


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 07/10/2014	Task #: 201407102545010A006	Request #: 20140710254501
Procedure: RNAV (RNP) Z RWY 20R AMDT 1			Airport ID: PAFA	Airport: FAIRBANKS INTL		Reimbursable #: NO
City: FAIRBANKS	ST: AK	GPS #:	Estimated Chart Date: 04/27/2017		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: Heidi Snider		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	08/25/2016					
QA:						
Liaison:						
Procedure Comments:			Remark Type: INFORMATION			
<p>PROCEDURE MAG VAR: OLD 21E - NEW 18E</p> <p>CANCELS NOTAM 6/6763.</p> <p>CONTACT: JULIE MORGAN, 405-954-8568 - DANNY OLSON 405-954-3255; AJV-5420.</p>						

RNAV (RNP) Z RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

MALSR

ROUTING TO CIGNI
(not to scale)
(IAF)
MUSHR
(RNP 0.30)

SEE INSET FOR ROUTING TO CIGNI

ROUTING TO CIGNI
(not to scale)
(IF)
TRPLN
(L 8)
(330°)
(047°)
(173°)
(155°)
(4.5)

MSA RW20R 2.5 NM
4500

DELTA 1 MOA

Waypoints and Data:

- BOSGE**: 2120, 200° (218°T), 14.0 NM
- RW20R**: 517, 200° (218°T), 16.7
- WUNDU**: 2200, 200° (218°T), 1727, 1677
- JOGUP**: 1151±A, (FAF), 736, 200° (218°T), 3.8
- WAKUK**: 1239, 2200, 180K until WUNDU, 4200, 2.5
- YIPUT**: 5000, 026° (044°T), 2.5, (IF), 1.8
- MINRR**: 6500, 210K, 5000, (RNP 0.30), 025° (043°T), 1.8
- ROAD**: 6500, 210K, 5000, (RNP 0.30), 336, 135, 1.8
- IMHID**: 180K until WUNDU, 4200, 339° (357°T), 3.5
- JUSIV**: 336, 135, 1.8
- TRPLN**: 3300, 300, 1.8
- CIGNI**: 173, 155, 4.5

Other Data:

- AKIKE**: 430, 128, 110, 4 NM
- KRNKL**: 430, 128, 110, 4 NM

PROTOTYPE-NOT
FOR NAVIGATION

The diagram illustrates the layout of Runway 20L and its associated taxiways. Runway 20L is a 2000' x 75' strip oriented at 200° to RW20R. Taxiway A (A5) is 400' x 150', Taxiway B (B5) is 1800' x 150', and Taxiway C (C5) is 650' x 100'. A caution area for seaplane landing is marked near Taxiway A. The diagram also shows the location of Tower 540 and the proximity to Runway 20R. A legend identifies the Runway 20L, Taxiway 2L, Taxiway 2R-20L, and Taxiway 2L-20R.

FAIRBANKS, ALASKA

AL-1234 (FAA)

