

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES										MISSED APPROACH							
FROM		TO		COURSE AND DISTANCE				ALTITUDE		RNP: DA CLIMB TO 5000 ON TRACK 20.03 TO USAZY AND RIGHT TURN TO ODIFU AND TRACK 181.43 TO KRNLK AND HOLD. ADDITIONAL FLIGHT DATA: HOLD E, RT, 289.67 INBOUND. ROUTE TYPE: A, H ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S DISTANCE TO THLD FROM 359 HAT: 0.96 NM. #TCH 492 MSL (DO NOT CHART) CHART AT OR ABOVE 5000 AT URSAA CHART AT OR ABOVE 4500 AT KRIIS CHART: DELTA 1 MOA							
GLDHL (IAF)		UKCOR (TF) (FB) (RNP 1.00)		190.71 / 3.47				4000									
URSAA (IAF)		OTIZO (TF) (FB) (RNP 1.00)		008.36 / 9.12				3200									
KRIIS (IAF)		OFJEN (TF) (FB) (RNP 1.00)		257.94 / 4.69				4500									
UKCOR (IF)		WULSE (TF) (FB) (RNP 1.00)		190.79 / 3.15				4000									
WULSE		OKXAC (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CCW (CFNRF))/3.21				3200									
(SEE FORM 8260-10)																	
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																	
2. PROFILE STARTS AT JIRIG																	
3. FAC: <u>019.97</u> FAF: _____ DIST FAF TO MAP: _____ THLD: _____																	
4. MIN. ALT: <u>JIRIG 2200, HONUT 1600</u>																	
5. DIST TO THLD FROM OM: <u>3.48</u> MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																	
6. MIN GS INCPT: <u>1600</u> GS ALT AT: <u>HONUT 1600</u> OM: _____ MM: _____ IM: _____																	
7. GS ANGLE: <u>3.00</u> TCH: <u>55.9</u> # <u>34:1</u> IS CLEAR																	
8. MSA FROM: <u>RW02L 4500</u>																	
MINIMUMS																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT								ALTERNATE: N A		STANDARD							
CATEGORY =====>		A		B		C		D		E							
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA		
AUTHORIZATION REQUIRED																	
RNP 0.15 DA	798	4000	359	798	4000	359	798	4000	359	798	4000	359					
RNP 0.30 DA	851	4500	412	851	4500	412	851	4500	412	851	4500	412					
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C (0F) OR ABOVE 54C (130F). CHART SPEED ICON IN PLANVIEW AT KRIIS : MAX 210 KIAS. CHART PLANVIEW NOTE AT GLDHL, URSAA, KRIIS: (RNP 0.60). CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																	
CITY AND STATE				ELEVATION: 439 TDZE: 439				FACILITY IDENTIFIER: RNAV				PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:	
FAIRBANKS, AK				AIRPORT NAME:								RNAV (RNP) Z RWY 2L, AMDT 1				AMDT: ORIG-A	
				FAIRBANKS INTL												DATED 11/13/2014	

QUALITY
 4
 CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>	
COORDINATED WITH:					
ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>
