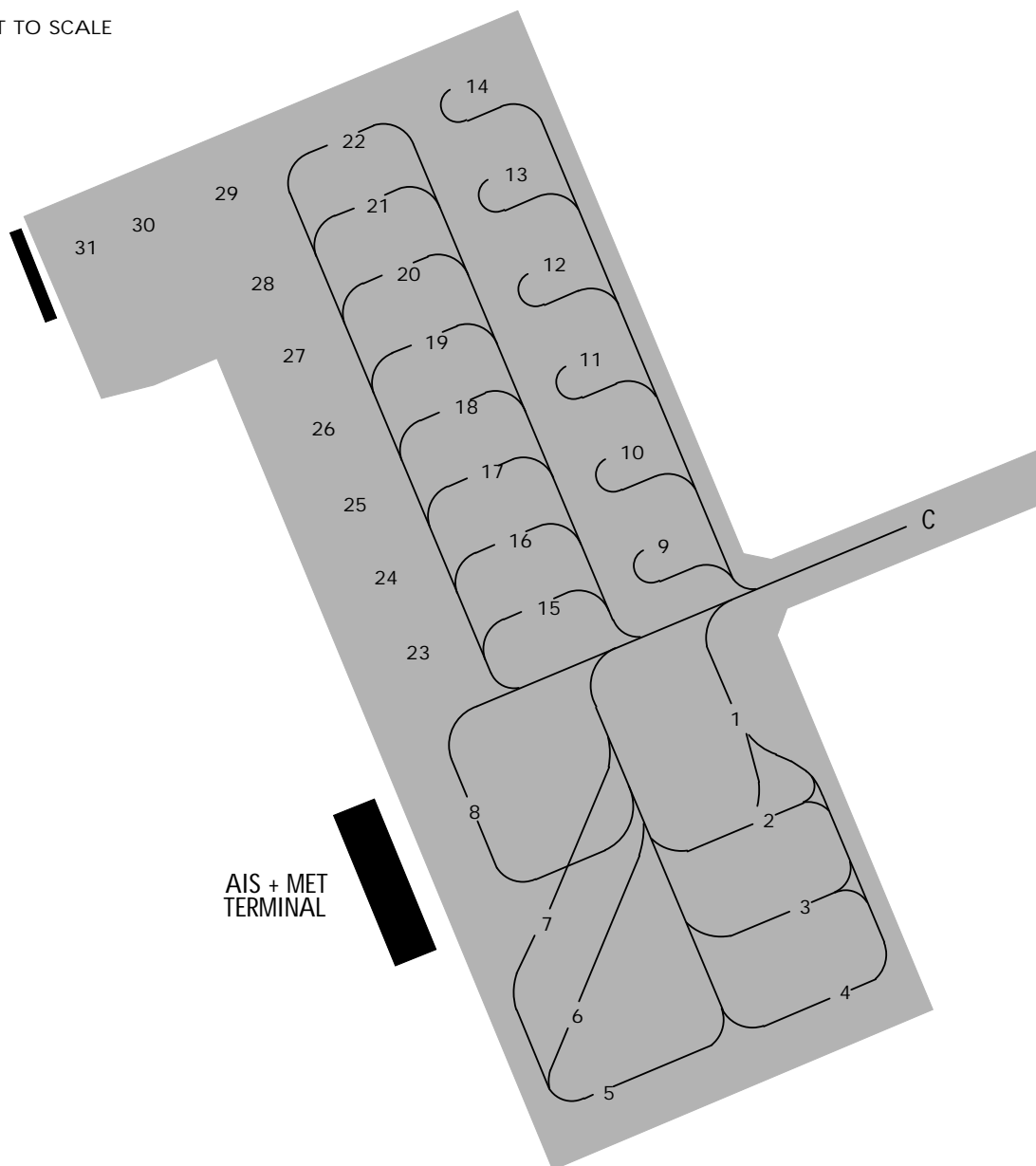
2 Rwy is used for taxiing only and closed for CIV acft.

UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

28 MAR 14 (10-9A) .Eff.3.Apr.

YELIZOVO

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1	N53 10.2 E158 25.7
2	N53 10.2 E158 25.8
3,4	N53 10.1 E158 25.8
5, 6	N53 10.1 E158 25.7
7	N53 10.1 E158 25.6
8	N53 10.2 E158 25.6

TAKE-OFF

AIR CARRIER (JAA)
 Rwy 16L/34R

LVP must be in force
 RCLM (DAY only)
 or RL

RCLM (DAY only)
 or RL

A
 B
 C
 D

250m

400m

300m

UHPP/PKC

11 OCT 13
Eff. 17 Oct.

JEPPESEN

10-9S

PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Standard
YELIZOVO

STRAIGHT-IN RWY		A	B	C	D
34R	ILS 1	331' (200')	331' (200')	331' (200')	331' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB 1 2 3		490' (359')	490' (359')	490' (359')	490' (359')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
2 NDB 1 4		1120' (989')	1120' (989')	1120' (989')	1120' (989')
		C4000m	C4000m	C4200m	C4200m
	ALS out	C4700m	C4700m	C4900m	C4900m
NDB 1 2 3		600' (469')	600' (469')	600' (469')	600' (469')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
NDB 1 4		1190' (1059')	1190' (1059')	1190' (1059')	1190' (1059')
		C4300m	C4300m	C4500m	C4500m
	ALS out	C5000m	C5000m	C5000m	C5000m

1 Missed apch climb grad MIM 3.2%.

2 Continuous Descent Final Approach.

3 with FAF.

4 w/o FAF.

CIRCLE-TO-LAND 5	A	B	C	D
to rwy 16L	810' (695')	810' (695')	1400' (1285')	1400' (1285')
	ceil 470m- V3000m	ceil 470m- V3000m	ceil 520m- V5000m	ceil 520m- V5000m

5 Circling height based on rwy 16L thresh elev of 115'.

TAKE-OFF RWY 16L, 34R		
LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	500m

UHPP/PKC
YELIZOVO

JEPPESSEN
11 OCT 13
Fff 17 Oct (11-1)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
1 ILS or 2 NDB or NDB Rwy 34R

* ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		 MSA ARP
LOC IPR *110.3	Final Apch Crs 344^	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131' RWY 131'		
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	NDB MDA(H) Refer to Minimums			

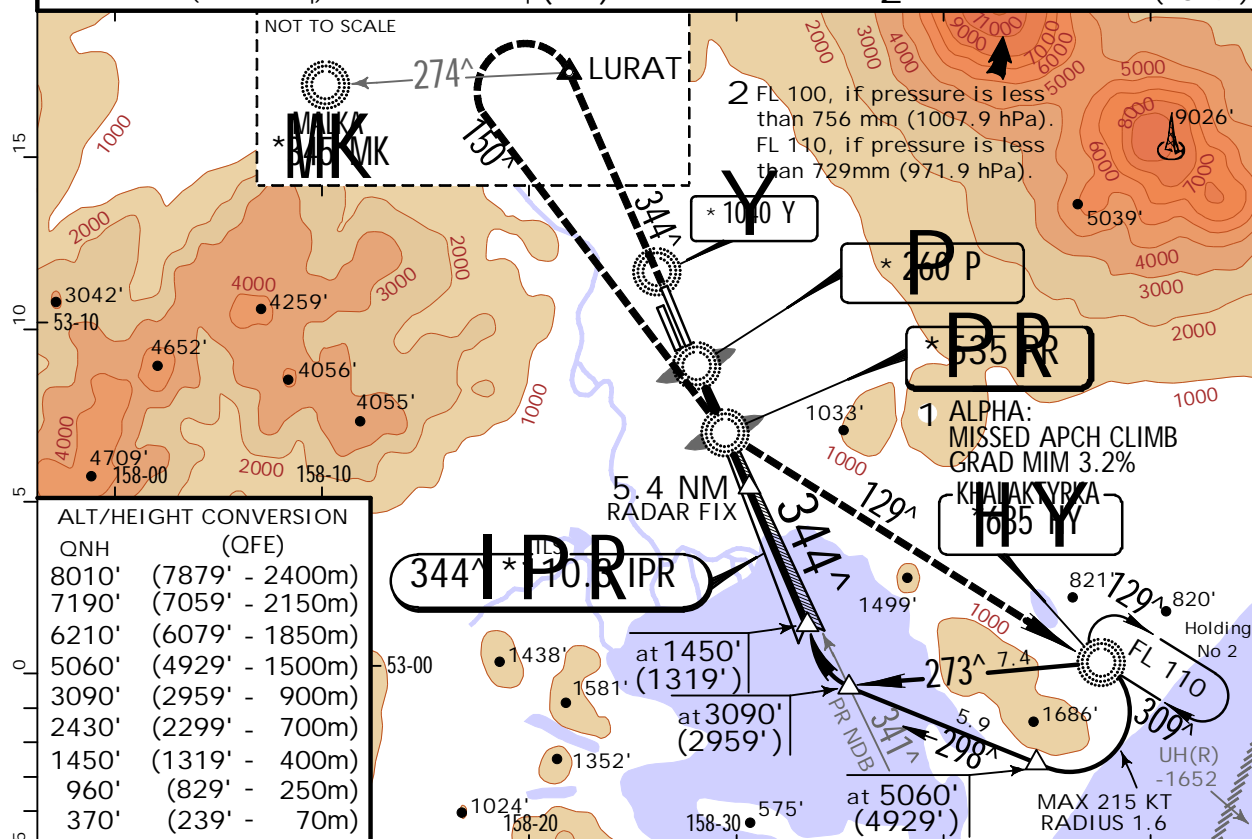
MISSED APCH: Climb on 344° to 2430'(2299') or above to LURAT, then turn LEFT onto 150° climbing to 6210'(6079') to PR NDB, then turn LEFT onto 129° climbing to 7190'(7059') to HY NDB, then according to chart or to holding No 2. Climb grad MIM 3.2% until reaching PR NDB.

Alt Set: MM (hPa on req)

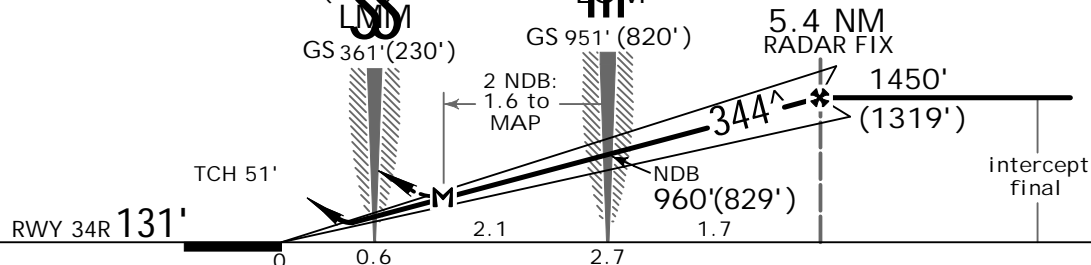
QNH on req (QFE)

Trans level: FL 90 2

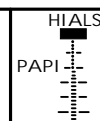
Trans alt: 8010'(7879')



NDB apch: Pass LMM not below 370'(2190).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent Angle 2.67°	331	425	472	567	661	756
2 NDB: LOM to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36



2430'
(2299')
or above

on 344^

STRAIGHT-IN LANDING RWY 34R 12										
ILS			2 NDB				PR NDB			
with FAF			w/o FAF		with FAF		w/o FAF			
DA(H) 331'(200')			MDA(H) 490'(359')		MDA(H) 1120'(989')		MDA(H) 600'(469')		MDA(H) 1190'(1059')	
FULL		ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m			4800m	
C					4000m	4800m				
D					1800m	4400m			2300m	4400m

UHPP/PKC
YELIZOVO

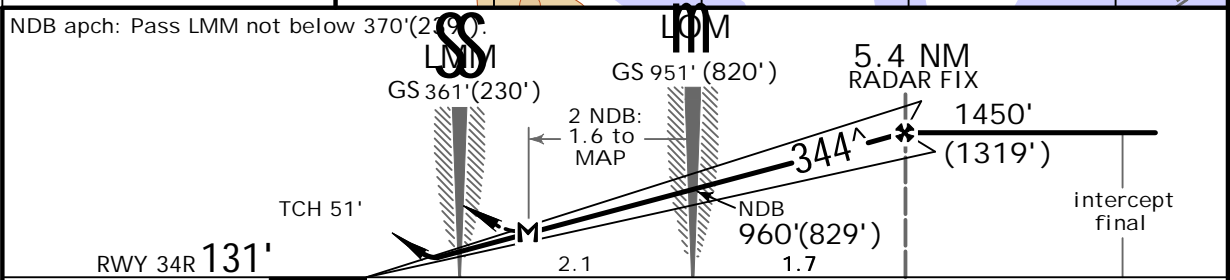
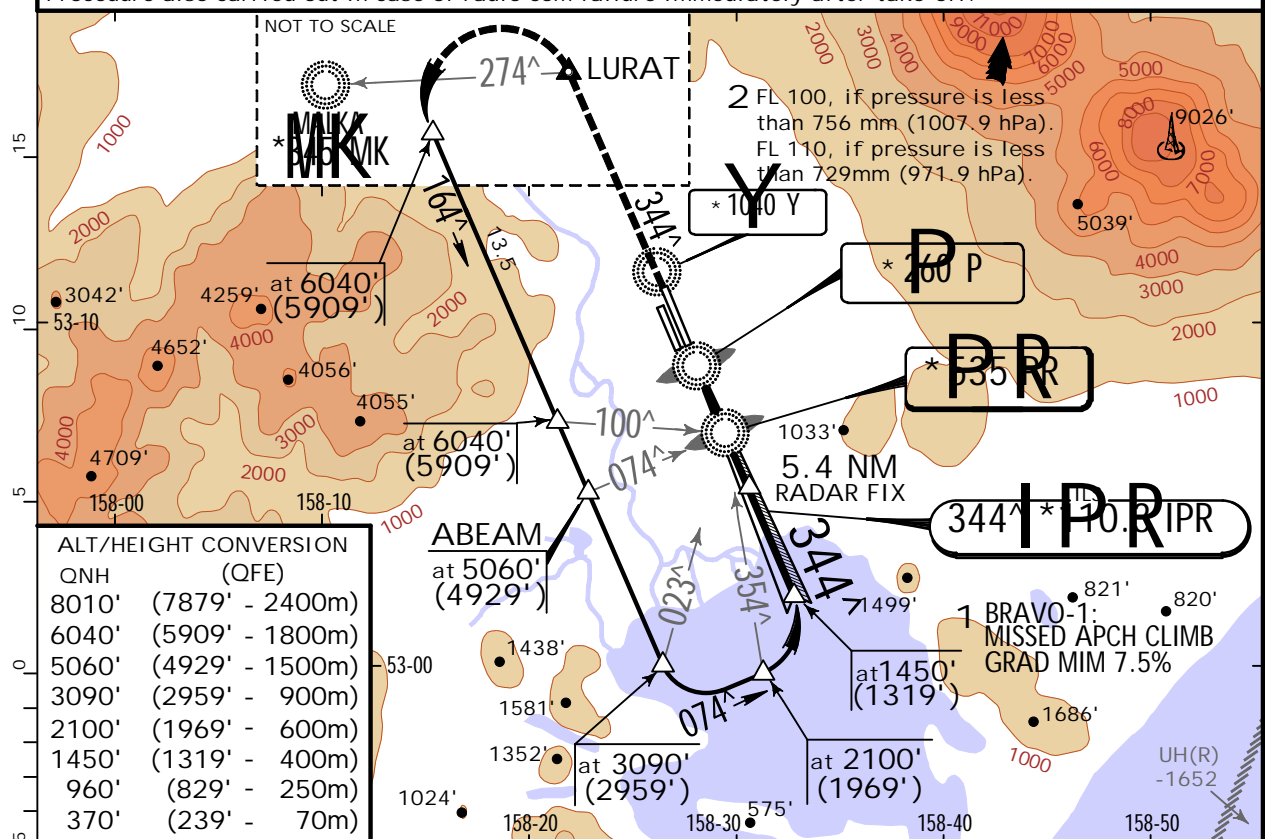
JEPPESEN
11 OCT 13
Eff 17 Oct (11-2)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
1 ILS or 2 NDB or NDB Rwy 34R

*ATIS		PETROPAVLOVSK Krug (RDR)		PETROPAVLOVSK Start (TWR)		<p>MSA ARP</p>
126.8		119.4		118.1		
LOC IPR *110.3	Final Apch Crs 344^	GS LOM 951' (820')	ILS DA(H) 331' (200')	Apt Elev 131' RWY 131'		
NDB PR *535		Minimum Alt 5.4 NM RADAR FIX 1450' (1319')	NDB MDA(H) Refer to Minimums			

MISSED APCH: Climb on 344° to 5060' (4929'), then turn LEFT onto 164° climbing to 6040' (5909'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 90 2 Trans alt: 8010' (7879')
 Procedure also carried out in case of radio com failure immediately after take-off.



