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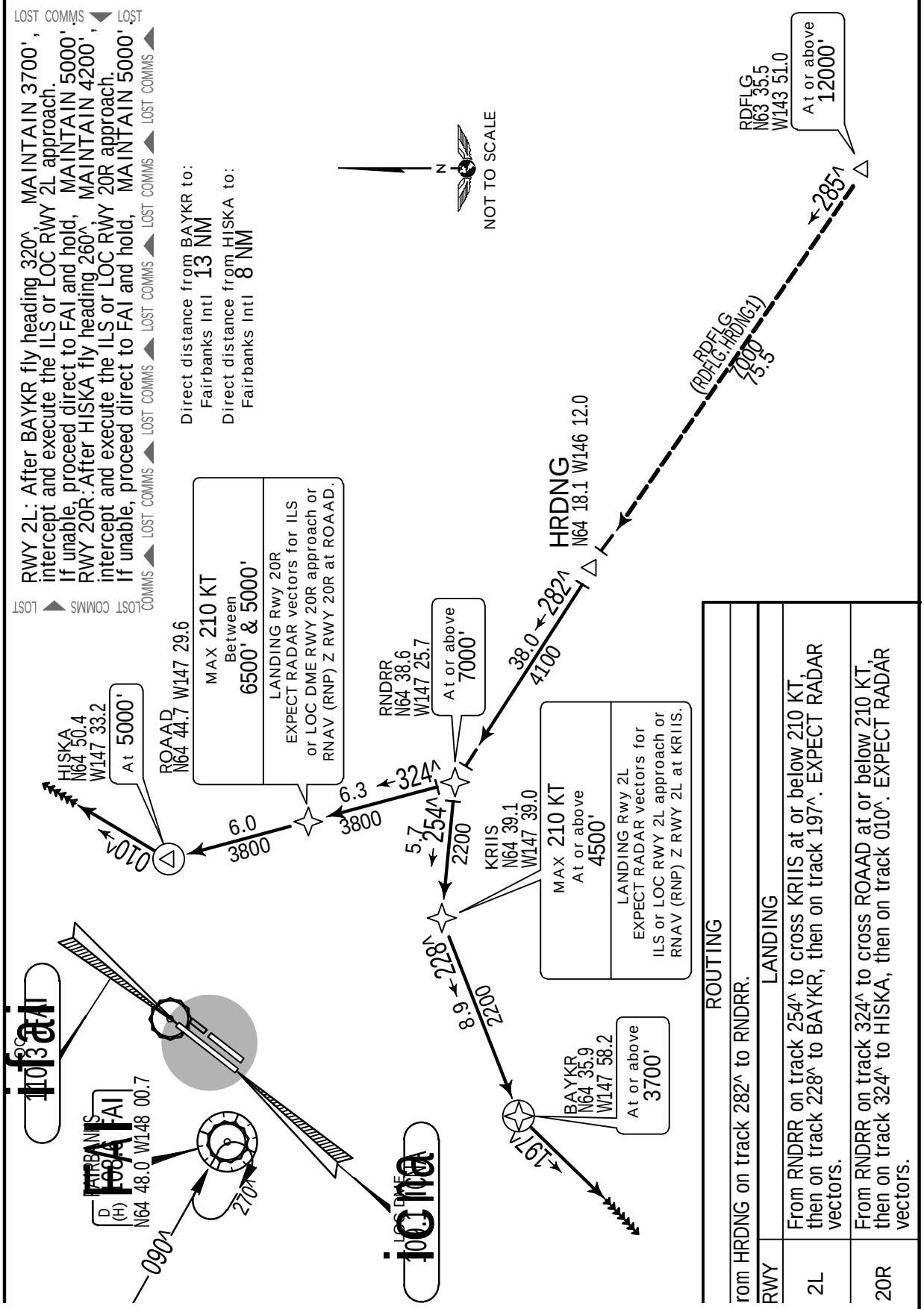
PAFA/FAI
FAIRBANKS INTL

FAIRBANKS, ALASKA
.RNAV.STAR.

ATIS	Apt Elev	
124.4	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 RDFLG at or below 17000' when DELTA ATCAA is active.