OTHER (specify) <u>ZAN, FAI APP CON, FAI ATCT, AMGR, AK AERO</u>					
FLIGHT CHECKED BY <i>Digitally signed by</i>					
NAME: JAMES HAWLEY		ROBERT G HAMILTON Apr 26, 2017		FIFO FICO	DATE: 04/12/17
DEVELOPED BY <i>Digitally signed by</i>					
NAME: LUCAS MCCLOUD		LUCAS MCCLOUD Mar 13, 2017		FIFO AJV-5422	DATE: 03/13/2017
APPROVED BY					
NAME: JULIE A. MORGAN		<i>Digitally signed by</i> ROBERT G HAMILTON Apr 26, 2017		FIFO AJV-5420	DATE:
CHANGES:					
1. MAGVAR CHANGED FROM 21 EAST TO 18 EAST, ALL COURSES ADJUSTED. 2. ADDED ORIGINAL FIXES UKCOR, OTIZO, AND OFJEN AS NEW INTRMD FIXES WITH ALL SUBSEQUENT FIXES PRIOR TO FAF CHANGED TO INTRMD STEPDOWN FIXES. 3. WULSE TO OKXAC DISTANCE UPDATED FROM 3.20 TO 3.21 4. JIRIG TO HONUT CHANGED FROM RNP 0.80 TO 0.60, DIST FROM 2.15 TO 2.14 5. FAC / HONUT TO MAP UPDATED FROM 017.05 / 3.47 TO 019.97 / 3.48 6. MAP TO USAZY DIST UPDATED FROM 5.55 TO 5.75; USAZY TO ODIFU DIST UPDATED FROM 10.69 TO 10.68 7. ODIFU TO KRNLK COURSE UPDATED FROM 178.21 / 9.59 TO 181.43 / 9.69 8. REMOVED MA CG NOTES AND CG LINES OF MINIMA (REMOVED **RNP 0.30 DA WITH CLIMB GRADIENT) 9. TCH UPDATED FROM 58.3 (494.4 MSL) TO 55.9 (492 MSL) 10. MSA RAISED FROM 4400 TO 4500 11. RNP 0.15 LINE OF MINIMA UPDATED FROM 749/2400/310 TO 798/4000/359 12. RNP 0.30 LINE OF MINIMA UPDATED FROM 899/5000/460 TO 851/4500/412 13. UNCOMPENSATED BARO-VNAV MIN/MAX TEMP CHANGED FROM -15C (5F)/47C (117F) TO -18C (0F)/54C (130F) 14. DISTANCE TO THLD CHANGED FROM '310 HATH: 0.79 NM' TO '359 HAT: 0.96 NM.' (SEE FORM 8260-10)					
REASONS:					
1. 2020 EPOCH YEAR MAGVAR REQUEST 2. FPT/ATC/LEAD CARRIER REQUEST; INTERMEDIATE SEGMENTS LENGTHENED, COMPLIES WITH 8260.58, VOL 6, 1.9.2 3. FIXES WULSE AND OKXAC MOVED SLIGHTLY TO STABILIZE RF TURN 4,5. FPT/ATC/LEAD CARRIER REQUEST, FIX HONUT MOVED TO PROPERLY ALIGN PFAF/FAC/TCH 6,7. FIXES ODIFU AND USAZY MOVED SLIGHTLY TO STABILIZE RF TURN 8. SURVEYED TREES JUST AFTER DA / MA LOCATION MAKE USE OF MA CG IMPRACTICAL AND/OR EXCESSIVE (UNABLE TO OBTAIN 50FT OR 1/4 MI VIS REDUCTION) 9. RDH NO LONGER USED, 55.94 UTILIZED TO MATCH ILS RWY 2L PROCEDURE / CNA ILS TCH 10. UPDATED TERRAIN DB / AAO OBSTACLE 11,12,14. PER IPDS BUILD DUE TO SURVEYED OBSTACLES ON FINAL/MISSED (FPT APPROVED THESE NEW MINIMA) 13. BASED ON AFS 400 TEMPERATURE CALCULATOR WITH NEW NOAA YEARS DATA 15. FPT/ATC/LEAD CARRIER REQUEST (TIES TO STARS HRDNG TWO AND LIBER TWO) 16. RNP FROM JIRIG TO HONUT CHANGED FROM 0.80 TO 0.60 17. RE-CALCULATED FROM VIS CHECKER BASED ON NEW MINIMA / DATA. 18. 8260.19G, CH 8, 3B (SEE FORM 8260-10)					

QUALITY
 4
 CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.	
RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33					
TERMINAL ROUTES, (CONT.):					
FROM		TO	COURSE AND DISTANCE	ALTITUDE	
OKXAC		JIRIG (RF) (FB) (RNP 1.00)	(2.50 NM RADIUS CCW (CFNRFF))/4.25	2200	
OTIZO (IF)		JIRIG (TF) (FB) (RNP 1.00)	019.86 / 3.15	2200	
OFJEN (IF)		WERDU (TF) (FB) (RNP 1.00)	257.78 / 3.15	3800	
WERDU		JIRIG (RF) (FB) (RNP 1.00)	(2.45 NM RADIUS CW (CFPPR))/5.23	2200	
JIRIG		HONUT (TF) (FB) (RNP 0.60)	019.93 / 2.14	1600	
HONUT (FAF)		RW02L (MAP) (TF) (FO) (RNP 0.30)	019.97 / 3.48		
RW02L (MAP)		USAZY (TF) (FB) (RNP 1.00)	20.03 / 5.75		
USAZY		ODIFU (RF) (FB) (RNP 1.00)	(3.80 NM RADIUS CW (CFFMZ)) / 10.68		
ODIFU		KRNKL (TF) (FO) (RNP 1.00)	181.43 / 9.69	5000	
NOTES, (CONT.): CHART NOTE: RF AND GPS REQUIRED. CHART PLANVIEW NOTE AT WULSE, WERDU: MAX 210 KIAS UNTIL JIRIG. CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.15 ALL CATS VISIBILITY TO RVR 6000. CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.					
CITY AND STATE FAIRBANKS, AK		ELEVATION: 439 AIRPORT NAME: FAIRBANKS INTL	TDZE: 439	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 2L, AMDT 1
				SUP:	
				AMDT:	ORIG-A
				DATED:	11/13/2014

QUALITY
32
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
COORDINATED WITH: <div style="display: flex; justify-content: space-between;"> <div>ATA <input type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>AOPA <input type="checkbox"/></div> <div>NBAA <input type="checkbox"/></div> <div>OTHER (specify) <input type="checkbox"/> _____</div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME:	FIFO	DATE:
APPROVED BY		
NAME:	FIFO	DATE:
CHANGES: CHANGES CONT. 15. ADDED NOTES: CHART AT OR ABOVE 5000 AT URSAA, CHART AT OR ABOVE 4500 AT KRIIS, CHART SPEED ICON IN PLANVIEW AT KRIIS : MAX 210 KIAS. 16. CHART PLANVIEW NOTE AT GLDHL, URSAA, KRIIS CHANGED FROM RNP 0.80 TO RNP 0.60. 17. CHANGED ALS INOP NOTE RNP 0.15 ALL CATS VISIBILITY FROM 1 TO RVR 6000, REMOVED **RNP 0.30 INOP NOTE. 18. ADDED 'CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.' 19. ADDED 'CHART: DELTA 1 MOA'		
REASONS: REASONS CONT. 19. HOLDING PATTERN AT KRNL ENCOMPASSES THE DELTA 1 MOA. PDF EDITS: -9, ADDED MISSED APPROACH SEGMENT DATA FOR ALL MA SEGMENTS/COLUMNS -10, TERMINAL ROUTES, MOVED ALT OF 5000 FROM USAZY-ODIFU TO ODIFU-KRNL LEG 04/26/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/17/17. 1. -10, TERMINAL ROUTES, WERDU-JIRIG CHANGED FROM CCW TO CW		



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INITIAL: RNP 1.00	GLDHL	UKCOR	1. AAO	645236.00N/1480400.00W	2546 (3E)	1000	PR120 AC60 AT274	4000
			2. TERRAIN	645230.00N/1480406.00W	2336 (2300)		AS1500	3800
INITIAL: RNP 1.00	URSAA	OTIZO	3. AAO	643127.00N/1481154.00W	689 (3E)	1000	AC60 AT1451	3200