	0		0.6		2.7					
Gnd speed-Kts	70	90	100	120	140	160				
ILS GS or										
NDB Desc Angle 2.67^	331	425	472	567	661	756				
2 NDB: LOM to MAP1.6	1:22	1:04	0:58	0:48	0:41	0:36				

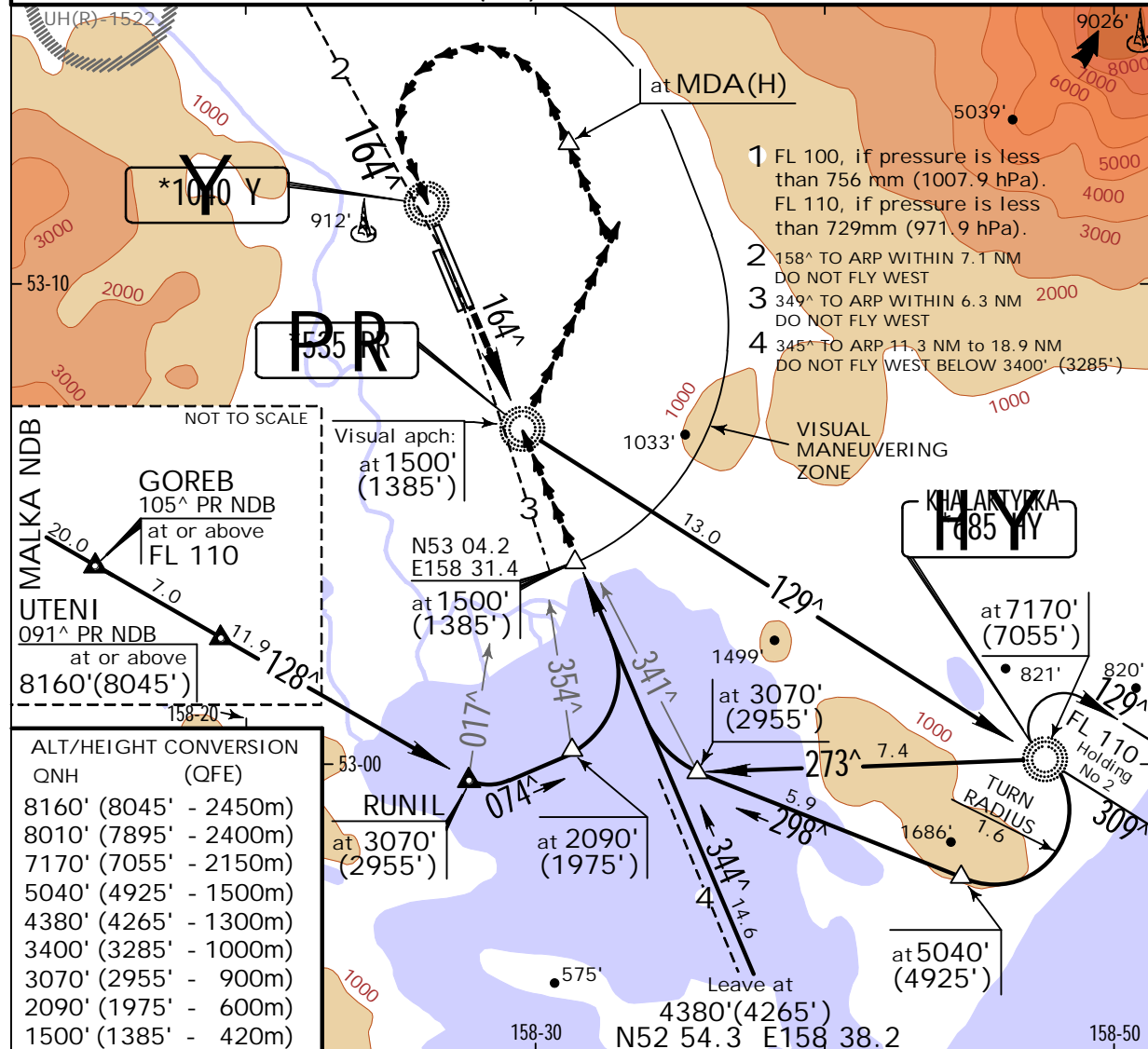
STRAIGHT-IN LANDING RWY 34R 12										
ILS			2 NDB				PR NDB			
with FAF			w/o FAF				with FAF		w/o FAF	
DA(H) 331'(200')			MDA(H) 490'(359')		MDA(H) 1120'(989')		MDA(H) 600'(469')		MDA(H) 1190'(1059')	
FULL		ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1400m	2200m	1400m	2200m	1900m	2700m	3200m	
B					1600m	2400m				
C					4000m	4800m				
D					1800m				4400m	2300m

UHPP/PKC
YELIZOVO

JEPPESEN
11 OCT 13
.Eff.17.Oct. (19-10)

PETROPAVLOVSK-KAMCHATSKY, RUSSIA
CIRCLING Rwy 16L

* ATIS 126.8		PETROPAVLOVSK Krug (RDR) 119.4		PETROPAVLOVSK Start (TWR) 118.1		
VISUAL	Final ApcH Crs 164^	No FAF	MDA(H) Refer to Minimums	Apt Elev 131' RWY 115'		
MISSED APCH: Climb on 164^ to 2090' (1975'), then turn LEFT to holding No 2/HY NDB climbing to 7170' (7055'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90 1		Trans alt: 8010' (7895')



LANDING RWY 16L 1								2090' (1975') ↑	164^ on
.CEILING REQUIRED.									
MDA(H) _____ CEIL-VIS _____									
A	810' (695')								470m - 3000m
B									
C	1400' (1285')								520m - 5000m
D									

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FAIRBANKS INTL



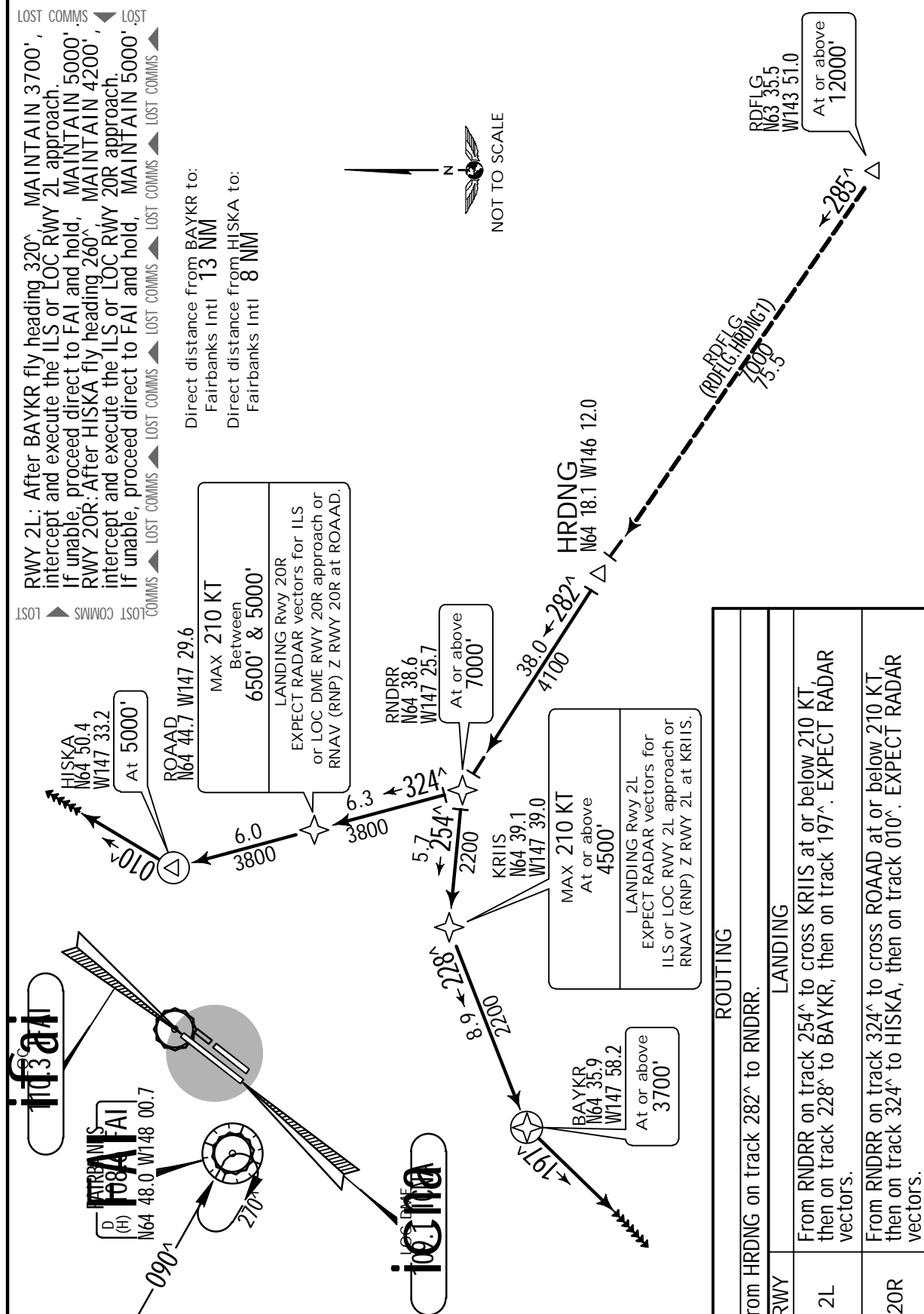
JEPPESSEN

14 SEP 12 (10-2) .Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.STAR.

ATIS 124.4	Apt Elev 439'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. GPS required. 3. RNAV 1.4. Monitor ATIS for runway in use. 5. EXPECT runway assignment from Fairbanks Approach Control on initial contact. 6. EXPECT RDLFLG at or below 17000' when DELTA ATCAA is active.
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HRDNG ONE RNAV ARRIVAL (HRDNG.HRDNG1)



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FAIRBANKS INTL

JEPPESEN
14 SEP 12 (10-2A) .Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.STAR.

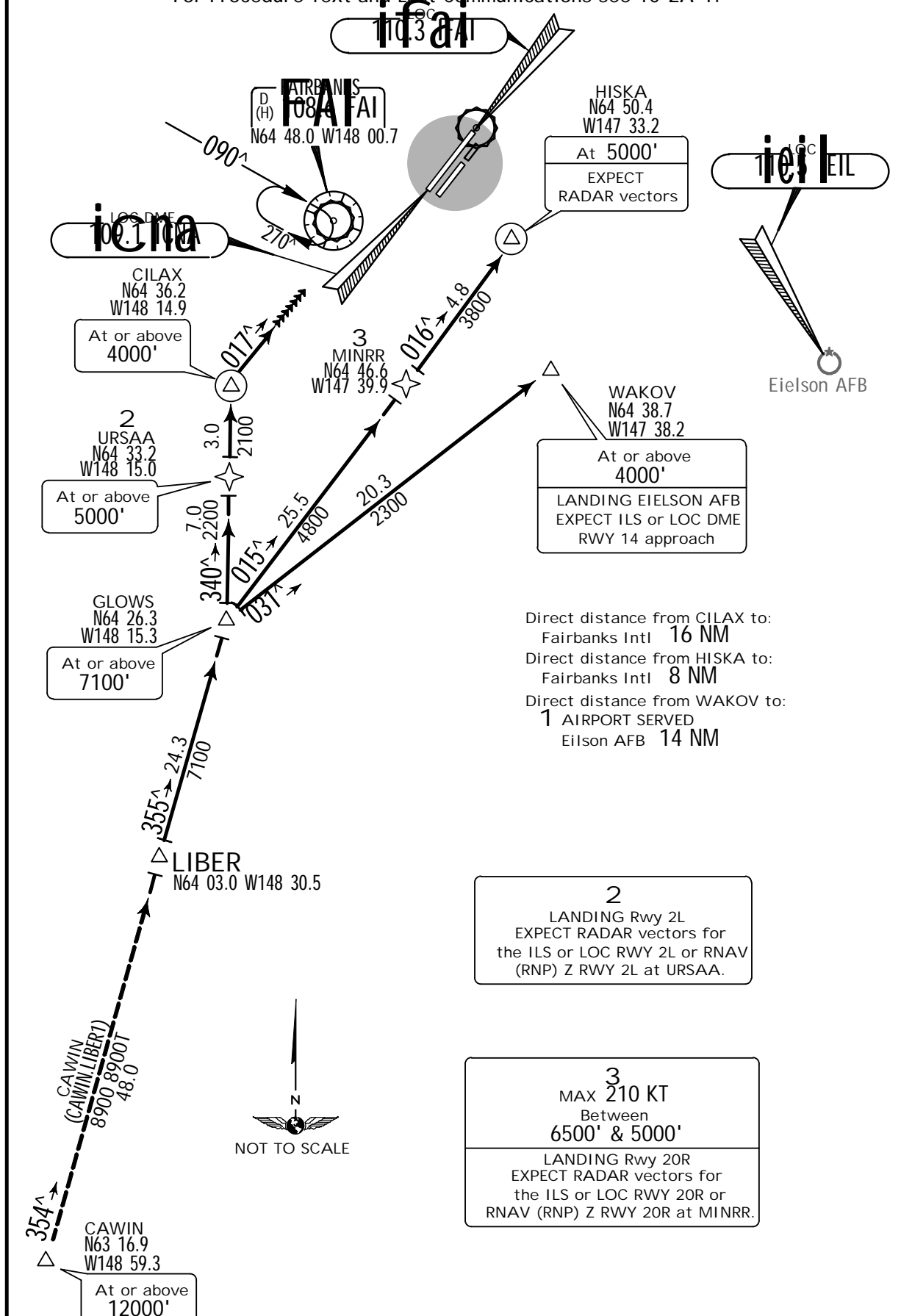
ATIS
124.4

Apt Elev
439'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. GPS required. 3. RNAV 1. 4. Monitor ATIS for
runway in use. 5. EXPECT runway assignment from Fairbanks Approach
Control on initial contact. 6. Also Serves 1

LIBER ONE RNAV ARRIVAL (LIBER.LIBER1)

For Procedure Text and Lost Communications see 10-2A-1.



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FAIRBANKS INTL

JEPPESEN
14 SEP 12 10-2A-1

.Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.STAR.

LIBER ONE RNAV ARRIVAL (LIBER.LIBER1)

For Procedure Graphic see 10-2A

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LANDING FAIRBANKS INTL:

RWY 2L: After CILAX fly heading 017^ to join RWY 2L
localizer, cleared ILS or LOC DME RWY 2L. If unable,
proceed direct to FAI and hold, MAINTAIN 5000'.

RWY 20R: After HSKA fly heading 260^, MAINTAIN 4200',
intercept and execute the ILS or LOC RWY 20R approach.
If unable, proceed direct to FAI and hold, MAINTAIN 5000',

LANDING EIELSON AFB:

RWY 14: At WAKOV, cleared ILS or LOC DME RWY 14
approach to Eielson AFB.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING

From LIBER on track 355^ to GLOWS.

RWY	LANDING FAIRBANKS INTL
2L	From GLOWS on track 340^ to URSAA, then on track 340^ to CILAX, then on track 017^ . EXPECT RADAR vectors.
20R	From GLOWS on track 015^ to cross MINRR at or below 210 KT, then on track 016^ to HSKA. EXPECT RADAR vectors.
RWY	LANDING EIELSON AFB

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
14 SEP 12 (10-2B) .Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.STAR.

ATIS
124.4

Apt Elev
439'

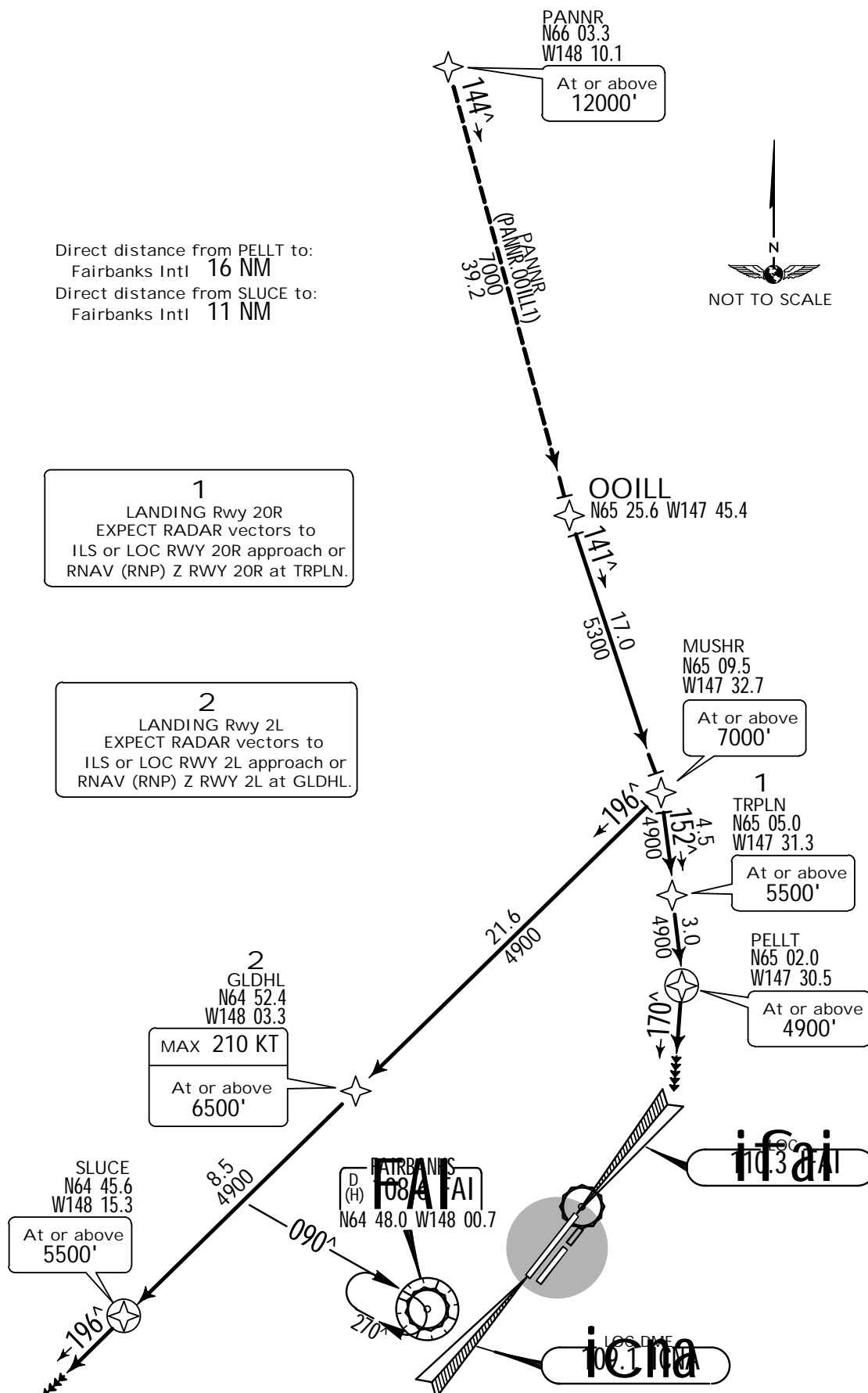
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. GPS required. 3. RNAV 1. 4. Monitor ATIS for
runway in use. 5. EXPECT runway assignment from Fairbanks Approach
Control on initial contact.

00ILL ONE RNAV ARRIVAL (00ILL.00ILL1) For Procedure Text and Lost Communications see 10-2B-1.

Direct distance from PELLT to:
Fairbanks Intl 16 NM
Direct distance from SLUCE to:
Fairbanks Intl 11 NM

1
LANDING Rwy 20R
EXPECT RADAR vectors to
ILS or LOC RWY 20R approach or
RNAV (RNP) Z RWY 20R at TRPLN.

2
LANDING Rwy 2L
EXPECT RADAR vectors to
ILS or LOC RWY 2L approach or
RNAV (RNP) Z RWY 2L at GLDHL.



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FAIRBANKS INTL

JEPPESEN
14 SEP 12 10-2B-1

.Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV..STAR.

OOILL ONE RNAV ARRIVAL (OOILL.OOILL1)

For Procedure Graphic see 10-2B

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

RWY 2L: After SLUCE fly heading 080°, MAINTAIN 3700',
intercept and execute the ILS or LOC RWY 2L approach. If
unable, proceed direct to FAI and hold, MAINTAIN 5000'.
RWY 20R: After PELLT fly heading 170°, MAINTAIN 4300',
intercept and execute the ILS or LOC RWY 20R approach.
If unable, proceed direct to FAI and hold, MAINTAIN 5000'.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

ROUTING

From OOILL on track 141° to MUSHR.

RWY	LANDING
2L	From MUSHR on track 196° to GLDHL at or below 210 KT, then on track 196° to SLUCE, then on track 196°. EXPECT RADAR vectors.
20R	From MUSHR on track 152° to TRPLN, then on track 152° to PELLT, then on track

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FAIRBANKS INTL

JEPPESEN

14 SEP 12

10-3

.Eff.20.Sep.