HRDNG ONE RNAV ARRIVAL (HRDNG.HRDNG1)



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PAFA/FAI FAIRBANKS, ALASKA

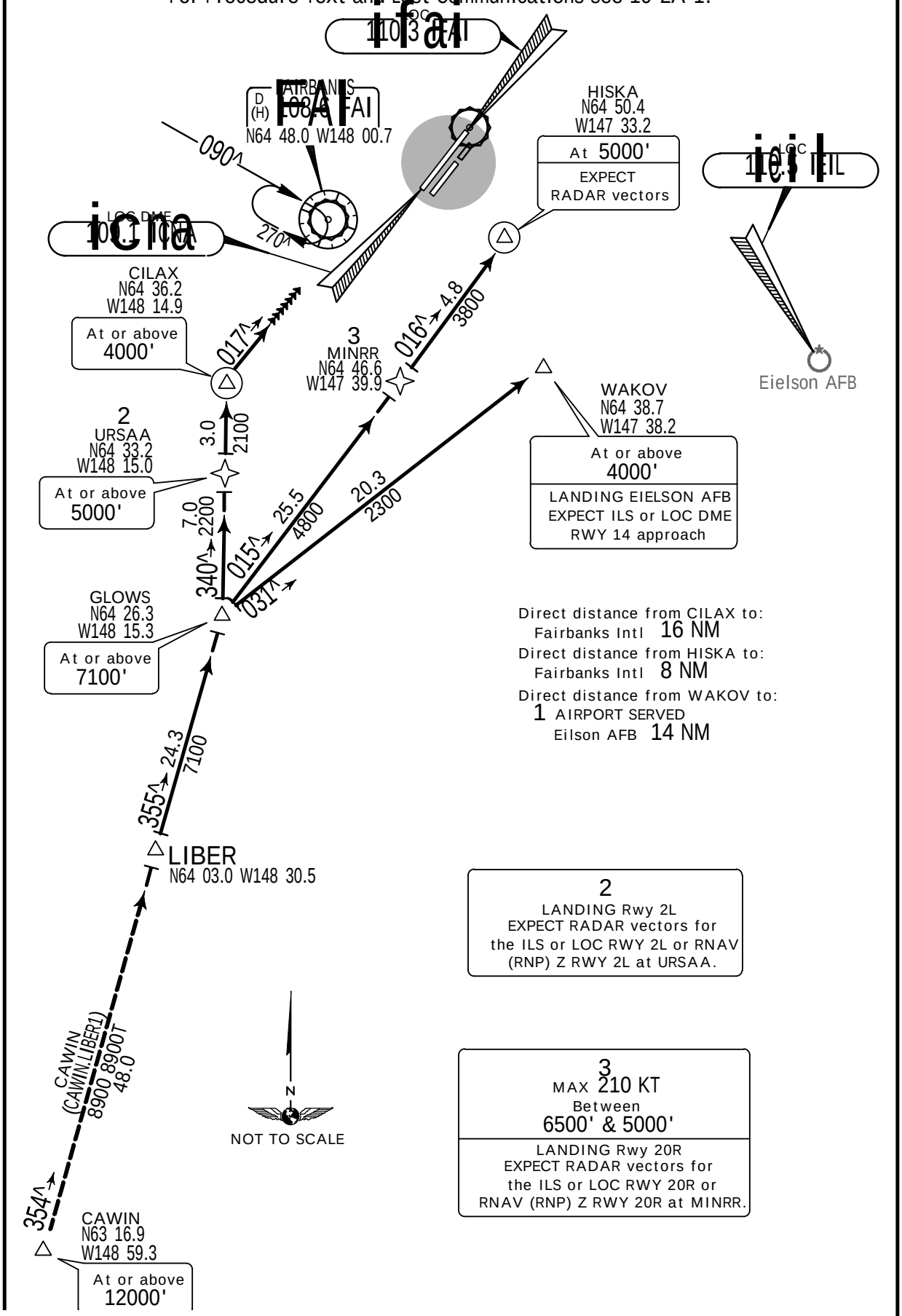
FAIRBANKS INTL

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

ATIS	Apt Elev	
124.4	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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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 HISKA 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 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 HISKA. EXPECT RADAR vectors.
RWY	LANDING EIELSON AFB