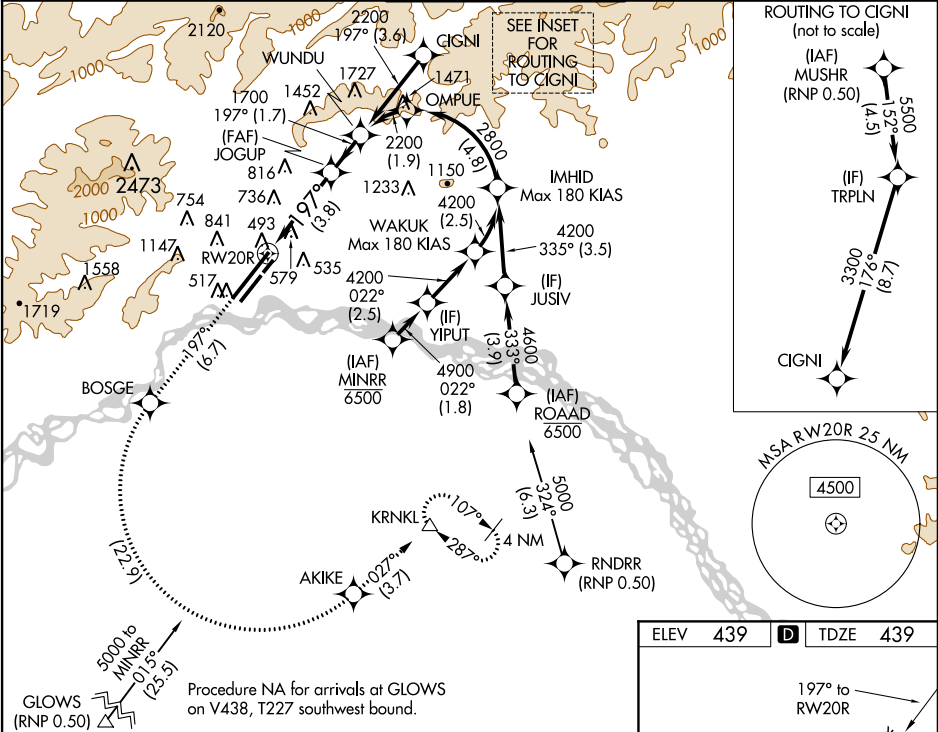
16147

APP CRS	Rwy ldg	11050
197°	TDZE	439
	Apt Elev	439

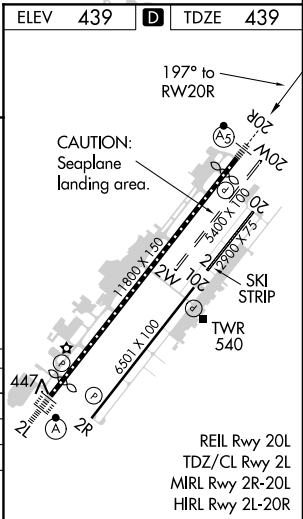
RNAV (RNP) Z RWY 20R
FAIRBANKS INTL (FAI) (PAFA)

<p>For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). RF required. GPS required. For inoperative MALSRR, increase RNP 0.10 all Cts visibility to ½. For inoperative MALSRR, increase RNP 0.22 all Cts visibility to 1½. For inoperative MALSRR, increase RNP 0.30 all Cts visibility to 1½.</p>	<p>MALSRR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 4000 on track 197° to BOSGE then left turn to AKIKE then on track 027° to KRNL and hold.</p>
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ATIS	FAIRBANKS APP CON	FAIRBANKS TOWER	GND CON	CLNC DEL
124.4	125.35 363.2	118.3 257.8	121.9	127.6



4000	↑	ir 197°	BOSGE	AKIKE	ir 027°	KRNL	See planview for multiple IF locations.	WUNDU
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).								JOGUP
RW20R								1700
3.8 NM								1.7 NM
CATEGORY	A	B	C	D				
RNP 0.10 DA	724/24		285 (300-½)					
RNP 0.22 DA	800/40		361 (400-¾)					
RNP 0.30 DA	924/60		485 (500-1¼)					
AUTHORIZATION REQUIRED								