FAIRBANKS, ALASKA

.RNAV.SID.

FAIRBANKS Departure (R)

360°-179° | 180°-359°

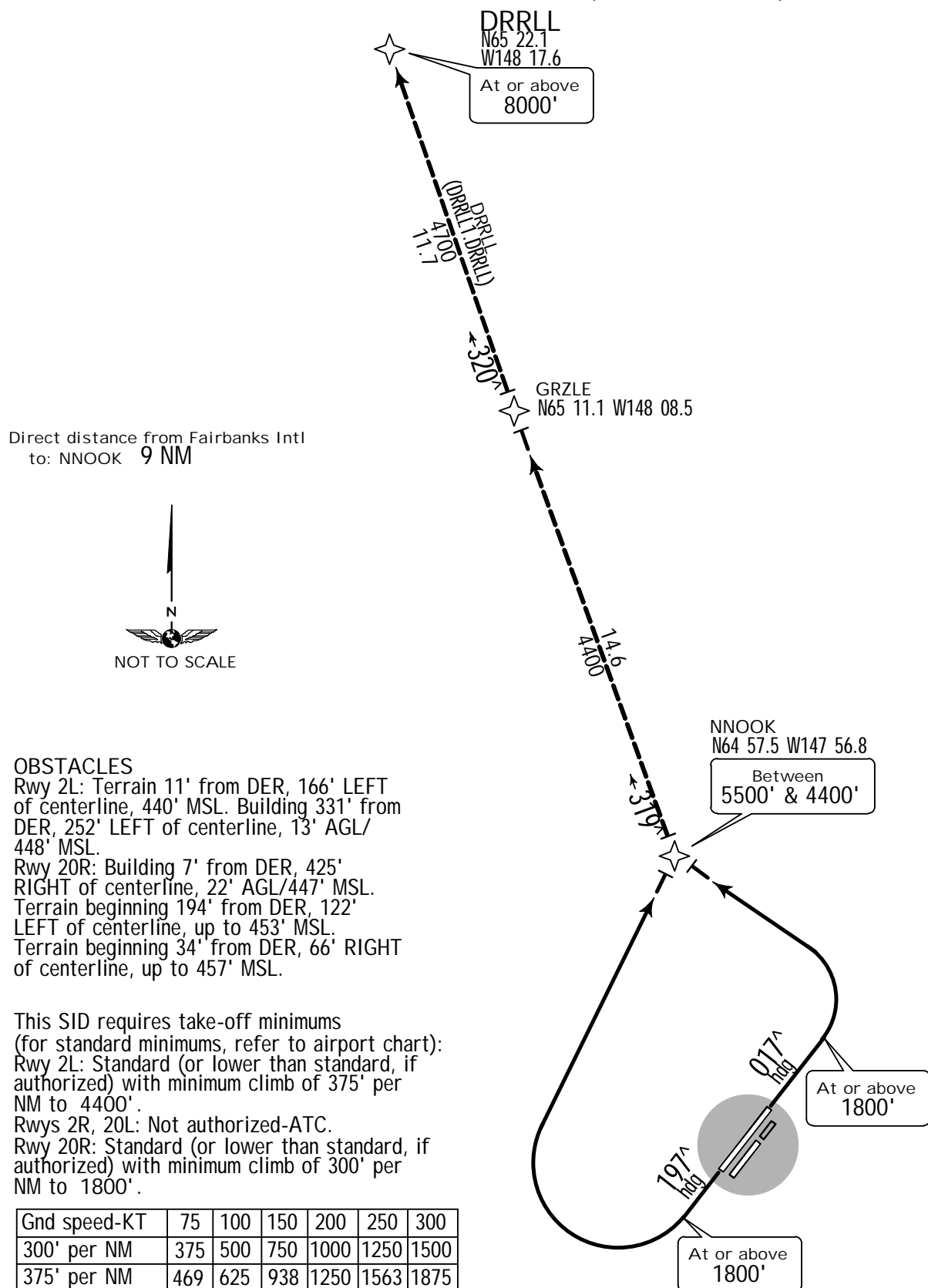
126.5 | 125.35

Apt Elev
439'

Trans level: FL180
1. GPS required.
2. RNAV 1.

Trans alt: 18000'

DRRLL ONE RNAV DEPARTURE (DRRLL1.DRRLL)



RWY	INITIAL CLIMB
2L	Climb heading 017° to at or above 1800', then climbing LEFT turn direct NNOOK, cross NNOOK between 5500' and 4400'.
20R	Climb heading 197° to at or above 1800', then climbing RIGHT turn direct NNOOK,

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FAIRBANKS INTL

JEPPESEN

14 SEP 12

(10-3A)

.Eff.20.Sep.

FAIRBANKS, ALASKA

.SID.

FAIRBANKS Departure (R)

360°-179° 180°-359°

126.5 125.35

Apt Elev
439'

Trans level: FL180 Trans alt: 18000'

GALENA FOUR DEPARTURE (GLEEN4.GAL)

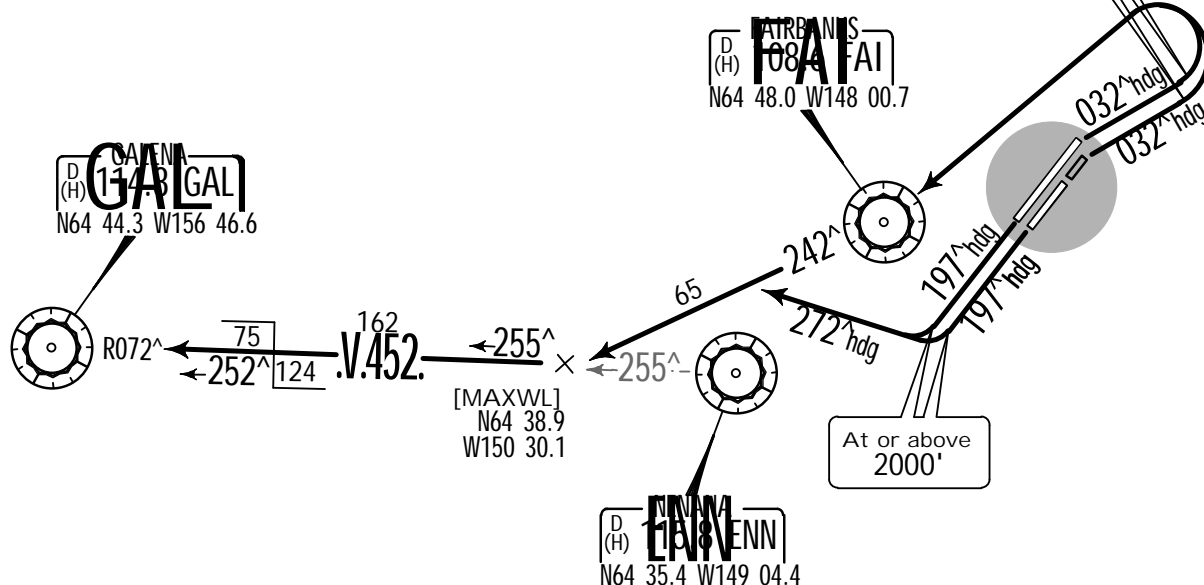
4500'

MSA FAI VOR

Direct distance from Fairbanks Intl

(Rwys 2L/R) to: FAI 4 NM

(Rwys 20L/R) to: MAXWL 69 NM



OBSTACLES

Rwy 2L: Terrain 11' from DER, 166' LEFT of centerline, 440' MSL. Building 331' from DER, 252' LEFT of centerline, 13' AGL/448' MSL.

Rwy 2R: Tank 32' from DER, 359' LEFT of centerline, 6' AGL/439' MSL. Terrain 52' from DER, 389' LEFT of centerline, 440' MSL. Building 188' from DER, 450' LEFT of centerline, 9' AGL/442' MSL. Aircraft 211' from DER, 456' RIGHT of centerline, 8' AGL/441' MSL. Terrain beginning 132' from DER, 208' RIGHT of centerline, up to 447' MSL. Tree 502' from DER, 369' LEFT of centerline, 15' AGL/448' MSL.

Rwy 20L: Terrain 9' from DER, 130' LEFT of centerline, 437' MSL. Terrain 89' from DER, 467' RIGHT of centerline, 443' MSL. Multiple trees beginning 335' from DER, 459' RIGHT of centerline, up to 68' AGL/521' MSL. Multiple trees beginning 870' from DER, 188' LEFT of centerline, up to 60' AGL/491' MSL.

Rwy 20R: Building 7' from DER, 425' RIGHT of centerline, 22' AGL/447' MSL. Terrain beginning 194' from DER, 122' LEFT of centerline, up to 453' MSL. Terrain beginning 34' from DER, 66' RIGHT of centerline, up to 457' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2L/R: Standard (or lower than standard, if authorized) with a minimum climb of 230' per NM to 2200'.
Rwys 20L/R: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150

RWY

INITIAL CLIMB

2L/R Climb heading 032° to 2200', then LEFT turn direct FAI.

20L/R Climb heading 197° to 2000', then RIGHT turn heading 272°.

ROUTING

Intercept FAI R-242 to ENN R-255/V-452 to GAL, then continue climb via assigned route

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FAIRBANKS INTL

JEPPesen

14 SEP 12

10-3B

.Eff.20.Sep.

FAIRBANKS, ALASKA

.SID.

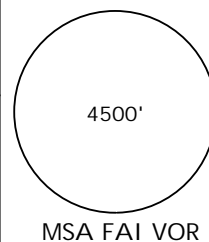
FAIRBANKS Departure (R)

360°-179° 180°-359°

126.5 125.35

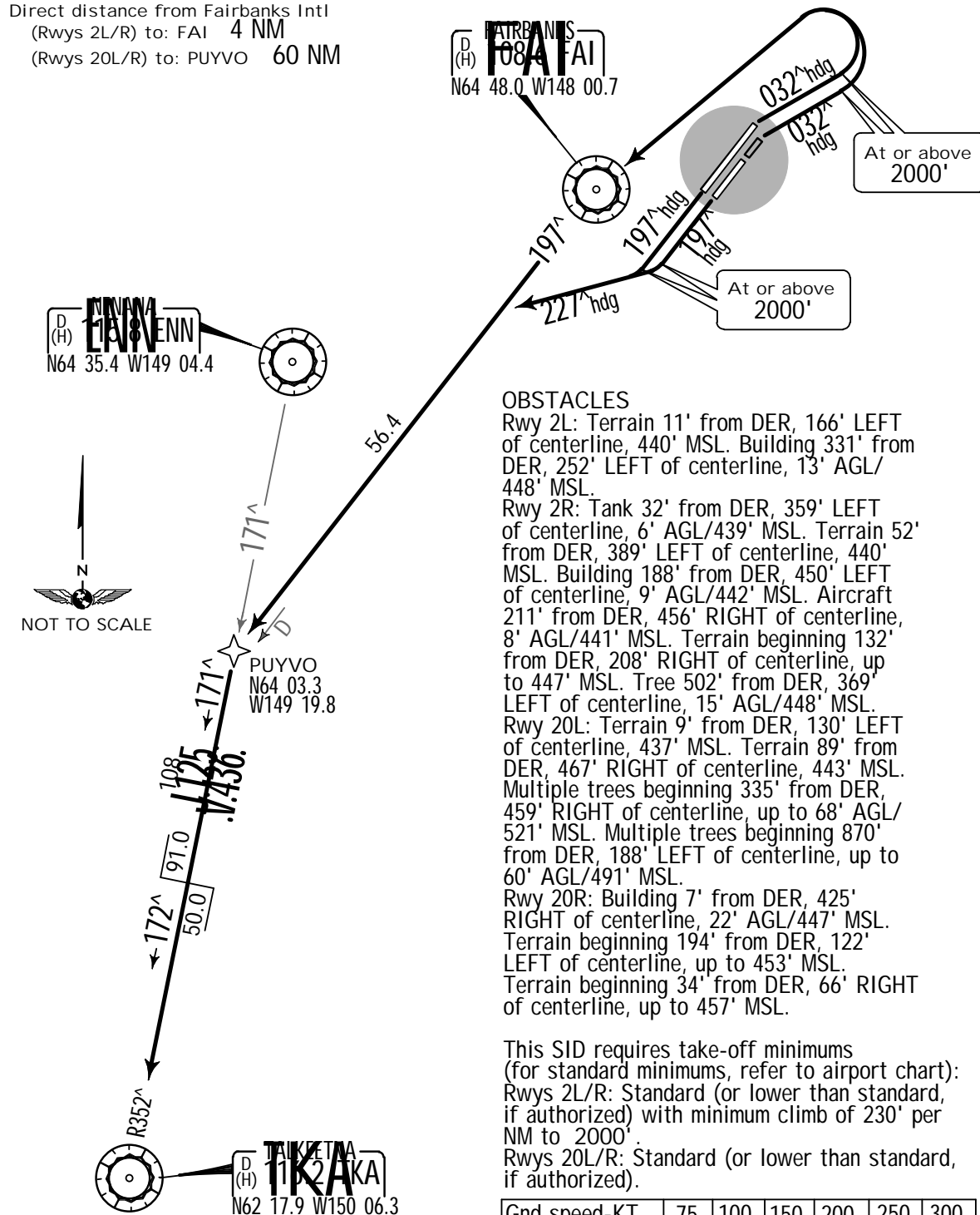
Apt Elev
439'

Trans level: FL180 Trans alt: 18000'



McKINLEY NINE DEPARTURE (MKNLY9.TKA)

Direct distance from Fairbanks Intl
(Rwys 2L/R) to: FAI 4 NM
(Rwys 20L/R) to: PUYVO 60 NM



RWY	INITIAL CLIMB
2L/R	Climb heading 032° to 2000', then LEFT turn direct FAI.
20L/R	Climb heading 197° to 2000', then RIGHT turn heading 227°.
ROUTING	
Intercept FAI R-197 to PUYVO/FAI 56.4 DME fix, then ENN R-171 and TKA R-352 to TKA,	

PAFA/FAI

FAIRBANKS INTL

JEPPESEN

14 SEP 12

(10-3C)

.Eff.20.Sep.

FAIRBANKS, ALASKA

.RNAV.SID.

FAIRBANKS Departure (R)

360°-179° | 180°-359°

126.5 | 125.35

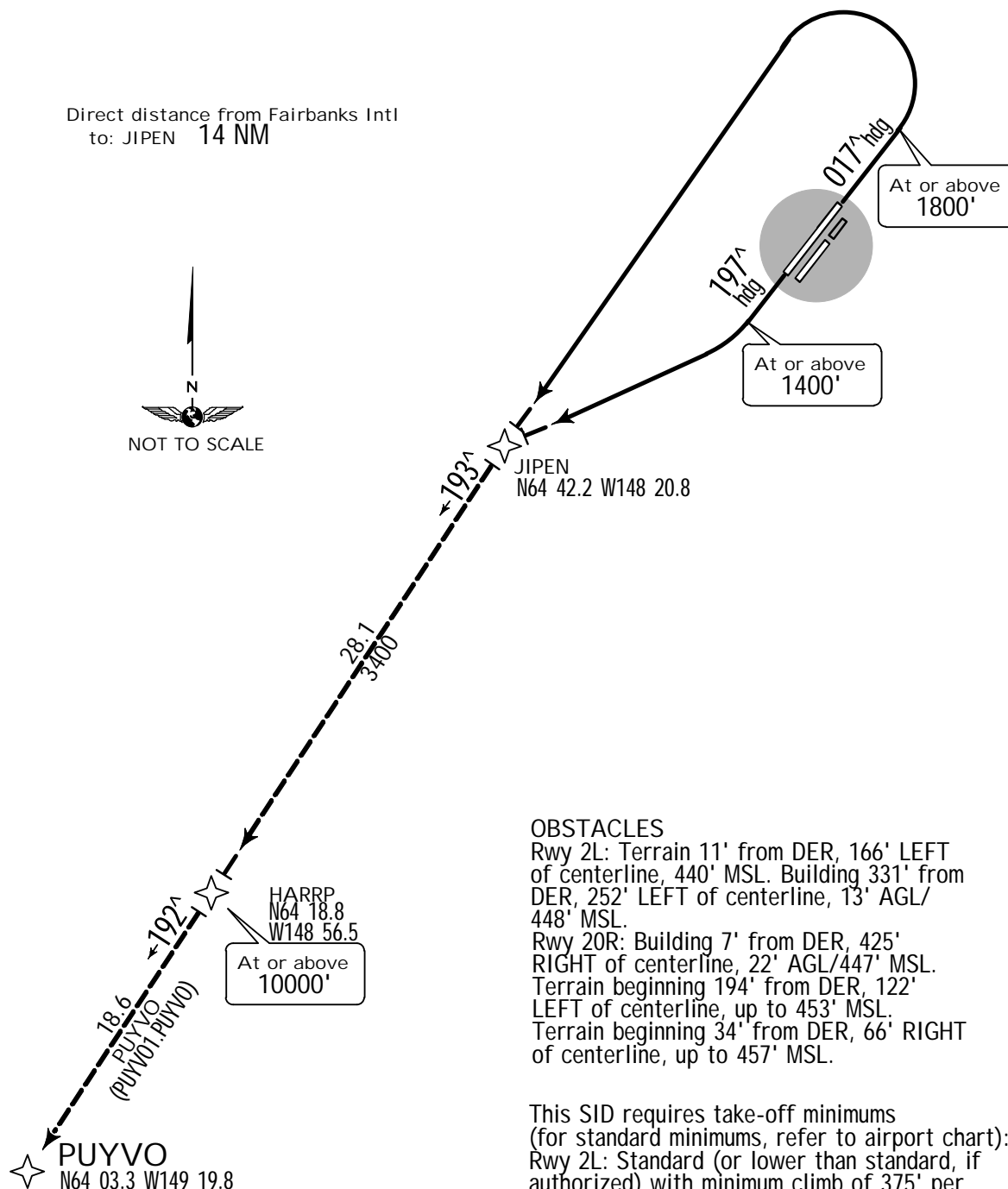
Apt Elev
439'

Trans level: FL180
1. GPS required.
2. RNAV 1.

Trans alt: 18000'

PUYVO ONE RNAV DEPARTURE (PUYVO1.PUYVO)

Direct distance from Fairbanks Intl
to: JIPEN 14 NM



OBSTACLES

Rwy 2L: Terrain 11' from DER, 166' LEFT of centerline, 440' MSL. Building 331' from DER, 252' LEFT of centerline, 13' AGL/ 448' MSL.

Rwy 20R: Building 7' from DER, 425' RIGHT of centerline, 22' AGL/447' MSL.

Terrain beginning 194' from DER, 122' LEFT of centerline, up to 453' MSL.
Terrain beginning 34' from DER, 66' RIGHT of centerline, up to 457' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 2L: Standard (or lower than standard, if authorized) with minimum climb of 375' per NM to 3900'.
Rwys 2R,20L: Not authorized-ATC.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 300' per NM to 4200'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
375' per NM	469	625	938	1250	1563	1875

RWY	INITIAL CLIMB
2L	Climb heading 017° to at or above 1800', then climbing LEFT turn direct JIPEN.