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PAFA/FAI FAIRBANKS, ALASKA

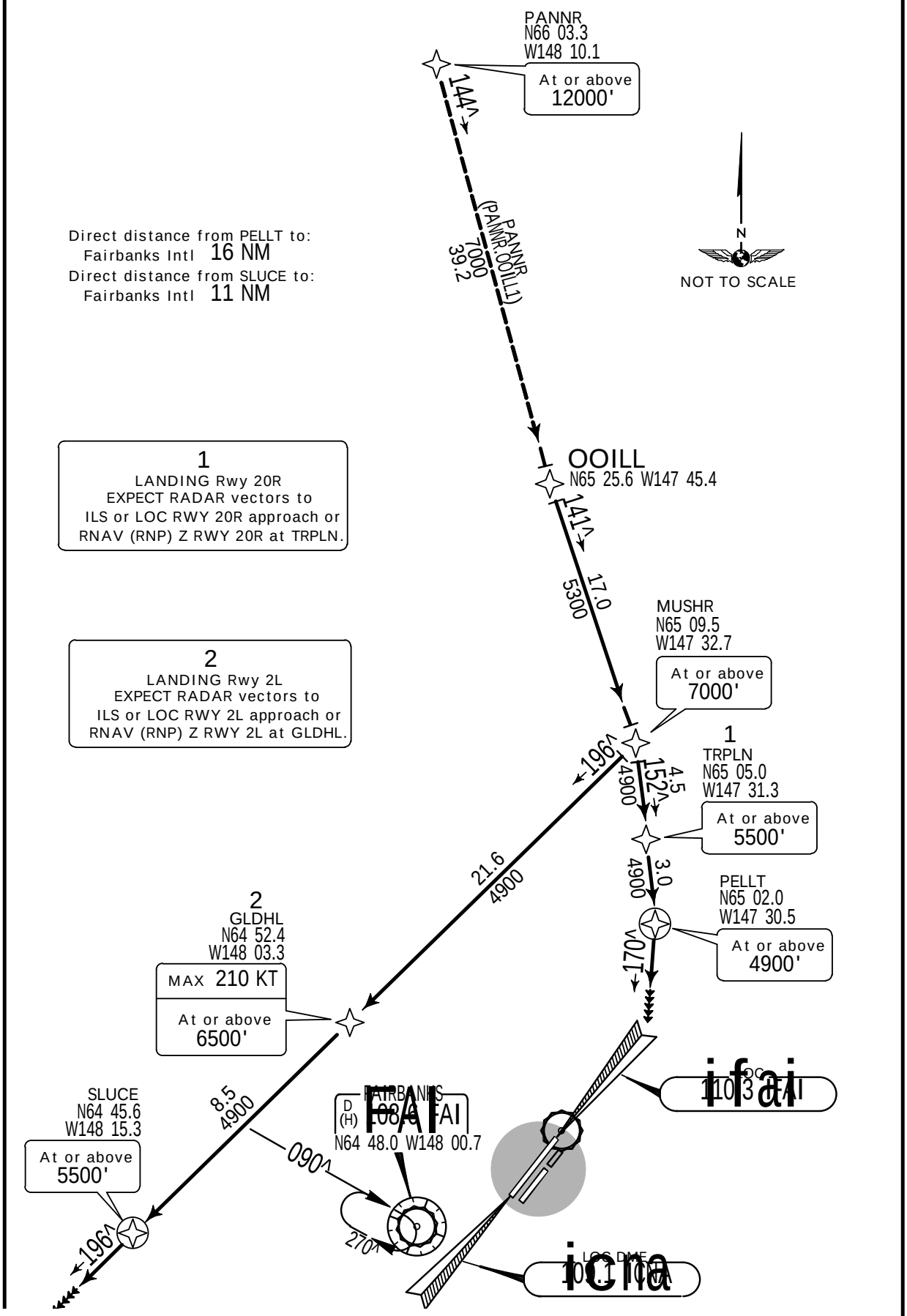
FAIRBANKS INTL

JEPPESEN 14 SEP 12 10-2B .Eff.20.Sep. .RNAV.STAR.

ATIS	Apt Elev	
124.4	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.