			4. TERRAIN	643236.00N/1481036.00W	483 (500)		AS1500	2000
INITIAL: RNP 1.00	KRIIS	OFJEN	5. AAO	643754.00N/1474912.00W	1063 (3E)	1000	AC60 AT2377	4500
			6. TERRAIN	643754.00N/1474912.00W	863 (900)		AS1500	2400
INTERMEDIATE: RNP 1.00	UKCOR	WULSE	7. AAO	645021.00N/1480718.00W	1907 (3E)	500	AC60 AT1533	4000
			8. TERRAIN	644754.00N/1481130.00W	1680 (1700)		AS1500	3200
INTERMEDIATE: STEPDOWN RNP 1.00	WULSE	OKXAC	9. AAO	644754.00N/1481130.00W	1880 (3E)	500	AC60 AT760	3200
			10. TERRAIN	644706.00N/1481412.00W	1438 (1400)		AS1500	2900
INTERMEDIATE: STEPDOWN RNP 1.00	OKXAC	JIRIG	11. AAO	644506.00N/1480354.00W	794 (3E)	500	AC60 AT846	2200
			12. TERRAIN	644454.00N/1480406.00W	522 (500)		AS1500	2000
INTERMEDIATE: RNP 1.00	OTIZO	JIRIG	13. AAO	644542.00N/1480300.00W	1063 (3E)	500	AC60 AT577	2200
			14. TERRAIN	644457.00N/1480436.00W	493 (500)		AS1500	2000
2. PROCEDURE TURN								
3. MISSED APPROACH	MAP: DA / DA	KRNKL	20. AAO	645509.00N/1474444.00W	1700 (2C)	ASC		5000
	ELEV: 532/526		21. TOWER (02-023110)	645519.82N/1473231.74W	1677 (5F)	1000	AC250	3000
			22. TERRAIN	645509.00N/1474444.00W	1500 (1500)		AS1500	3000
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL				
CATEGORY B	1.5 NM		450					
CATEGORY C	1.7 NM		450					
CATEGORY D	2.3 NM		550					
CATEGORY E	4.5 NM		550					
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAIID: RW02L							
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
360-360	AAO	332/25.3	3393 (4E)	4500				
CITY AND STATE	ELEVATION: 439		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
FAIRBANKS, AK	AIRPORT NAME: FAIRBANKS INTL		RNAV		RNAV (RNP) Z RWY 2L, AMDT 1		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - RNP PROCEDURE. THRESHOLD DISPLACED 750 FEET. PRECIPITOUS TERRAIN EVALUATION COMPLETED. VGSI DATA: 3.00/73.4 VEGETATION HEIGHT: 60 FT. BACKUP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES. FULL YEAR 2016 TEMP DATA NOT AVAILABLE IN NOAA (DEC MISSING). CRITICAL TEMPERATURES: CRITICAL LOW :-18C (0F) CRITICAL HIGH :+54C (+130F) ACT :-41C APT ISA :+14.13C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2011-2015). CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA. DESCENT RATE (FPM): STANDARD TEMP 960 HIGH TEMP 1120. TERMINAL ROUTE TURN COMPUTATIONS: RF TURN DATA: TURN FIX : WULSE-OKXAC ALT : 4000 KIAS : 210 KTAS : 229 HAA : 3561 VKTW : 55 TR : 3.21 BA : 25 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFNRFF)/2.5 NM RF TURN DATA: TURN FIX : OKXAC-JIRIG ALT : 3200 KIAS : 210 KTAS : 226 HAA : 2761 VKTW : 53 TR : 4.25 BA : 24 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFNRFF)/2.5 NM TF TURN DATA: TURN FIX : OTIZO-JIRIG ALT : 3200 KIAS : 250 KTAS : 269 HAA : 2761 VKTW : 53 TR : BA : 18 DTA : CONT.																							