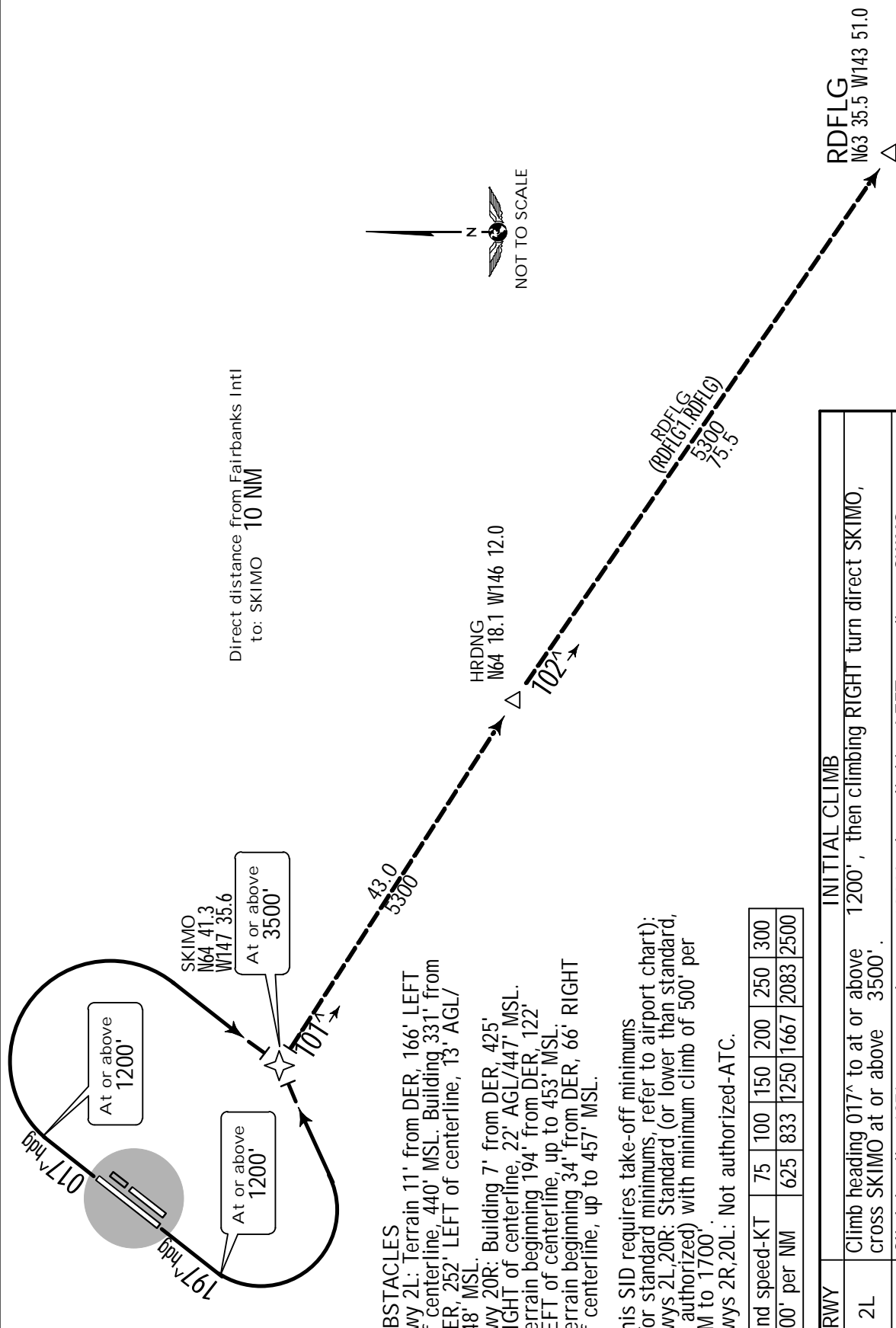
PAFA/FAI
FAIRBANKS INTL

JEPPESSEN
14 SEP 12 **(10-3D)** .Eff.20.Sep.

FAIRBANKS, ALASKA
p. .RNAV.SID.

FAIRBANKS Departure (R) 360°-179° 180°-359° 126.5 125.35	Apt Elev 439'	Trans level: FL180 Trans alt: 18000' 1. GPS required. 2. RNAV 1. 3. EXPECT RDFLG at or below 17000' when Delta ATCAA is active.
--------------------------------------------------------------------------	------------------	--------------------------------------------------------------------------------------------------------------------------------------------------

RDFLG ONE RNAV DEPARTURE (RDFLG1.RDFLG)



RWY	INITIAL CLIMB
2L	Climb heading 017° to at or above 1200', then climbing RIGHT turn direct SKIMO, cross SKIMO at or above 3500'.
20R	Climb heading 197° to at or above 1200', then climbing LEFT turn direct SKIMO, cross SKIMO at or above 3500'.

PAFA/FAI

Apt Elev 439'
N64 48.9 W147 51.4

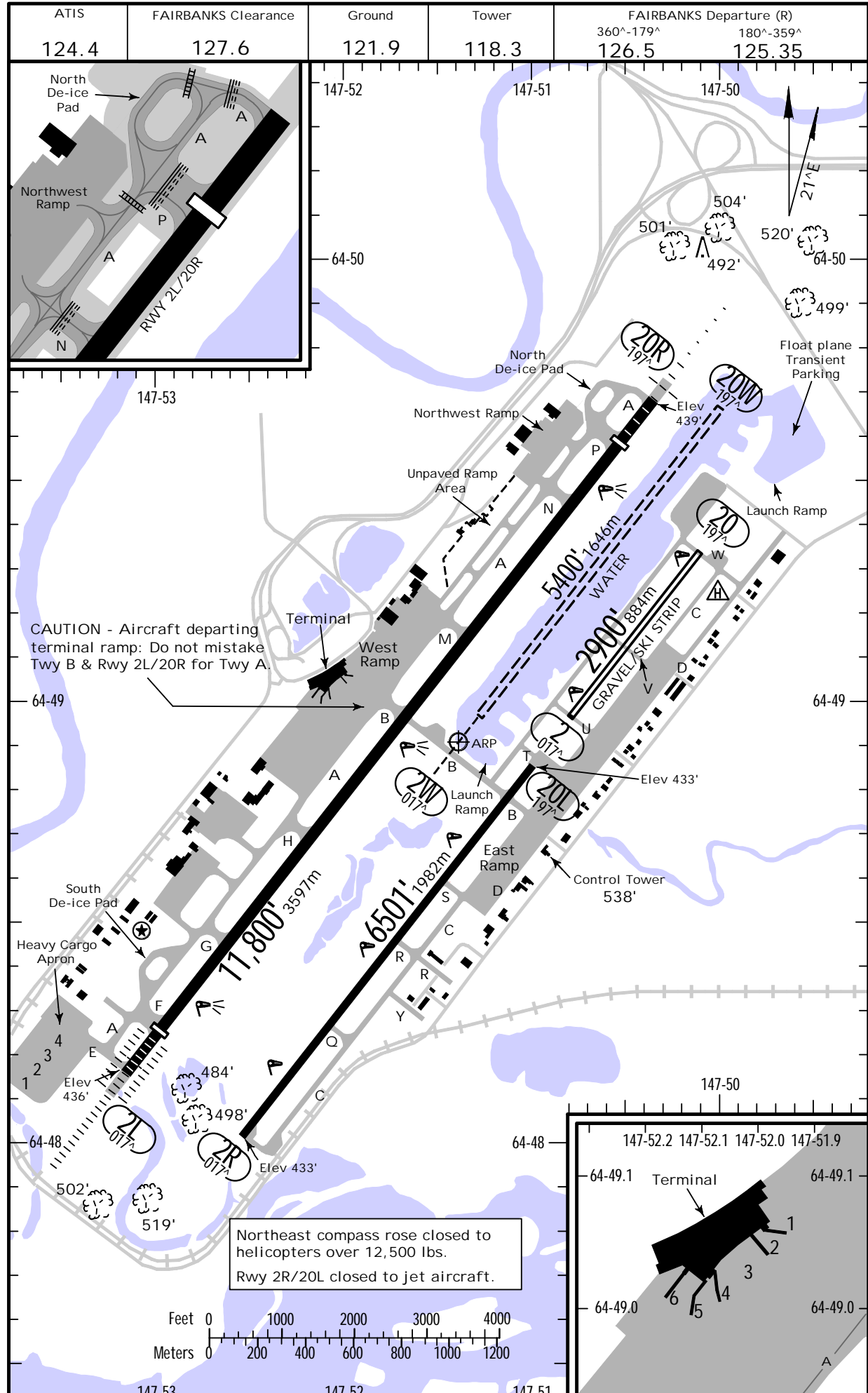
22 NOV 13

10-9

JEPPESSEN

FAIRBANKS, ALASKA

FAIRBANKS INTL



PAFA/FAI


JEPPESEN
 22 NOV 13 **(10-9A)**
FAIRBANKS, ALASKA

FAIRBANKS INTL

GENERAL

Birds in vicinity of airport.

Noise abatement procedures in effect from 2200-0800 local. All large aircraft, turbine engine, and heavy aircraft utilize Rwy 2L for arrivals and Rwy 20R for departures when wind is not an operational factor.

Be alert for snow removal equipment operations from Oct to May.

For flights in MOA's East of Fairbanks recommend contacting Eielson Ranger Control on 125.3.

For availability of Summer gravel strip, and Winter ski strip, Rwy 2-20, contact tower prior to arrival/departure.

Helicopter arrivals and departures from Northwest compass rose operate to/from the east.

Frost heaves south 2600' of Rwy 2R/20L, contact airport ops with safety concerns.

Contact airport operations for engine run-up locations.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
2L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^°) RVR	11,050' 3368m	10,000' 3048m		150'
20R	HIRL CL MALSR SFL 1 PAPI-L (angle 3.0^°) RVR		9983' 3042m		46m
2R	HIRL PAPI-L (angle 3.0^°)				100'
20L	HIRL REIL PAPI-L (angle 3.0^°)				30m
2	gravel				75'
20					23m
2W					100'
20W					30m

1 Rwy 20R PAPI unusable beyond 8^ right of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 20R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 2L

With Min climb of 230' /NM to 2600'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwy 20L

Rwy 2R

Adequate Vis Ref	STD		With Min climb of 230' /NM to 2600'		
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD	
				3 & 4 Eng	1 & 2 Eng
1/4	1/2	1	1/4	1/2	1

OBSTACLE DP

Rwy 20R, 20L, climb heading 197^ to 2600' before proceeding on course.

Rwy 2L, 2R, climb heading 032^ to 2600' before proceeding on course.

FOR FILING AS ALTERNATE

		FOR HELIOS AS ALTERNATE			
ILS Rwy 2L		ILS Rwy 20R LOC Rwy 20R	LOC Rwy 2L RNAV (GPS) Rwy 2R RNAV (GPS) Y Rwy 2L RNAV (GPS) Rwy 20L RNAV (RNP) Z Rwy 2L RNAV (RNP) Z Rwy 20R	VOR Rwy 20R	RNAV (GPS) Y Rwy 20R
A	600-2	1600-2	800-2	900-2	NA
B				900-2½	
C					

PAFA/FAI

FAIRBANKS INTL

JEPPESEN

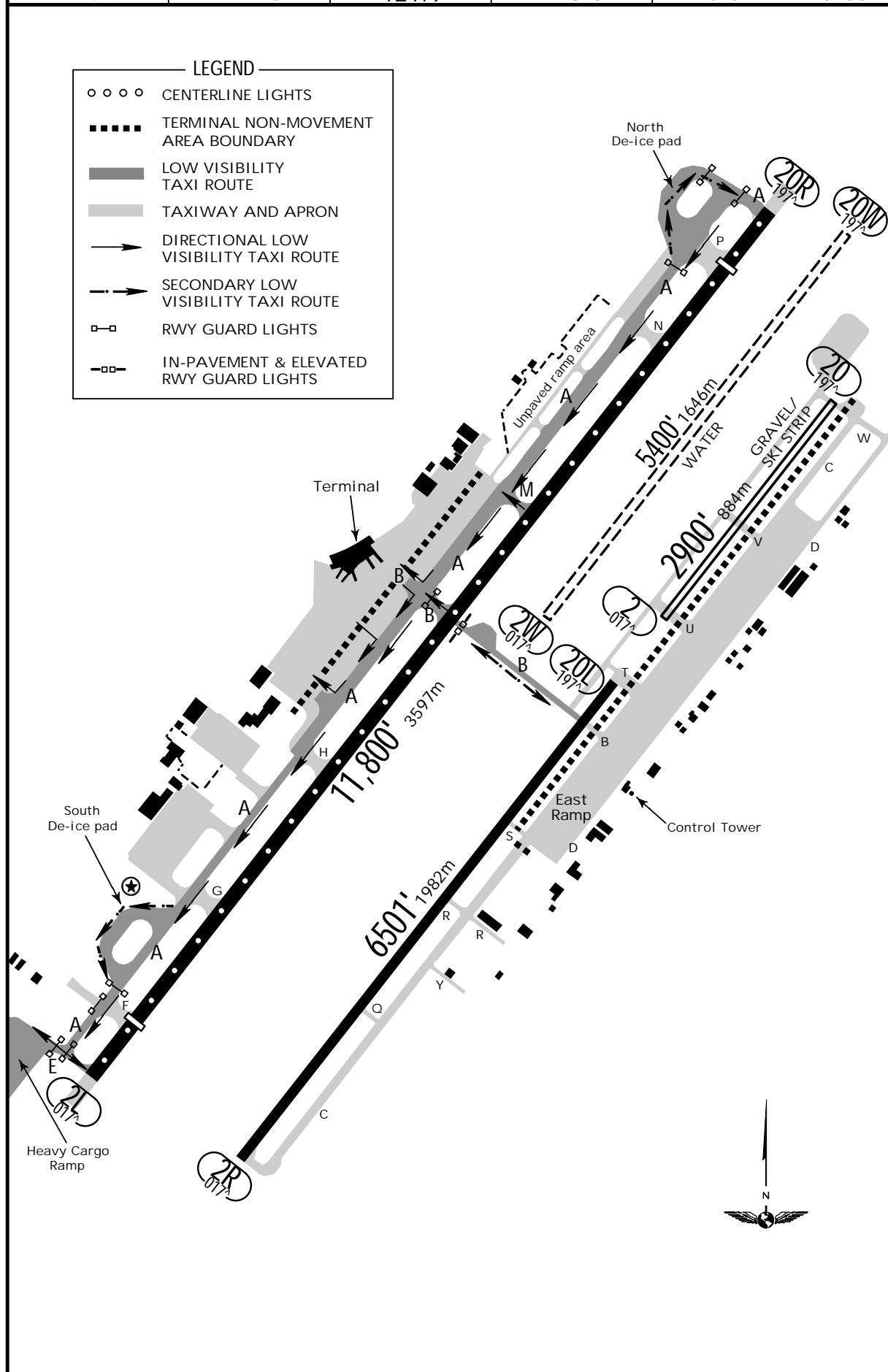
7 JUN 13

(10-9B)

.LESS THAN RVR.1200.to.600.

FAIRBANKS, ALASKA
 LOW VISIBILITY TAXI ROUTES

ATIS	FAIRBANKS Clearance	Ground	Tower	FAIRBANKS Departure (R)	
124.4	127.6	121.9	118.3	360°-179°	180°-359°
				126.5	125.35



PAFA/FAI

FAIRBANKS INTL

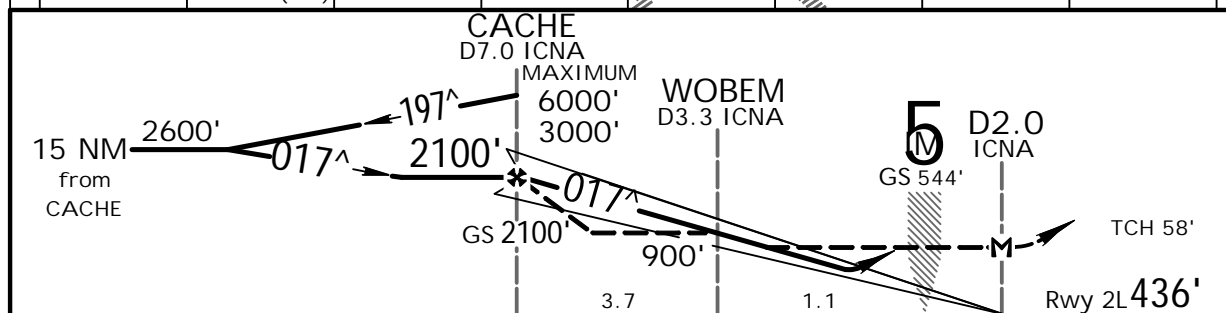
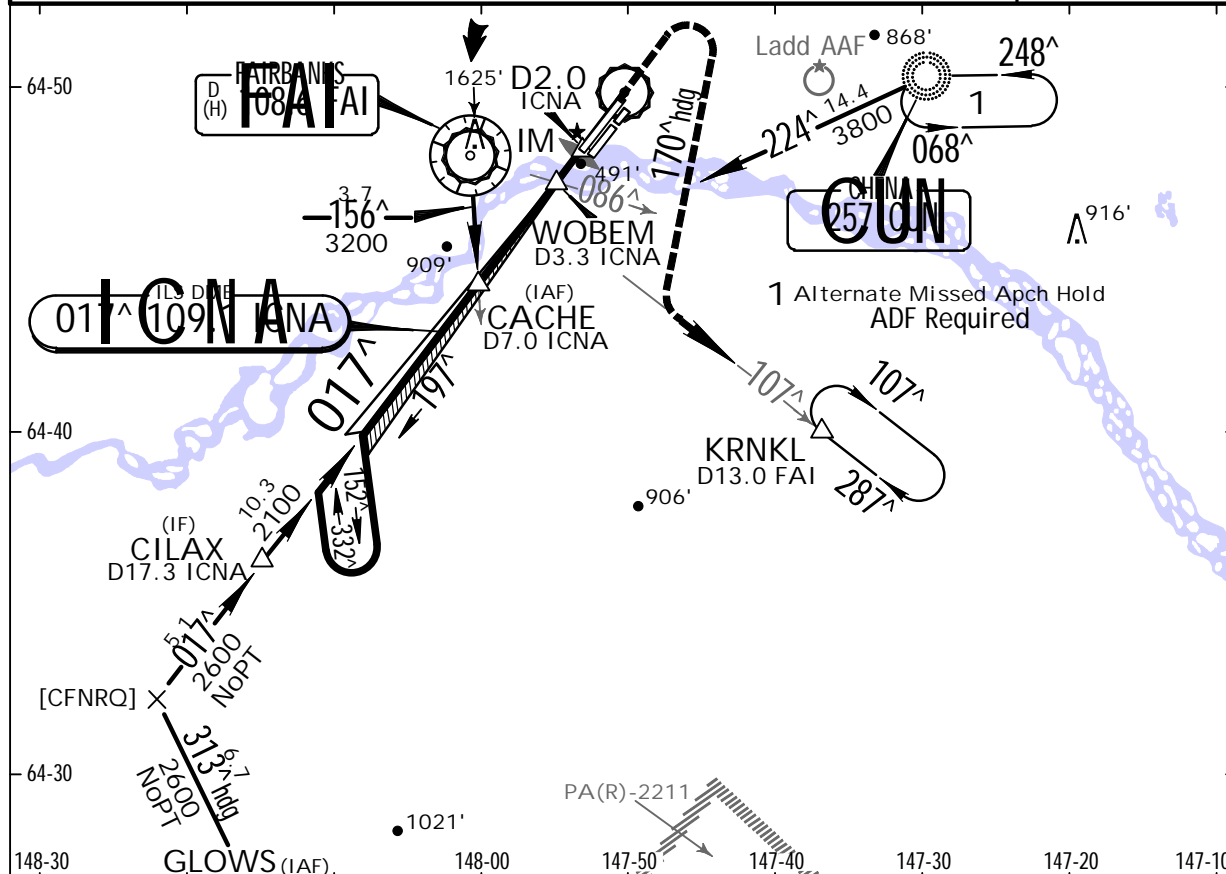
JEPPesen
20 JUL 12 11-1 .Eff.26.Jul.