OOILL ONE RNAV ARRIVAL (OOILL.OOILL1)

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



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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 ▲ 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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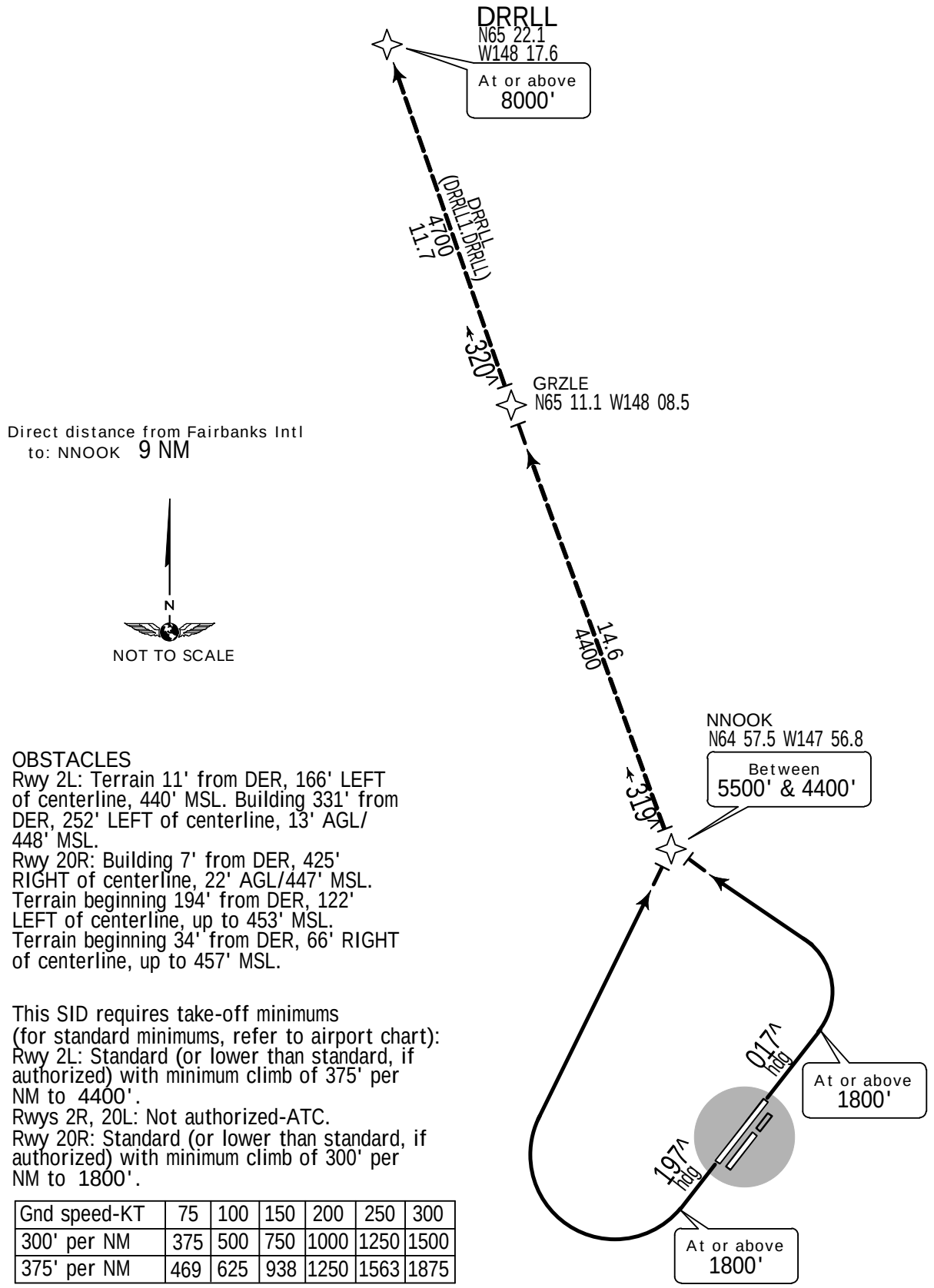
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 14 SEP 12 (10-3) .Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.SID.