FAIRBANKS, ALASKA
Orig-A 13NOV14

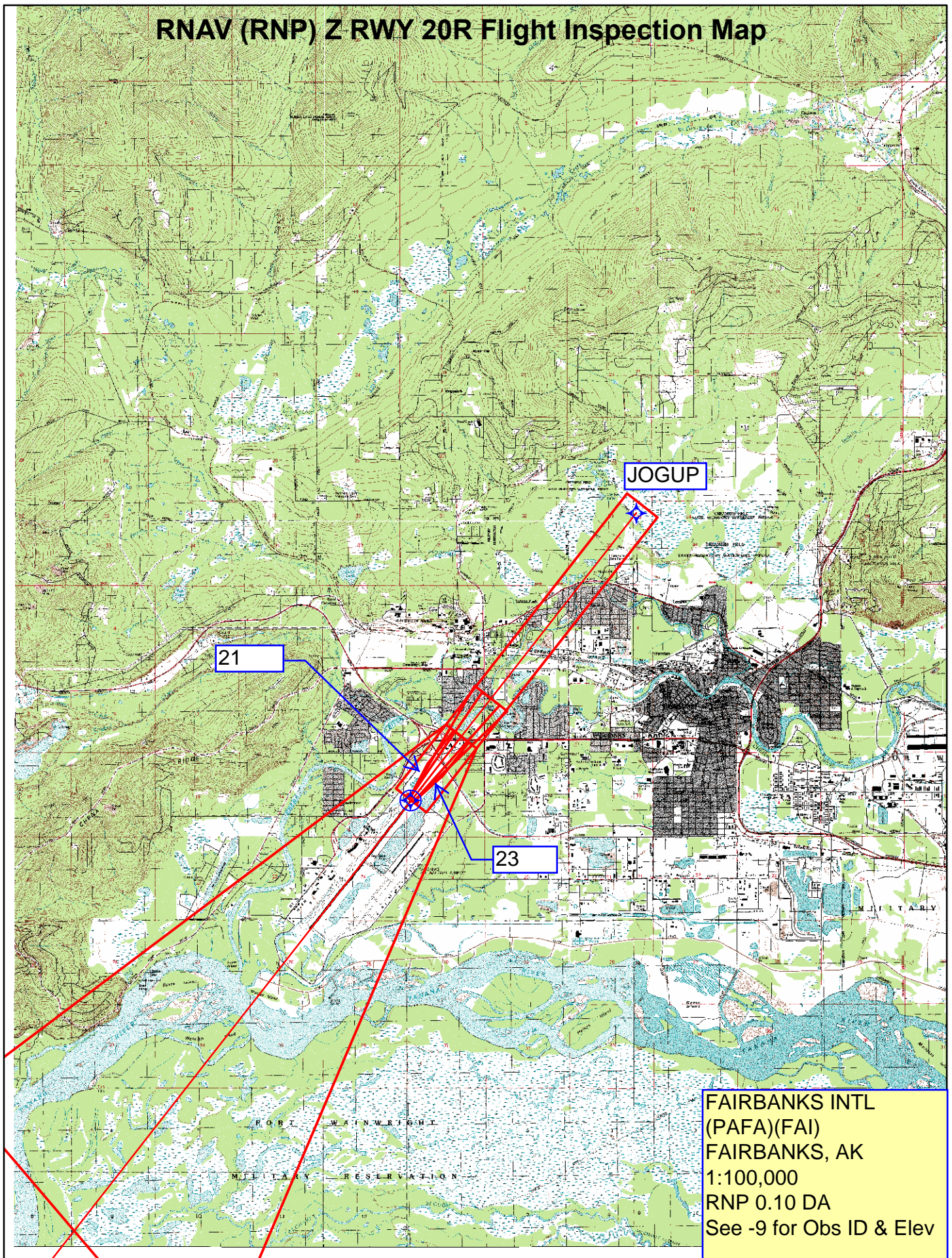
64°49'N-147°51'W

FAIRBANKS INTL (FAI) (PAFA)
RNAV (RNP) Z RWY 20R

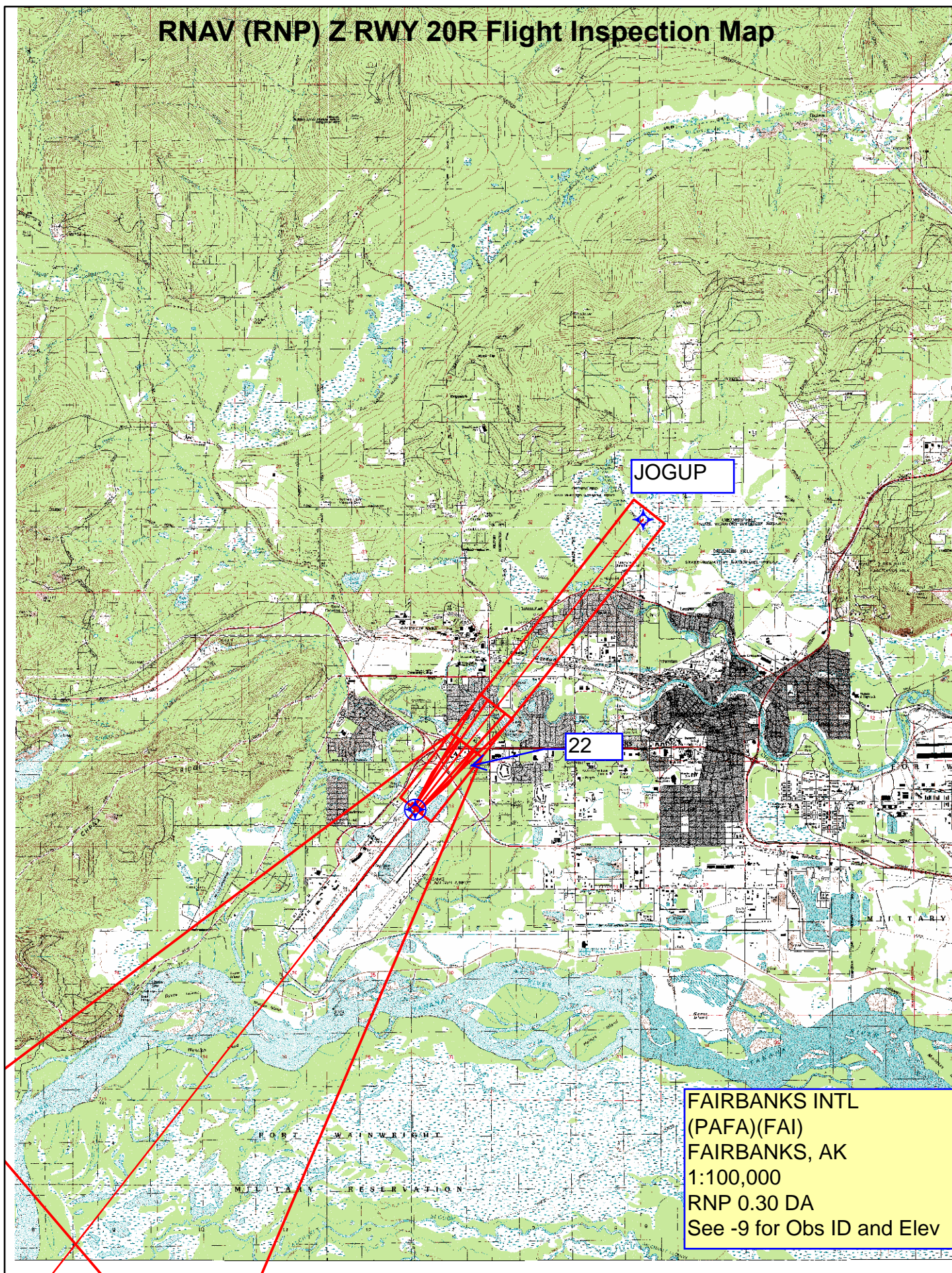
AK, 05 JAN 2017 to 02 MAR 2017

AK, 05 JAN 2017 to 02 MAR 2017

RNAV (RNP) Z RWY 20R Flight Inspection Map



RNAV (RNP) Z RWY 20R Flight Inspection Map



FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
MUSHR
See -9 for Obs ID & Elev

AAO 784'
MISSED HOLDING

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
MUSHR
See -9 for Obs ID & Elev

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
MINRR
See -9 for Obs ID & Elev

RESTRICTED R-2211

CAUTION: SALLY VFR Checkpoint for Fighter traffic entering VFR pattern at 2500 MSL at 300 Kts.

AAO 784 MISSED HOLDING

SEE TWR FREQ TAB

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
MINRR
See -9 for Obs ID & Elev

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
ROAAD
See -9 for Obs ID & Elev

AAO 784
MISSED HOLDING

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
1:500,000
RNP 0.30 DA
ROAAD
See -9 for Obs ID & Elev