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE															3. ALTIMETER SETTING													
FAI APP CON FAI TOWER ZAN ARTCC							N W S		OTHER: ASOS											SOURCE:PAFA													
							F A A													DISTANCE:													
							A / C													HOURS REMOTE OPERATION: 0/YES													
SATISFACTORY ON:																				LOCATION: PAFA					ADJUSTMENT: 0								
4. MONITOR STATUS		X		V H F		X		U H F														H F											
		PRIMARY NAVAID:																															
		MONITOR POINT:																															
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 02L																													
				(S) SALS																													
		X		MALSR 20R																													
		X		HIRL 02L, 20R																													
		X		MIRL 02R, 20L																													
		X		REIL 20L																													
		X		TDZ 02L																													
		X		C/L 02L, 20R																													
		X		OTHER (SPECIFY) PAPI-4L 02L, 02R, 20L, 20R																													
6. RUNWAY MARKINGS			BASIC																														
			ALL WEATHER PIR-G 02L, 20R																														
			INSTRUMENT																														
7. RUNWAY VISUAL RANGE			APPROACH 02L, 20R																														
			MIDFIELD 02L, 20R																														
			ROLL OUT 02L, 20R																														
8. GLIDE PATH			GP ANGLE: 3.00										ELEV RWY THRESHOLD:436.1																				
			DISTANCE FROM RWY:										ELEV GP ANTENNA:																				
													THRESHOLD CROSSING HEIGHT:55.9																				
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD										FT. FROM THRESHOLD																
					X		ON CENTERLINE										FT. FROM CENTERLINE																
10. WAIVERS: NONE																																	
PART D - PREPARED BY: JULIE A. MORGAN (LUCAS MCCLOUD)															DATE: 02/01/2017																		
TITLE: AERONAUTICAL INFORMATION SPECIALIST															OFFICE: AJV-5422																		



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
INTERMEDIATE: RNP 1.00	OFJEN	WERDU	5. AAO	643754.00N/1474912.00W	1063 (3E)	500	AC60 AT2177	3800
			15. TERRAIN	643833.00N/1475300.00W	466 (500)		AS1500	2000
INTERMEDIATE: STEPDOWN RNP 1.00	WERDU	JIRIG	13. AAO	644542.00N/1480300.00W	1063 (3E)	1000	AC60	2200
			12. TERRAIN	644454.00N/1480406.00W	522 (500)		AS1500	2000
INTERMEDIATE: STEPDOWN RNP 0.60	JIRIG	HONUT	16. AAO	644604.41N/1480030.00W	820 (2C)	500	AC20	1400
			17. TERRAIN	644604.41N/1480030.00W	620 (600)		AS1000	1600
FINAL: RNP 0.15	HONUT	RW02L	18. TREE (PFAIT000622)	644740.77N/1475412.33W	525 (1A)	21.95:1	AC3 MA54	798/359
FINAL: RNP 0.30	HONUT	RW02L	19. TREE (PFAIT000632)	644735.44N/1475417.69W	535 (1A)	21.93:1	AC3 MA36	851/412
MISSED APPROACH (RNP 0.15-1.00)	DA	RW02L (40:1)	18. TREE (PFAIT000622)	644740.77N/1475412.33W	525 (1A)	ASC	AC3	
MISSED APPROACH (RNP 0.30-1.00)	DA	RW02L (40:1)	19. TREE (PFAIT000632)	644735.44N/1475417.69W	535 (1A)	ASC	AC3	
MISSED APPROACH (RNP 0.15-1.00)	RW02L	USAZY (40:1)				ASC		
3. MISSED APPROACH	MAP:							
	ELEV:							
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.						