FAIRBANKS Departure (R) 360^-179^	180^-359^	Apt Elev	Trans level: FL180 Trans alt: 18000'
126.5	125.35	439'	1. GPS required. 2. RNAV 1.

DRRLL ONE RNAV DEPARTURE (DRRLL1.DRRLL)



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 4400'.
Rwys 2R, 20L: Not authorized-ATC.
Rwy 20R: Standard (or lower than standard, if authorized) with minimum climb of 300' per NM to 1800'.

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 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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PAFA/FAI
FAIRBANKS INTL

JEPPESEN 14 SEP 12 (10-3A) .Eff.20.Sep.

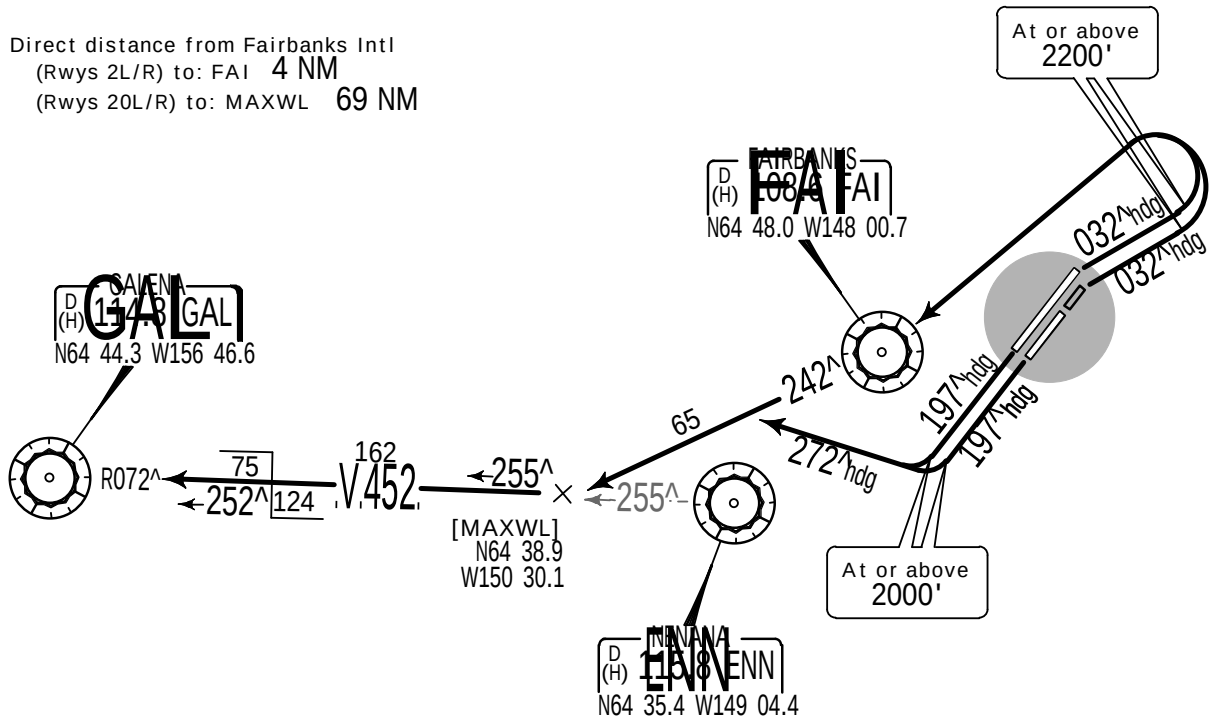
FAIRBANKS, ALASKA
.SID.

FAIRBANKS Departure (R) 360^-179^	180^-359^	Apt Elev	Trans level: FL180	Trans alt: 18000'
126.5	125.35	439'		

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.

N
NOT TO SCALE

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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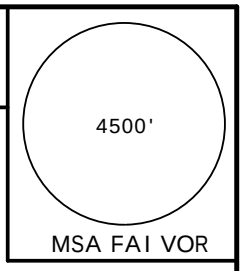
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 14 SEP 12 (10-3B) .Eff.20.Sep.