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **FAIRANKS**

STATE: **AK**

AIRPORT NAME: **FAIRBANKS INTL**

ID: **PAFA**

PROCEDURE: **RNAV (RNP) Z RWY 20R**

AMDT: **1**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from	<u>THLD</u>	to 1000' point	<u>7.32</u>
(Enter THLD, FAF, ARP, FACILITY, as appropriate)			
2. Width of	<u>INTERMEDIATE</u>	segment at 1000' point	<u>1.20</u>
(Enter appropriate segment, final, intermediate, etc.)			
3. True Course of	<u>INTERMEDIATE</u>	segment containing 1000' point	<u>218.28</u>
4. High Terrain in	<u>INTERMEDIATE</u>	segment containing 1000' point	<u>1405</u>
5. Distance from	<u>THLD</u>	to 1500' point	<u>8.32</u>
(If 1500' point in PT maneuvering area or holding pattern note in remarks)			
6. Width of	<u>INTERMEDIATE</u>	segment at 1500' point	<u>1.20</u>
7. True Course of	<u>INTERMEDIATE</u>	segment containing 1500' point	<u>218.28</u>
8. High Terrain in	<u>INTERMEDIATE</u>	segment containing 1500' point	<u>1405</u>
9. Threshold Coordinates (if straight-in) ...	<u>*644935.10N / 1475031.82W</u>		
10. ARP Coordinates	<u>644854.40N / 1475123.20W</u>		
11. Runway Approach End and distance furthest from ARP	RWY	<u>2L</u>	
	Distance	<u>1.07</u>	NM
12. FAF Coordinates	<u>645233.17N / 1474503.42W</u>		

REMARKS: Approach/Drawing attached.

* RWY 20R THRESHOLD DISPLACED 750 FT.

PAFA APP CONTROL CURRENTLY OWNS SURFACE TO 7000.

INTERMEDIATE STEPDOWN: WUNDU TO FAF. WUNDU 645353.12N/1474235.47W

ADDITIONAL 1500 FT POINT INFORMATION ON PAGE 2.

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: FAIRBANKS

STATE: AK

AIRPORT NAME: FAIRBANKS INTL

ID: PAFA

PROCEDURE: RNAV (RNP) Z RWY 20R

AMDT: 1

DOCKET # : NOT REQUIRED

(96-AXX-X/Required/Not Required)

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.

1. Distance from	THLD	to 1000' point	7.32
(Enter THLD, FAF, ARP, FACILITY, as appropriate)			
2. Width of	INTERMEDIATE	segment at 1000' point	2.00
(Enter appropriate segment , final, intermediate, etc.)			
3. True Course of	INTERMEDIATE	segment containing 1000' point	\$
4. High Terrain in	INTERMEDIATE	segment containing 1000' point	1405
5. Distance from	THLD	to 1500' point	8.32
(If 1500' point in PT maneuvering area or holding pattern note in remarks)			
6. Width of	INTERMEDIATE	segment at 1500' point	2.00
7. True Course of	INTERMEDIATE	segment containing 1500' point	\$
8. High Terrain in	INTERMEDIATE	segment containing 1500' point	1405
9. Threshold Coordinates (if straight-in) ...	* 644935.10N	/	1475031.82W
10. ARP Coordinates	644854.40N	/	1475123.20W
11. Runway Approach End and distance furthest from ARP.....	RWY	2L	
	Distance	1.07	NM
12. FAF Coordinates	645233.17N	/	1474503.42W
(Click to Select)			

REMARKS: * RWY 20R THRESHOLD DISPLACED 750 FT.
PAFA APP CONTROL CURRENTLY OWNS SURFACE TO 7000.
INTERMEDIATE STEPDOWN: RF SEGMENT IMHID TO OMPUE
& RF FLT TRACK RADIUS 3.0 NM CENTERED ON CFFWT. CFFWT 645148.79N/1473758.12W