FAIRBANKS, ALASKA

ILS or LOC Rwy 2L

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
LOC ICNA 109.1	Final Apch Crs 017°	GS CACHE 2100' (1664')	ILS DA(H) 636' (200') Apt Elev 439' Rwy 2L 436'	4500'
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170° and outbound on FAI VOR R-107 to KRNL/D13.0 FAI and hold, continue climb-in-hold to 5000', or as directed by ATC.				MSA FAI VOR
Alt Set: INCHES 1. DME required. 2. VGSI and ILS glidepath not coincident.				Trans level: FL 180 Trans alt: 18000'



							0.2		0			
Gnd speed-Kts	70	90	100	120	140	160	<div>ALSF-II</div> <div>PAPI</div>	900'	5000'	170^	FAI	
GS	3.00^	372	478	531	637	743		849	on	hdg	and	108.6
MAP at D2.0 ICNA or CACHE to MAP	5.0	4:17	3:20	3:00	2:30	2:09		1:53	RT	R-107		

TERPS. STRAIGHT-IN LANDING RWY 2L				CIRCLE-TO-LAND			
ILS				Not Authorized West of Rwy 2L-20R			
DA(H) 636' (200')				MDA(H) 760' (324')			
2 With WOBE				2 Without WOBE			
FULL				Max Kts			
1				MDA(H)			
RVR 18 or 3/8				880' (441') - 1			
RVR 24 or 1/2				900' (461') - 1			
RVR 40 or 3/4				900' (461') - 1 1/2			
RVR 26 or 1/2				1000' (561') - 2			

35 AMEND 9 26 JUL 2012

PAFA/FAI

FAIRBANKS INTL

20 JUL 12
Eff. 26 Jul. (11-1A)

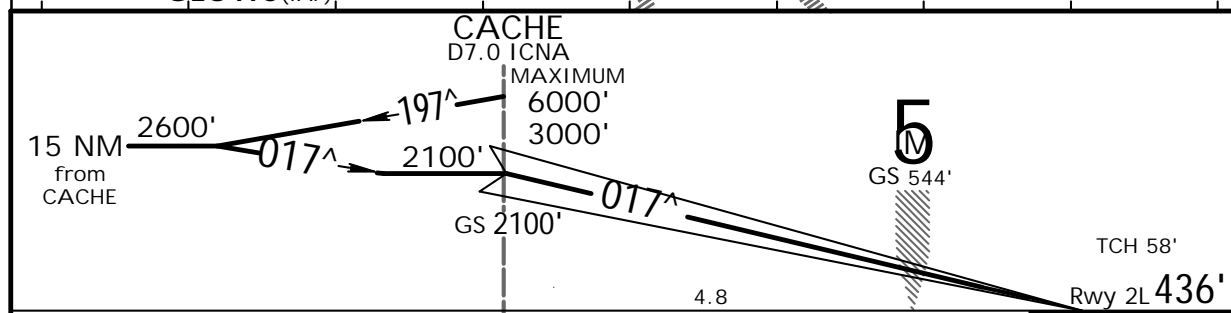
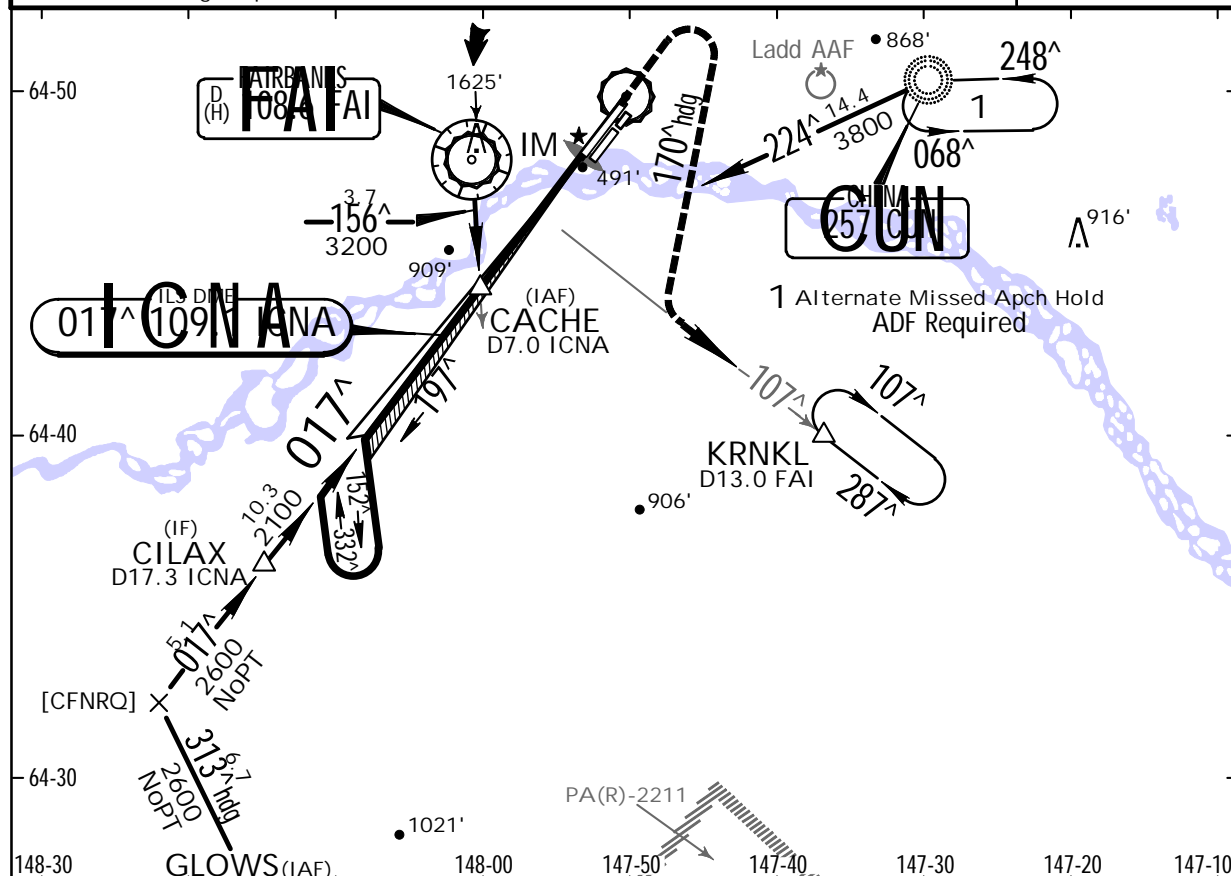
JEPPESSEN

FAIRBANKS, ALASKA

ILS Rwy 2L CAT II & III

BRIEFING STRIP™

ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 126.5		FAIRBANKS Tower 180°-359° 125.35		118.3	Ground 121.9
LOC ICNA 109.1	Final Apch Crs 017°	GS CACHE 2100' (1664')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 104' DA(H) 536' (100')	Apt Elev 439' Rwy 2L 436'	4500'
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170° and outbound on FAI VOR R-107 to KRNL/D13.0 FAI and hold, continue climb-in-hold to 5000', or as directed by ATC.							MSA FAI VOR
Alt Set: INCHES 1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident.							
Trans level: FL 180 Trans alt: 18000'							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	900'	5000'	170°	FAI
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on	R-107

TERPS.				STRAIGHT-IN LANDING RWY 2L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104' DA(H) 536' (100')	CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104' DA(H) 536' (100')
NA	RVR 6	RVR 7	1 RVR 12	NA	RVR 6	RVR 7	1 RVR 12

25 AMEND 9 26 JUL 2012

PAFA/FAI

FAIRBANKS INTL

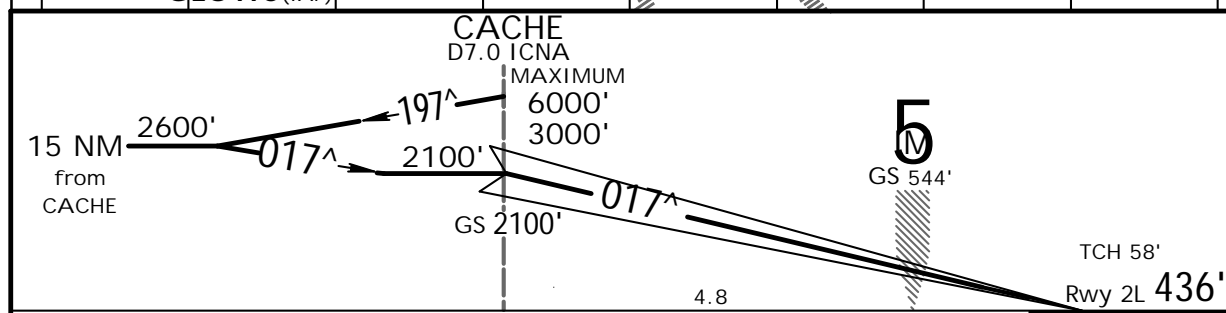
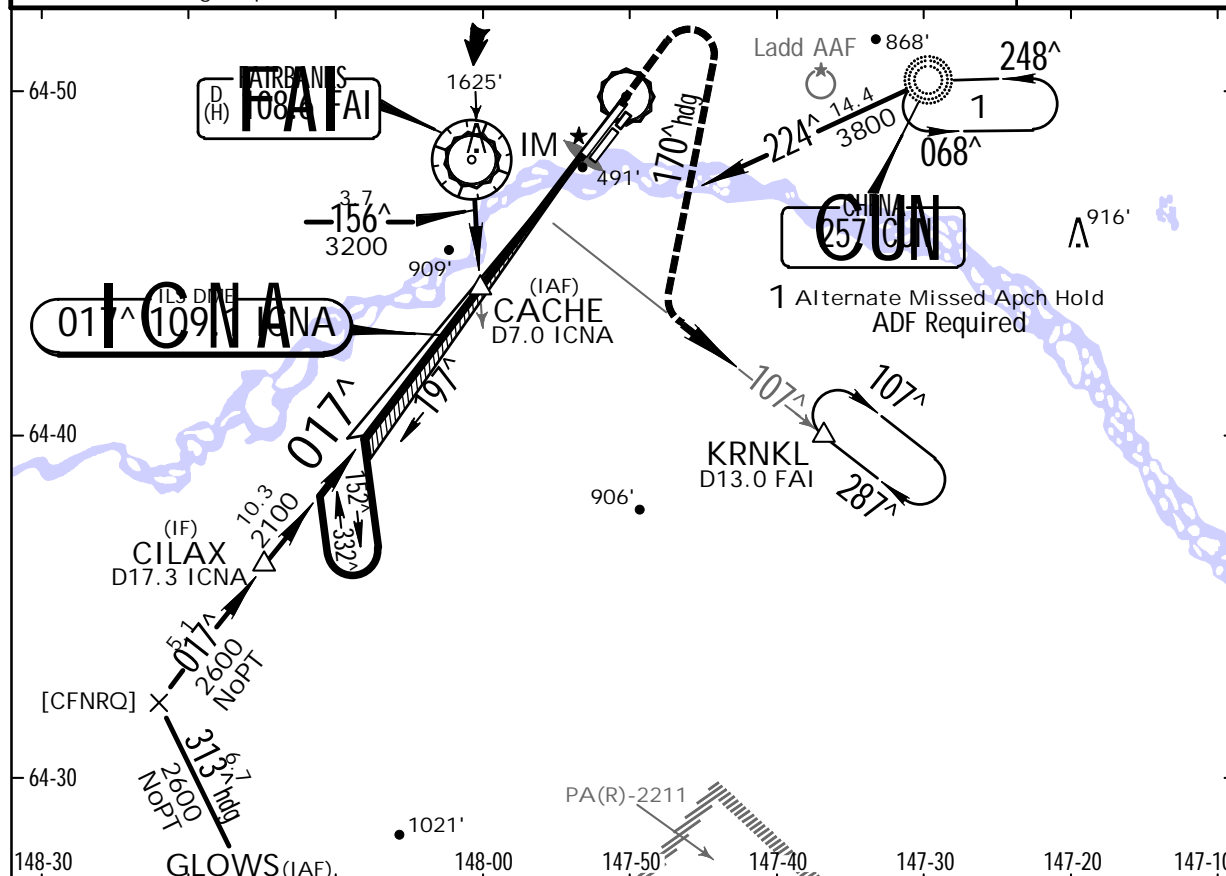
20 JUL 12
Eff. 26 Jul. **11-1B**

FAIRBANKS, ALASKA

ILS Rwy 2L SA CAT I

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
LOC ICNA 109.1	Final Apch Crs 017°	GS CACHE 2100' (1664')	SA CAT I ILS RA 139' DA(H) 586'(150')	Apt Elev 439' Rwy 2L 436'
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170° and outbound on FAI VOR R-107 to KRNL/D13.0 FAI and hold, continue climb-in-hold to 5000', or as directed by ATC.				4500'
Alt Set: INCHES 1. Special Aircrew & Acft Certification required. 2. DME required. 3. VGSI and ILS glidepath not coincident.				MSA FAI VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849

TERPS. STRAIGHT-IN LANDING RWY 2L
1 SA CAT I ILS
RA 139'
DA(H) 586'(150')

A	
B	
C	
D	

RVR 14

PAFA/FAI

FAIRBANKS INTL

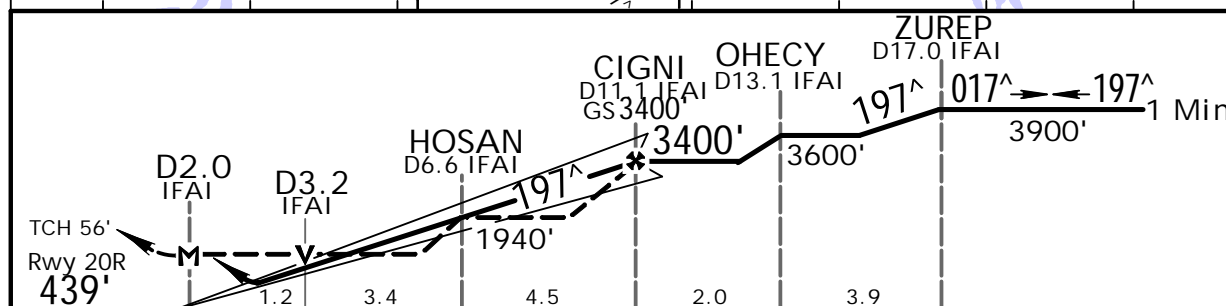
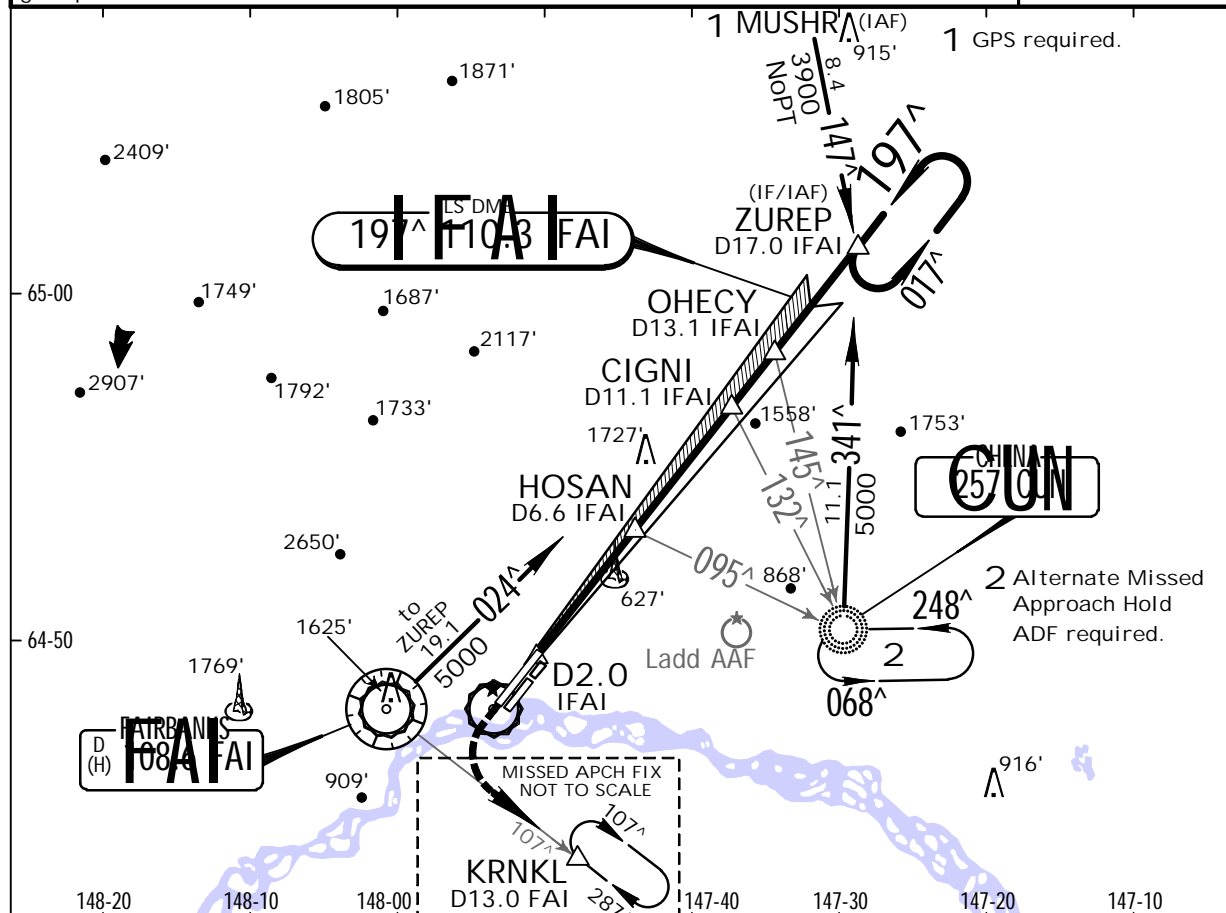
14 SEP 12 (11-2) .Eff.20.Sep.