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL				
CATEGORY B	1.5 NM		450					
CATEGORY C	1.7 NM		450					
CATEGORY D	2.3 NM		550					
CATEGORY E	4.5 NM		550					
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID:							
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)
CITY AND STATE	ELEVATION: 439		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
FAIRBANKS, AK	AIRPORT NAME: FAIRBANKS INTL		RNAV		RNAV (RNP) Z RWY 2L, AMDT 1		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. COURSE CHANGE : 11.5 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : RF TURN DATA: TURN FIX : WERDU-JIRIG ALT : 3442 KIAS : 210 KTAS : 227 HAA : 3003 VKTW : 54 TR : 5.23 BA : 25 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFPPR)/2.45 NM MISSED APPROACH TURN COMPUTATIONS: RF TURN DATA: TURN FIX : USAZY-ODIFU ALT : 5000 KIAS : 265 KTAS : 293 HAA : 4561 VKTW : 57 TR : 10.68 BA : 25 DTA : COURSE CHANGE : DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFFMZ)/3.8 NM SEE ATTACHED AIRSPACE LETTER. DATA OBTAINED FROM 8260.58 RF BANK ANGLE CALC. VEB DATA NOT REQUIRED, INTERMEDIATE ROC EXCEEDS VEB ROC. AUTHORIZATION REQUIRED (AR), FAAO 8260.58 CRITERIA USED; IPDS USED FOR PROCEDURE EVALUATION. IAW 8260.58 VOL 4, PARA 4.0B, USED RNP MISSED APPROACH TO ALLOW FOR RF TURN. PROCEDURE FIXES KRIIS & URSAA CONNECTED TO STARS. ALTITUDE AT INITIAL FIXES KRIIS AND URSAA AND SPEED RESTRICTION OF 210K AT KRIIS CHARTED PER ATC/FPT REQUEST TO MATCH STARS. RNP 0.15: OCS SLOPE = 21.95:1, ORIGIN = 2717 FT RNP 0.30: OCS SLOPE = 21.93:1, ORIGIN = 3864 FT 210 KIAS MAX USED IN INTERMEDIATE RF SEGMENTS (WERDU-JIRIG, WULSE-JIRIG) TO MAINTAIN LESS THAN 25 DEGREE BANK ANGLE PER LEAD CARRIER/FPT. PROCEDURAL TCH 55.94 UTILIZED TO MATCH ILS RWY 2L PROCEDURE / CNA ILS TCH. PAFA APP CONTROL CURRENTLY OWNS SURFACE TO 7000. OBS #1, 3, 5, 7, 9, 11, 13 AAO IPDS DERIVED ACCURACY	
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING					
SATISFACTORY ON:				N W S	OTHER:	SOURCE:					
				F A A		DISTANCE:					
				A / C		HOURS REMOTE OPERATION:					
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS	PRIMARY NAVAID:										
	MONITOR POINT:										
	HRS	CAT 1									
	OPTN:	CAT 3									
5. APPROACH & RUNWAY LIGHTING	ALS										
	(S) SALS										
	MALS										
	HIRL										
	MIRL										
	REIL										
	TDZ										
	C/LINE										
	OTHER (SPECIFY)										
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:						DATE:					
TITLE:						OFFICE:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
MISSED APPROACH		RW02L	USAZY				ASC		
(RNP 0.30-1.00)			(40:1)						
MISSED APPROACH		USAZY	ODIFU				ASC		
(RNP 0.15-1.00)			(40:1)						
MISSED APPROACH		USAZY	ODIFU				ASC		
(RNP 0.30-1.00)			(40:1)						
MISSED APPROACH		ODIFU	KRNKL				ASC		
(RNP 0.15-1.00)			(40:1)						
MISSED APPROACH		ODIFU	KRNKL				ASC		
(RNP 0.30-1.00)			(40:1)						
3. MISSED APPROACH	MAP:								
	ELEV:								
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL					
CATEGORY B	1.5 NM		450						
CATEGORY C	1.7 NM		450						
CATEGORY D	2.3 NM		550						
CATEGORY E	4.5 NM		550						
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAID:					
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
CITY AND STATE		ELEVATION: 439		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
FAIRBANKS, AK		AIRPORT NAME: FAIRBANKS INTL		RNAV		RNAV (RNP) Z RWY 2L, AMDT 1		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
								DISTANCE:			
								HOURS REMOTE OPERATION:			
					F A A						
								A / C			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING											
		ALS									
		(S) SALS									
		MALS									
		HIRL									
		MIRL									
		REIL									
		TDZ									
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
		APPROACH									
		MIDFIELD									
		ROLL OUT									
		8. GLIDE PATH				GP ANGLE:				ELEV RWY THRESHOLD:	
						DISTANCE FROM RWY:				ELEV GP ANTENNA:	
								THRESHOLD CROSSING HEIGHT:			
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:						DATE:					
TITLE:						OFFICE:					