FAIRBANKS INTL
(PAFA)(FAI)
FAIRBANKS, AK
RF TURN AIRSPACE MAP

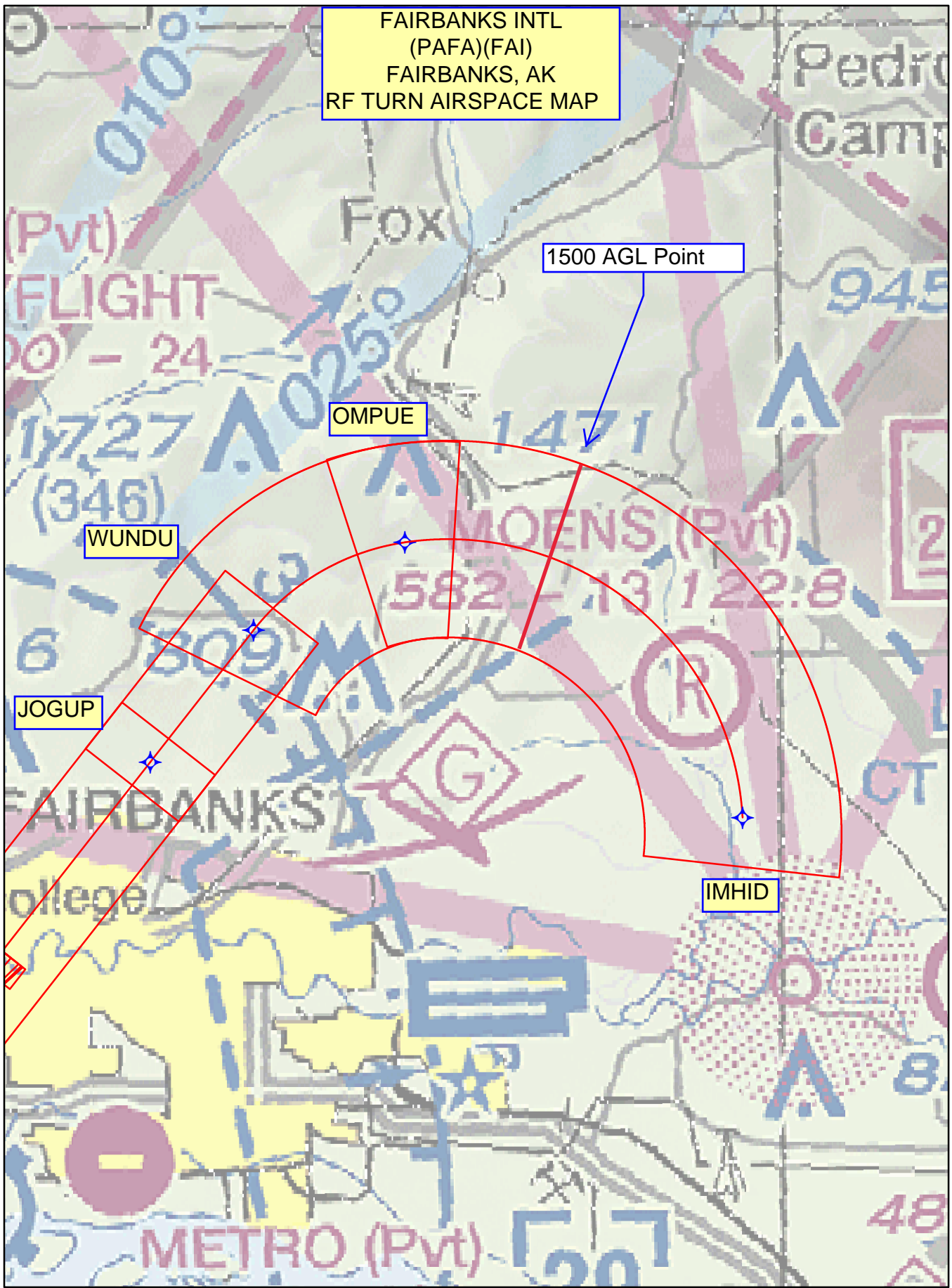
1500 AGL Point

OMPUE

WUNDU

JOGUP

IMHID



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CATEGORICAL EXCLUSION DECLARATION**

Fairbanks International Airport

**RNAV (RNP) Z Runway 02L AMDT 1
RNAV (RNP) Z Runway 20R AMDT 1**

Description of Action:

The FAA is proposing to amend the Area Navigation (RNAV) Required Navigation Performance (RNP) Z Runway (RWY) 02L and RNAV (RNP) RWY 20R approach procedures to Fairbanks International Airport (PAFA) in Fairbanks, Alaska.

For the RNAV (RNP) Z RWY 02L AMDT 1, criteria changes require that the initial leg not be greater than 15 miles in length; waypoints will be moved westward to reduce the leg lengths. The RNP values will be reduced. For the RNAV (RNP) Z RWY 20R AMDT 1, fixes are being moved westward due to terrain. Ground tracks remain essentially the same and altitudes do not change.

The Aviation Environmental Screening Tool Lateral Movement Test (LAT) was used to conduct a noise prescreening evaluation. The results of the LAT test indicated that potential noise impacts are not expected due to the lateral movement of the fixes further noise screening is not required.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

Basis for this Determination:

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

5-6.5.i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.