FAIRBANKS, ALASKA

ILS or LOC Rwy 20R

BRIEFING STRIP™

ATIS		FAIRBANKS Approach (R) 360°-179° 180°-359°		FAIRBANKS Tower		Ground	
124.4		126.5 125.35		118.3		121.9	
LOC FAI	Final Apch Crs	GS CIGNI	ILS DA(H)	Apt Elev	439'	<div>4500'</div>	
110.3	197^	3400' (2961')	639' (200')	Rwy 20R	439'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME required. 2. Use FAI DME when on the localizer course. 3. VGSI and ILS glidepath not coincident.							
MSA FAI VOR							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	3000'	FAI	KRNKL
GS	3.00°	372	478	531	637	743		↑	↩	on 108.6	
MAP at D2.0 IFAI or CIGNI to MAP	9.1	7:48	6:04	5:28	4:33	3:54				R-107	

TERPS							CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 20R							Not Authorized West of Rwy 2L-20R			
ILS							2 With HOSAN			
DA(H) 639' (200')							Without HOSAN			
FULL							Max Kts			
RAIL or ALS out							MDA(H)			
RAIL out							90			
ALS out							120			
RVR 24 or 1/2							140			
RVR 40 or 3/4							165			
RVR 55 or 1							880'(441')-1			
RVR 60 or 1 1/4							900'(461')-1			
RVR 1 1/2							900'(461')-1 1/2			
RVR 3							1000'(561')-2			
RVR 45 or 7/8							1940'(1501')-1 1/4			
RVR 55 or 1							1940'(1501')-1 1/2			
RVR 1 3/8							1940'(1501')-3			

15 SEP 2012

PAFA/FAI

FAIRBANKS INTL

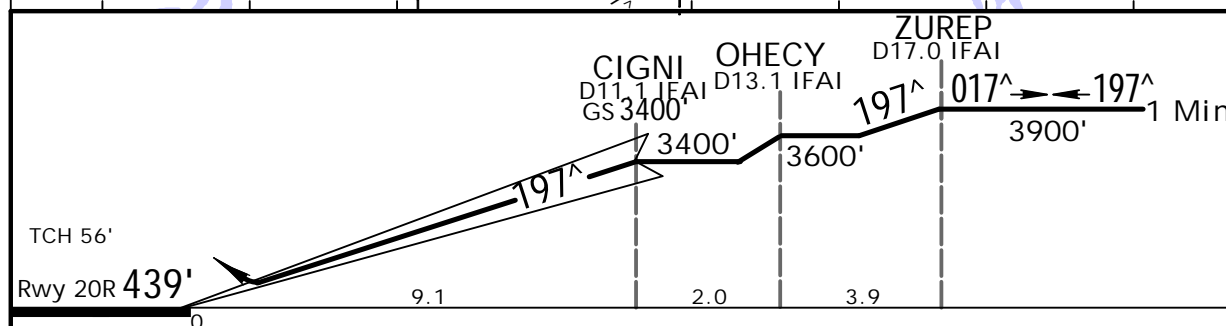
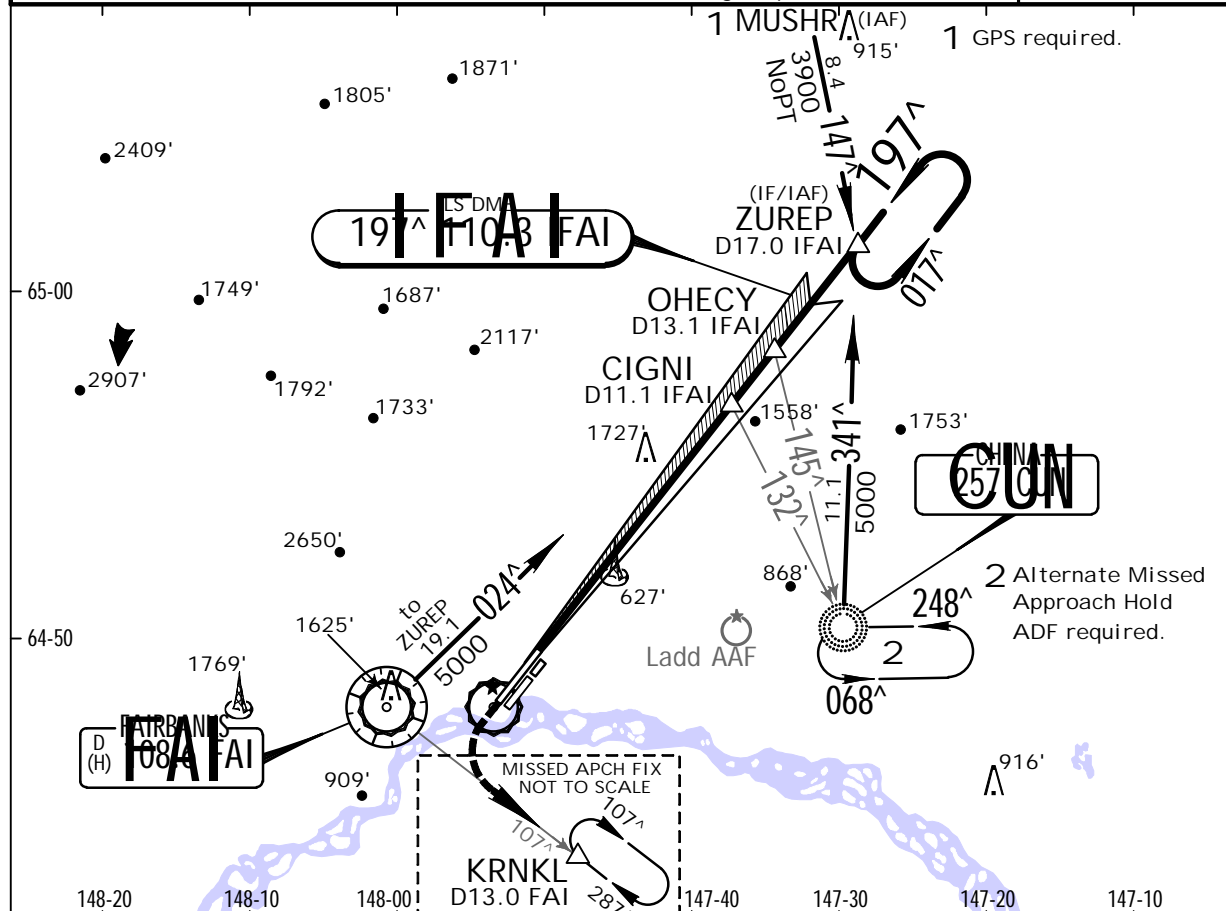
JEPPesen
14 SEP 12
Eff. 20 Sep. (11-2A)

FAIRBANKS, ALASKA

ILS Rwy 20R SA CAT I

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	FAIRBANKS Tower 180°-359° 125.35	Ground 118.3	121.9
LOC IFAI 110.3	Final Apch Crs 197°	GS CIGNI 3400' (2961')	SA CAT I ILS RA 149' DA(H) 589' (150')	Apt Elev 439' Rwy 20R 439'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident.				
				4500' MSA FAI VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	3000'	FAI	KRNKL
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on 108.6	R-107

TERPS. STRAIGHT-IN LANDING RWY20R
1 SA CAT I ILS
RA 149'
DA(H) 589' (150')

A	
B	
C	
D	

RVR 14

PAFA/FAI

FAIRBANKS INTL

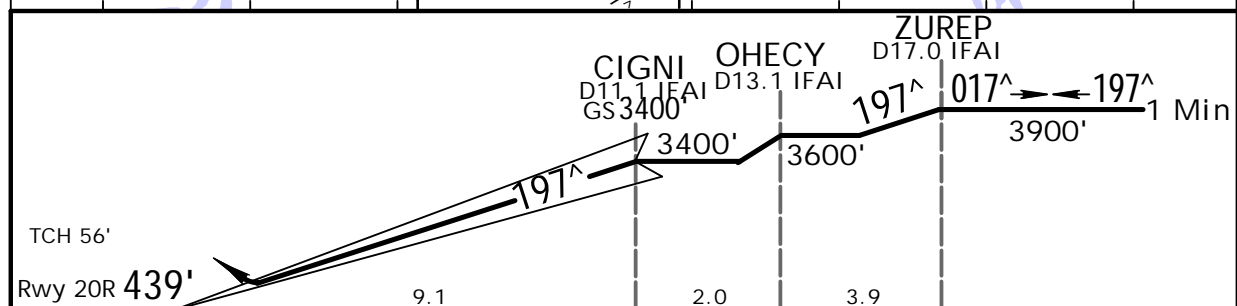
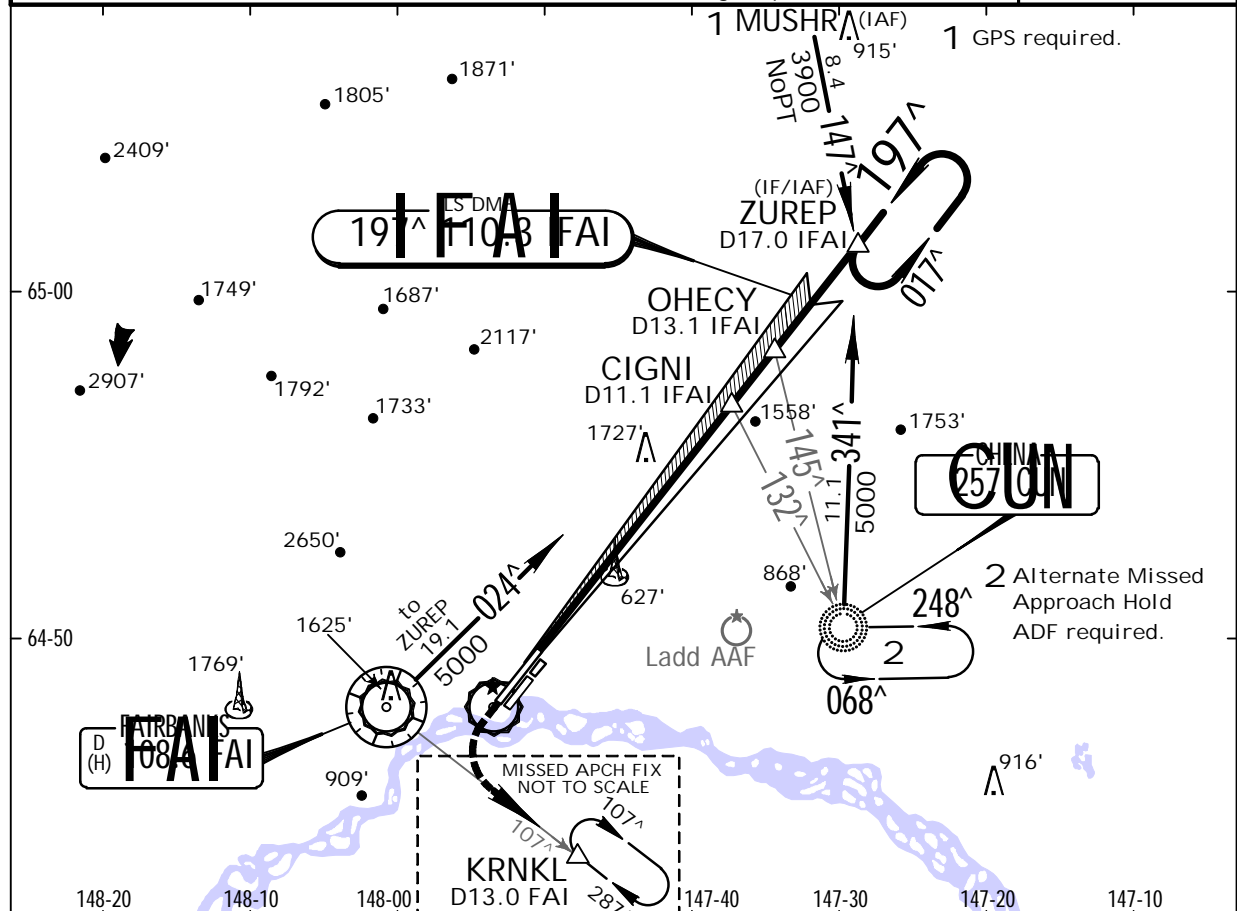
JEPPESSEN
14 SEP 12
Eff. 20 Sep. 11-2B

FAIRBANKS, ALASKA

ILS Rwy 20R SA CAT II

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	FAIRBANKS Tower 180°-359° 125.35	Ground 118.3	121.9
LOC IFAI 110.3	Final Apch Crs 197°	GS CIGNI 3400' (2961')	SA CAT II ILS RA 99' DA(H) 539' (100')	Apt Elev 439' Rwy 20R 439'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.				4500'
Alt Set: INCHES Trans level: FL 180 1. Special Aircrew & Acft Certification Required. 2. DME required. 3. Use IFAI DME when on the localizer course. 4. VGSI and ILS glidepath not coincident.				MSA FAI VOR



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743

TERPS. STRAIGHT-IN LANDING RWY20R
1 SA CAT II ILS
RA 99'
DA(H) 539' (100')

A	
B	
C	
D	

RVR 12

PAFA/FAI

FAIRBANKS INTL

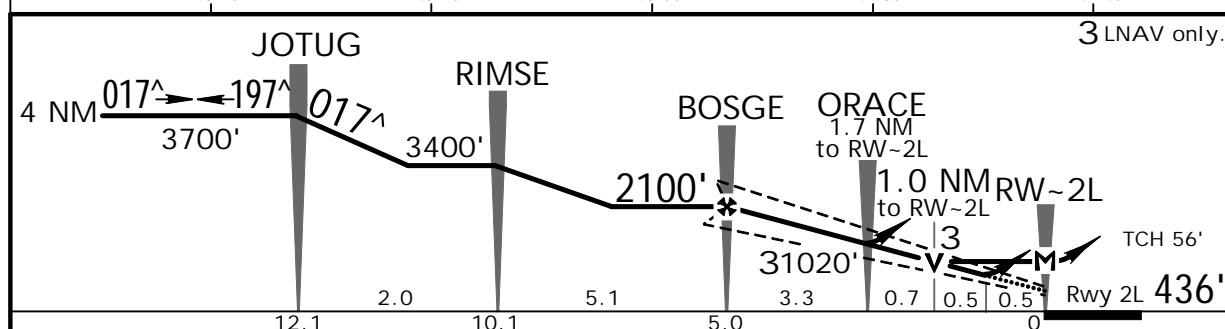
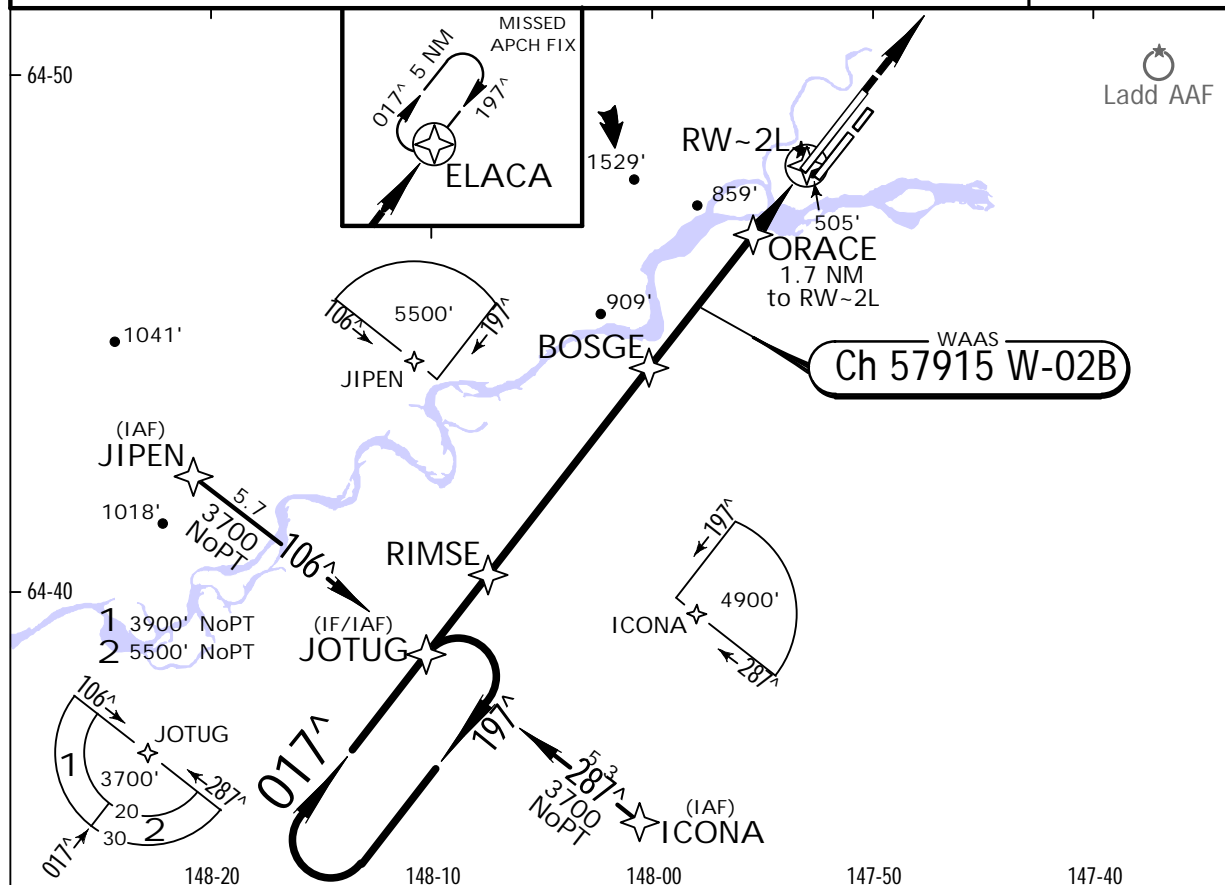
29 AUG 14 (12-1)

FAIRBANKS, ALASKA

RNAV (GPS) Y Rwy 2L

BRIEFING STRIP

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
WAAS Ch 57915 W-02B	Final Apch Crs 017°	Minimum Alt BOSGE 2100' (1664')	LPV DA(H) 639' (203')	Apt Elev 439' Rwy 2L 436'
MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F).				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160		ALSF-II	4900'		ELACA
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI			
MAP at RW-2L											

TERPS				STRAIGHT-IN LANDING RWY 2L				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		Not Authorized West of Rwy 2L-20R		Max Kts	
DA(H) 639' (203')		DA(H) 1019' (583')		MDA(H) 820' (384')		MDA(H) 820' (384')					
ALS out		ALS out		ALS out		ALS out					
A										90	880' (441') - 1
B										120	900' (461') - 1
C										140	900' (461') - 1 1/2
	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	1 1/8	RVR 24 or 1/2	RVR 55 or 1	RVR 35 or 5/8	RVR 60 or 1 1/8			

IS AMEND OC 27 JUN 2013

PAFA/FAI

FAIRBANKS INTL

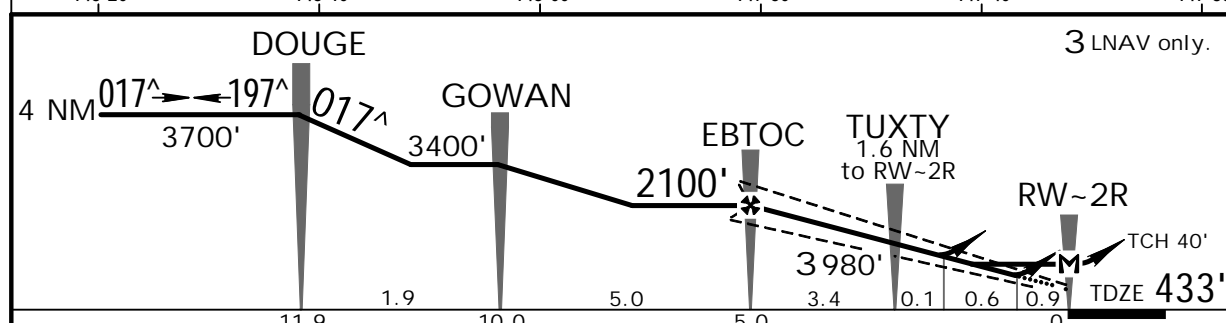
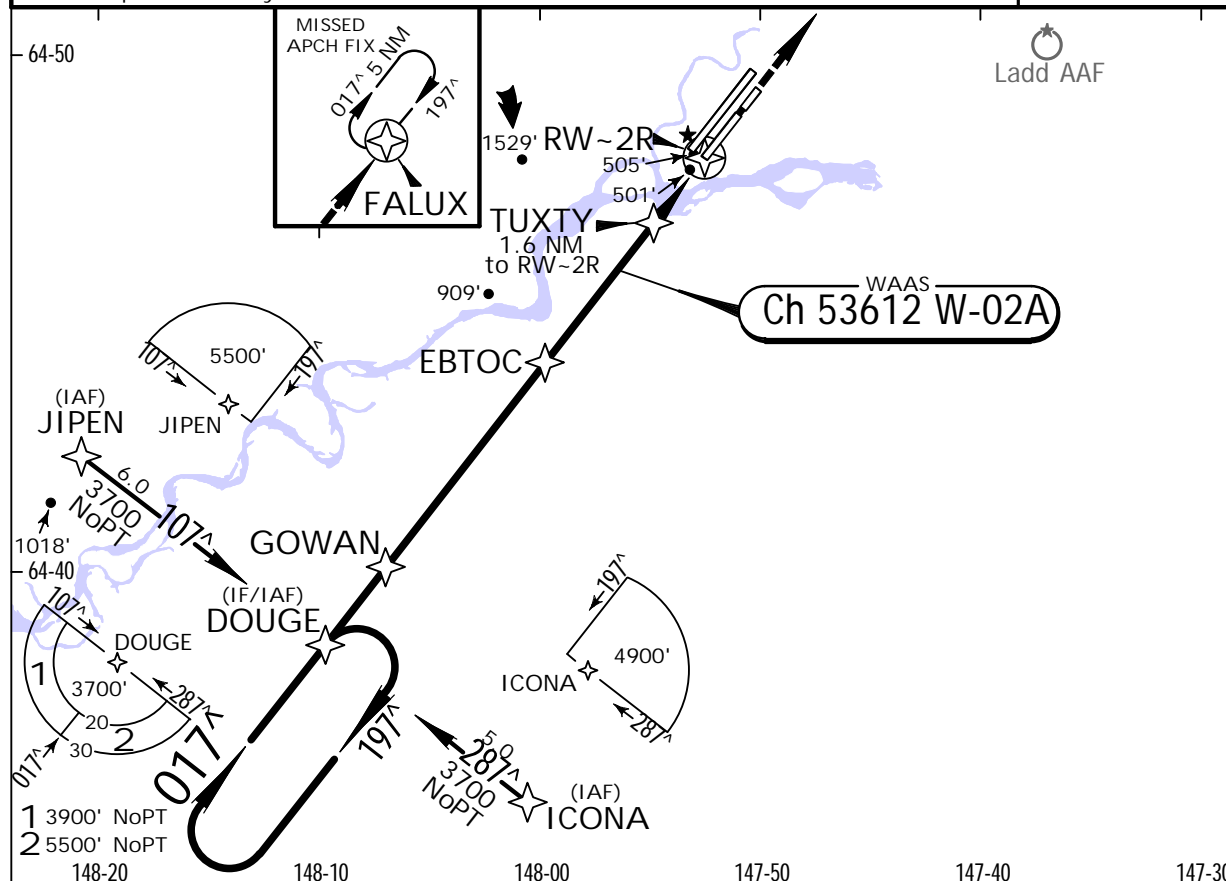
29 AUG 14 (12-2)

FAIRBANKS, ALASKA

RNAV (GPS) Rwy 2R

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
WAAS Ch 53612 W-02A	Final Apch Crs 017°	Minimum Alt EBTOC 2100' (1667')	LPV DA(H) 743' (310')	Apt Elev 439' TDZE 433'
MISSED APCH: Climb to 4900' direct FALUX and hold, continue climb-in-hold to 4900'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. Helicopter visibility reduction below 3/4 SM not authorized.				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160			4900'		FALUX
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at RW-2R											

STRAIGHT-IN LANDING RWY 2R				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Not Authorized West of Rwy 2L-20R	
DA(H)	DA(H)	MDA(H)		Max Kts	MDA(H)
743' (310')	937' (504')	860' (427')		90	880' (441') -1
			1	120	900' (461') -1
1	1 3/4		1 1/4	140	900' (461') -1 1/2
			1 1/2	165	1000' (561') -2

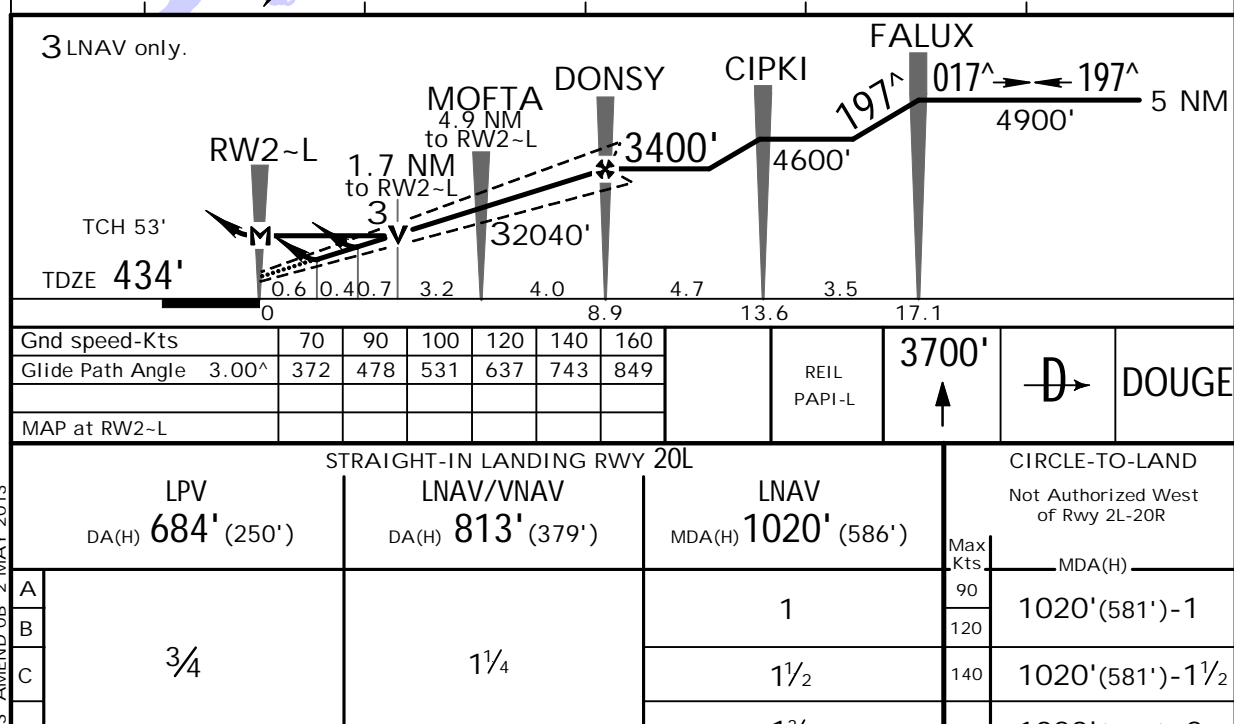
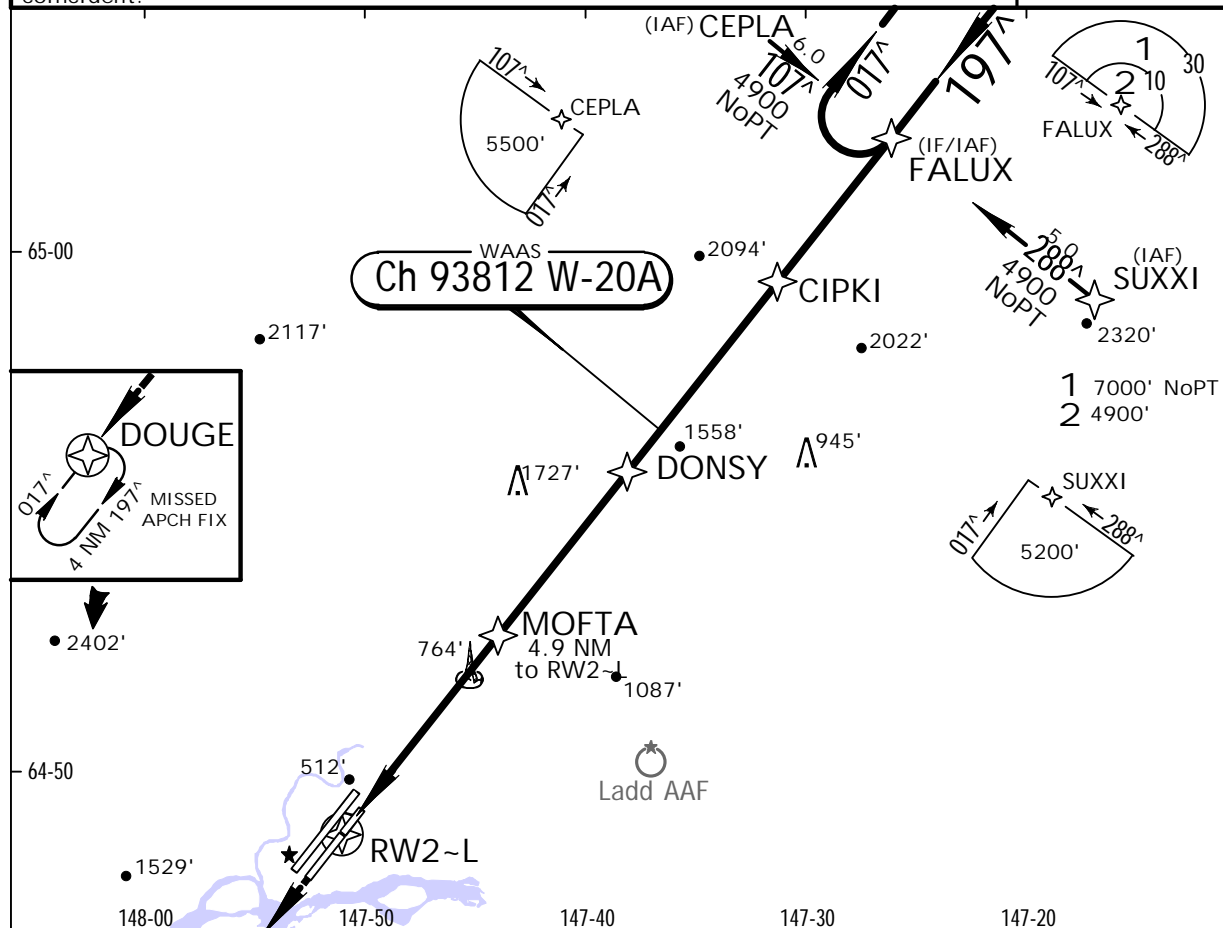
15 AMEND OB 18 SEP 2014

PAFA/FAI
FAIRBANKS INTL

JEPPESEN
26 APR 13 12-3

FAIRBANKS, ALASKA
RNAV (GPS) Rwy 20L

ATIS 124.4		FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3		Ground 121.9	
WAAS Ch 93812 W-20A		Final Apch Crs 197°		Minimum Alt DONS 3400' (2966')		LPV DA(H) 684' (250')	
				Apt Elev 439' TDZE 434'		TAA 30 NM IAF	
MISSED APCH: Climb to 3700' direct DOUGE and hold, continue climb-in-hold to 3700'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 48°C (118°F). 3. Helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and RNAV glidepath not coincident.							



PAFA/FAI

FAIRBANKS INTL

JEPPesen
26 APR 13 (12-4)

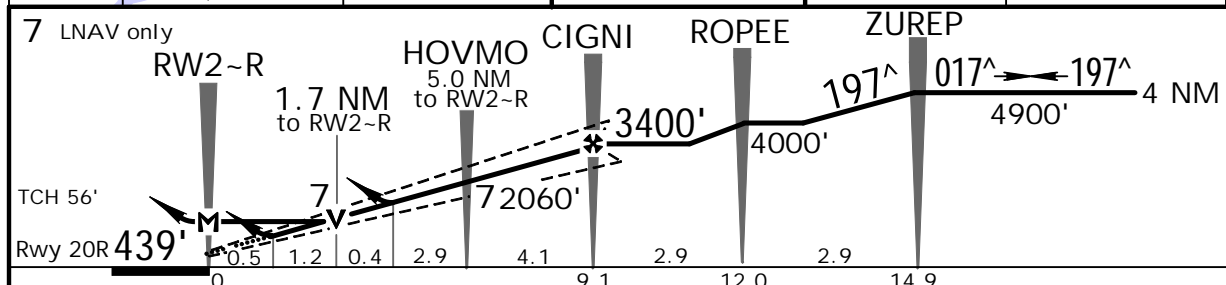
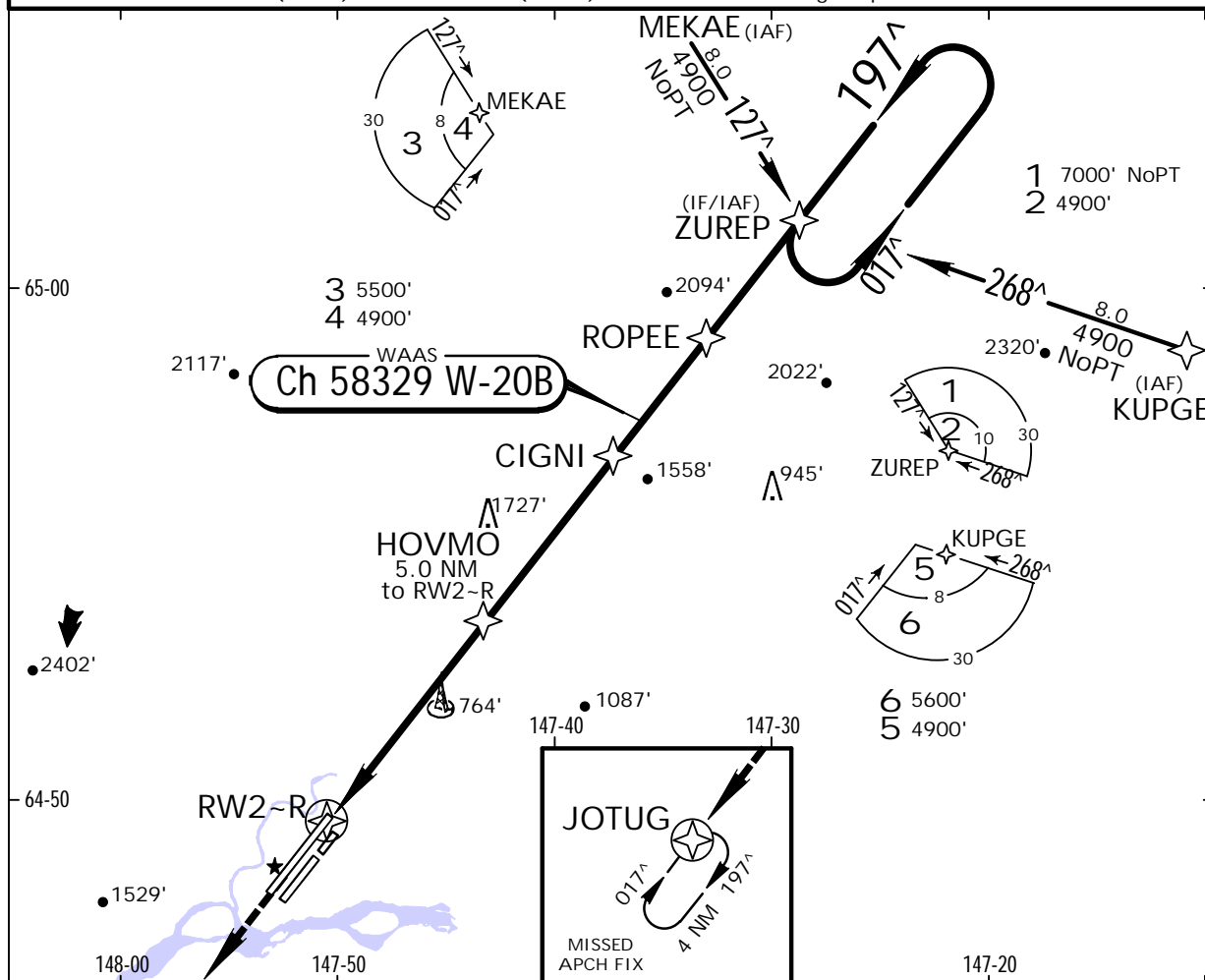
FAIRBANKS, ALASKA

RNAV (GPS) Y Rwy 20R

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 180°-359° 126.5 125.35		FAIRBANKS Tower 118.3		Ground 121.9
WAAS Ch 58329 W-20B	Final Apch Crs 197°	Minimum Alt CIGNI 3400' (2961')	LPV DA(H) 639' (200')	Apt Elev 439' Rwy 20R 439'	TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct JOTUG and hold.					

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -43°C (-45°F) or above 40°C (104°F). 3. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000'	JOTUG
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW2-R								

TERPS		STRAIGHT-IN LANDING RWY 20R		CIRCLE-TO-LAND	
LPV	DA(H)	RAIL or ALS out	RAIL or ALS out	MDA(H)	Not Authorized West of Rwy 2L-20R
639' (200')	1148' (709')	1020' (581')			
RVR 24 or 1/2	RVR 40 or 3/4	2	2 3/8	RVR 24 or 1/2	RVR 40 or 3/4
				RVR 55 or 1	
				RVR 60 or 1 1/2	
				1 3/8	1 3/4

IS AMEND 1 20 SEP 2012

PAFA/FAI

FAIRBANKS INTL

14 SEP 12
Eff. 20 Sep. (12-20)

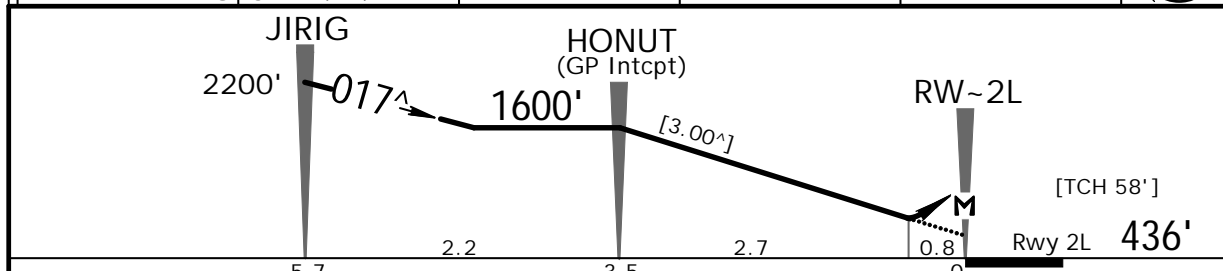
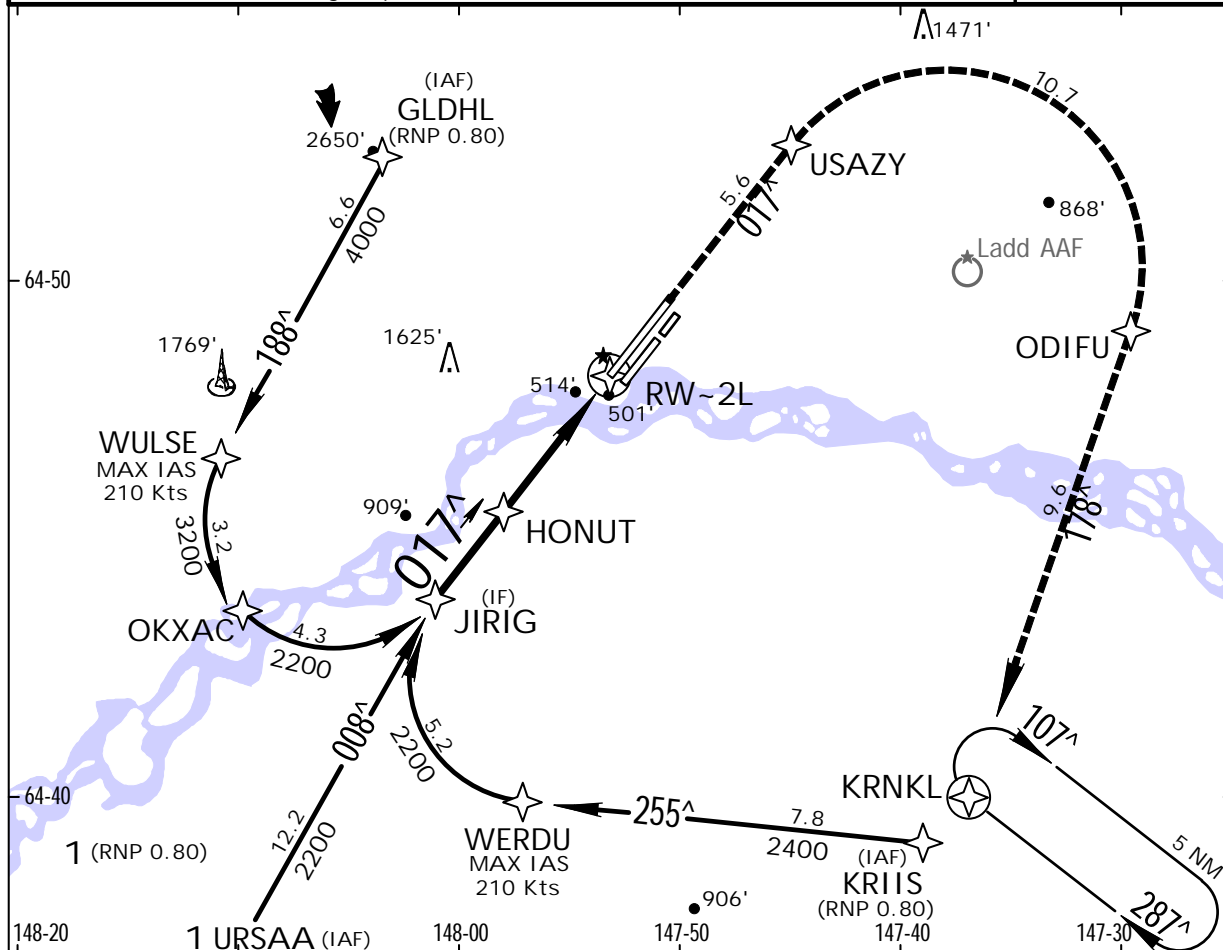
JEPPESSEN

FAIRBANKS, ALASKA

RNAV (RNP) Z Rwy 2L

BRIEFING STRIP™

ATIS		FAIRBANKS Approach (R) 360°-179^ 180°-359^		FAIRBANKS Tower		Ground	
124.4		126.5 125.35		118.3		121.9	
RNAV	Final Apch Crs 017^	Minimum Alt HONUT 1600' (1164')	RNP 0.15 DA(H) 746' (310')	Apt Elev 439' Rwy 2L 436'	<div>4400'</div> <div>MSA RW~2L</div>		
MISSED APCH: Climb to 5000' on track 017^ to USAZY and RIGHT turn to ODIFU and on track 178^ to KRNKL and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	<div>ALSIF-II</div> <div>PAPI</div> <div>5000'</div> <div>on 017°</div> <div>USAZY</div>
Descent Angle [3.00°]	372	478	531	637	743	849	
MAP at DA							

TERPS		STRAIGHT-IN LANDING RWY 2L		RNP 0.30	
RNP 0.15 Missed approach requires a min climb of 230'/NM to 2500'		RNP 0.30 Missed approach requires a min climb of 215'/NM to 2500'		RNP 0.30	
DA(H) 746' (310')		DA(H) 834' (398')		DA(H) 896' (460')	
ALS out		ALS out		ALS out	
A	RVR 24 or 1/2	B	RVR 50 or 1	C	RVR 45 or 7/8
			RVR 60 or 1 1/4		RVR 50 or 1
					1 1/2

15 SEP 2012

PAFA/FAI

FAIRBANKS INTL

14 SEP 12
Eff. 20 Sep. (12-21)

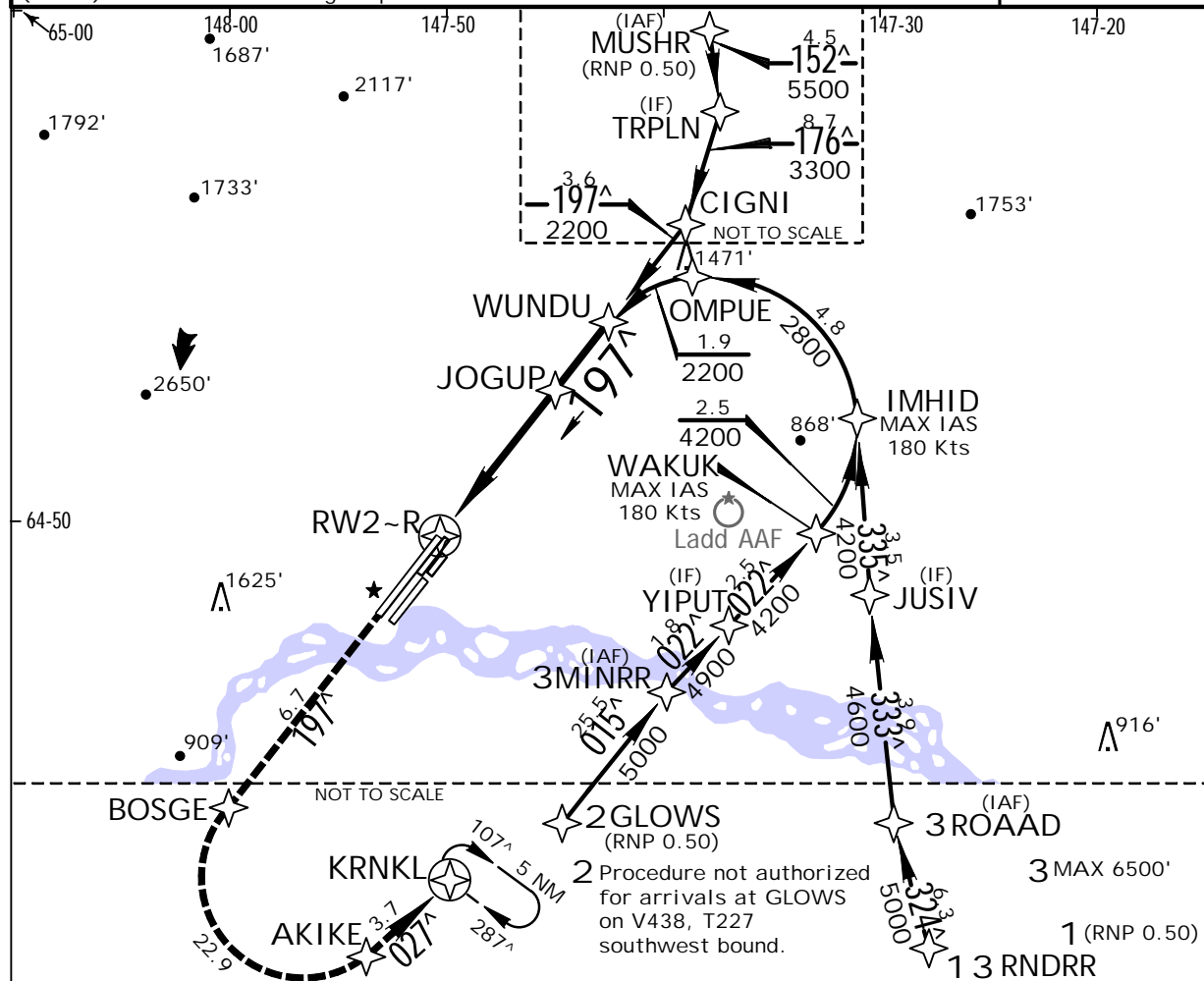
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FAIRBANKS, ALASKA

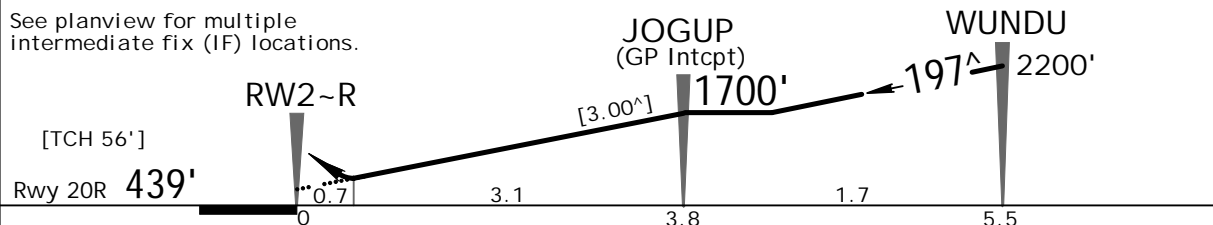
RNAV (RNP) Z Rwy 20R

BRIEFING STRIP™

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
RNAV	Final Apch Crs 197°	Minimum Alt JOGUP 1700' (1261')	RNP 0.10 DA(H) 724' (285') Rwy 20R 439'	Apt Elev 439'
MISSED APCH: Climb to 4000' on track 197° to BOSGE then LEFT turn to AKIKE then on track 027° to KRNL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -16°C (4°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident.				
				4500'
				MSA RW2-R



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	197°	BOSGE
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	↑	on	
MAP at DA										

TERPS STRAIGHT-IN LANDING RWY 20R									
RNP 0.10			RNP 0.22			RNP 0.30			
DA(H) 724' (285')			DA(H) 800' (361')			DA(H) 924' (485')			
RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out		
A									
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	1 1/8	RVR 60 or 1 1/8	1 5/8		
C									

15 AMEND 0 20 SEP 2012

PAFA/FAI

FAIRBANKS INTL

18 JUL 14

(13-1)

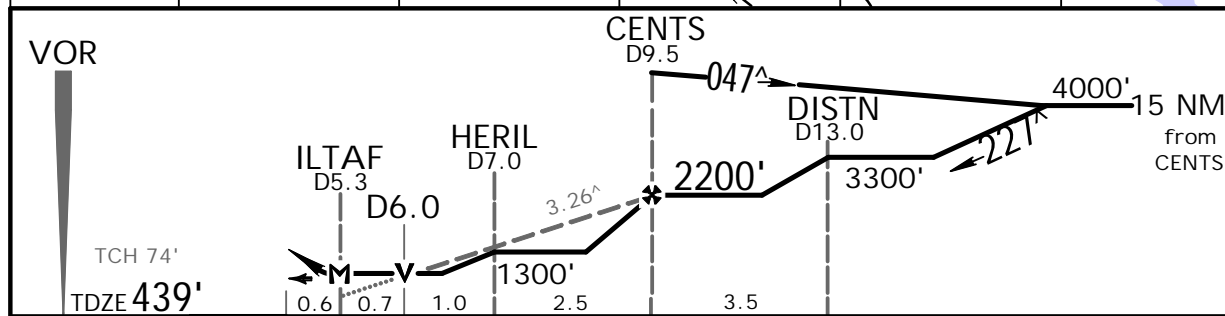
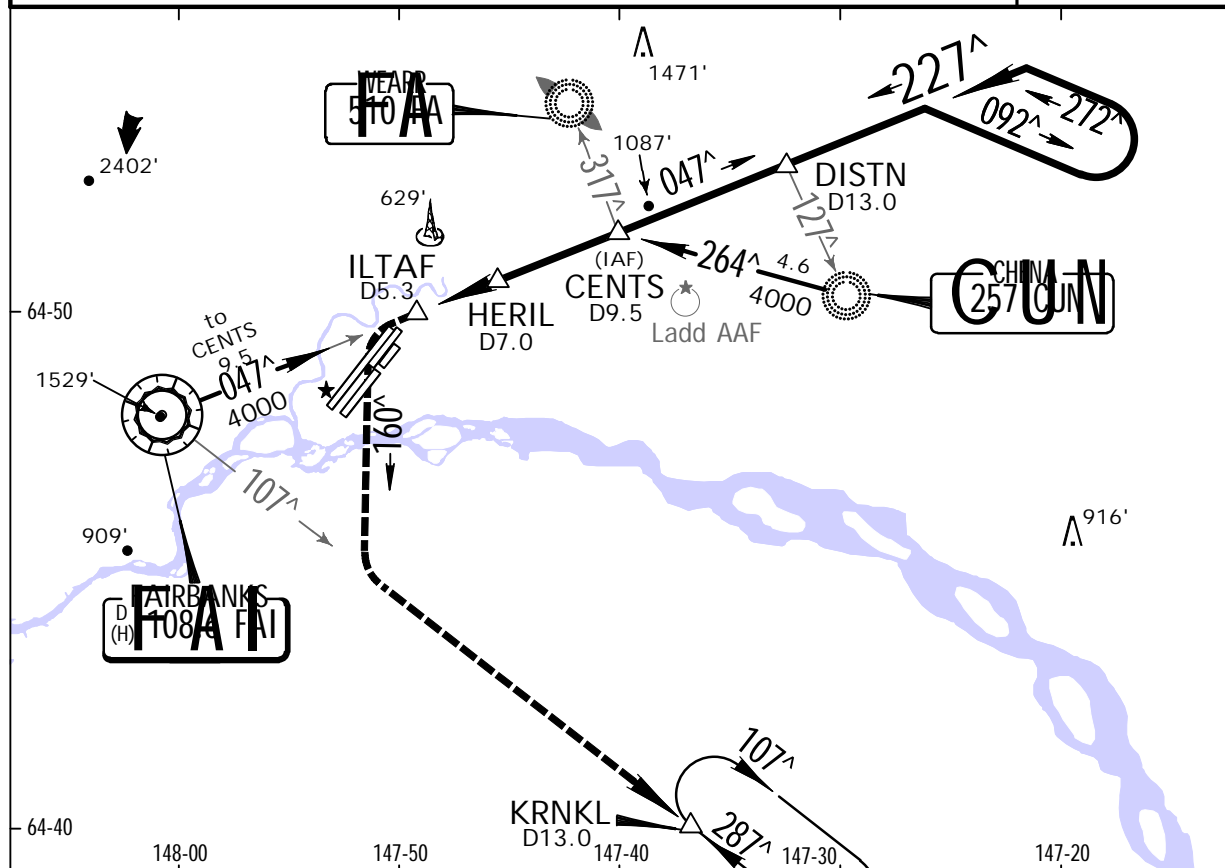
Eff. 24 Jul.

FAIRBANKS, ALASKA


VOR DME Rwy 20R

BRIEFING STRIP

ATIS 124.4	FAIRBANKS Approach (R) 360°-179° 126.5	180°-359° 125.35	FAIRBANKS Tower 118.3	Ground 121.9
VOR FAI 108.6	Final Apch Crs 227°	Minimum Alt CENTS 2200' (1761')	MDA(H) (CONDITIONAL) 940' (501')	Apt Elev 439' TDZE 439'
<p>MISSED APCH: Climbing LEFT turn to 4000' on heading 160° and FAI VOR R-107 to KRNL/D13.0 and hold, continue climb-in-hold to 4000'.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. VGSi and descent angles not coincident. 3. Helicopter visibility reduction below RVR 4000 not authorized. 4. Inoperative table does not apply.</p>				
				4500'
				MSA FAI VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	4000'	on 160°
Descent angle	3.26°	404	519	577	692	808	923	PAPI		
MAP at ILTAF or CENTS to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35			

TERPS.		STRAIGHT-IN LANDING RWY 20R		CIRCLE-TO-LAND Not Authorized West of Rwy 2L-20R	
		MDA(H) 940' (501')			
		RAIL out			Max Kts
		ALS out			MDA(H)
A	RVR 55 or 1			90	940' (501') - 1
B				120	
C	1 3/8			140	940' (501') - 1 1/2
D				165	1000' (561') - 2

S. AMEND. 0 24 JUL 2014