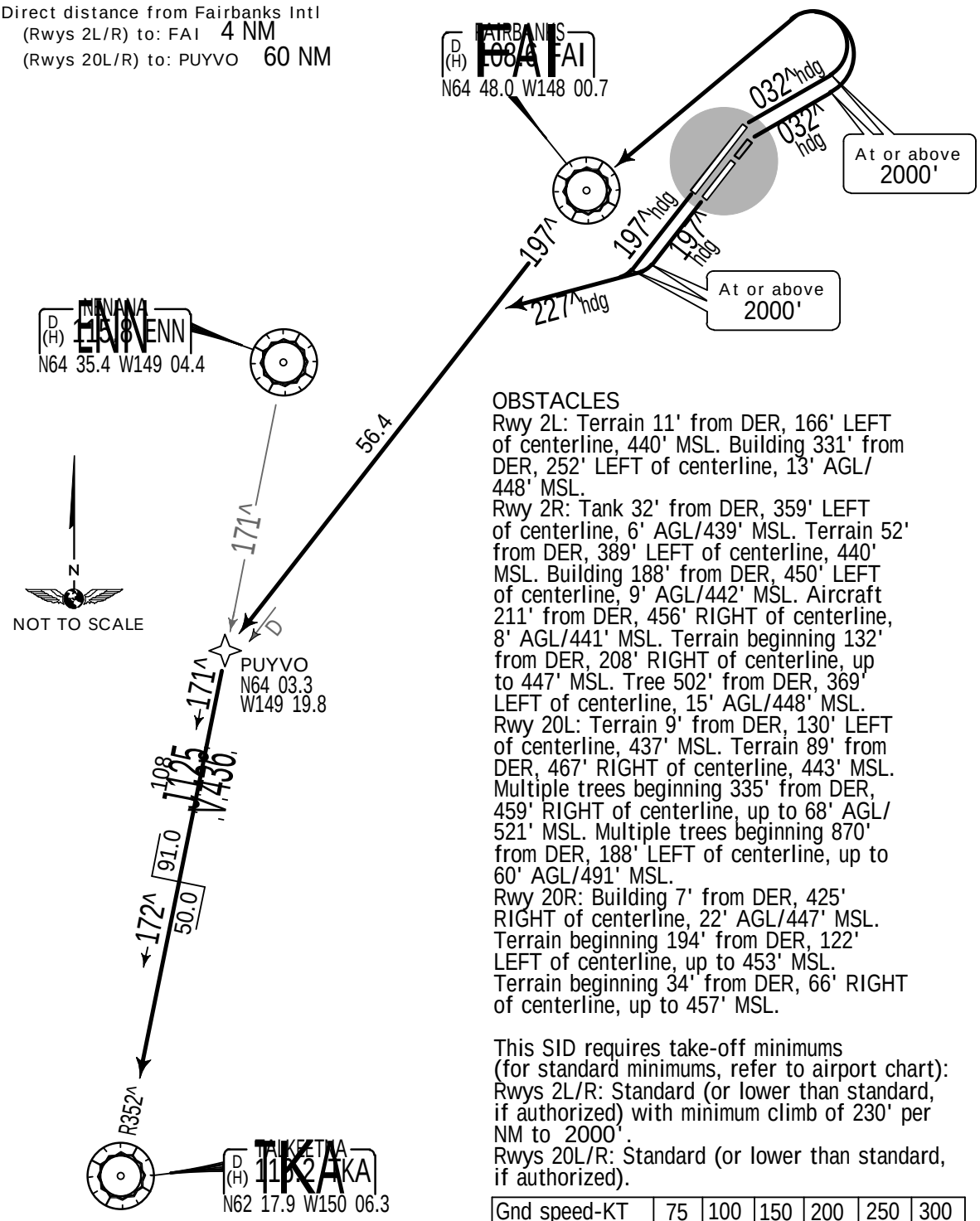
FAIRBANKS, ALASKA
.SID.

FAIRBANKS Departure (R) 360^-179^	180^-359^	Apt Elev	Trans level: FL180	Trans alt: 18000'
126.5	125.35	439'		

McKINLEY NINE DEPARTURE (MKNLY9.TKA)



Direct distance from Fairbanks Intl
(Rwys 2L/R) to: FAI 4 NM
(Rwys 20L/R) to: PUYVO 60 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 minimum climb of 230' per NM to 2000'.
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 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,

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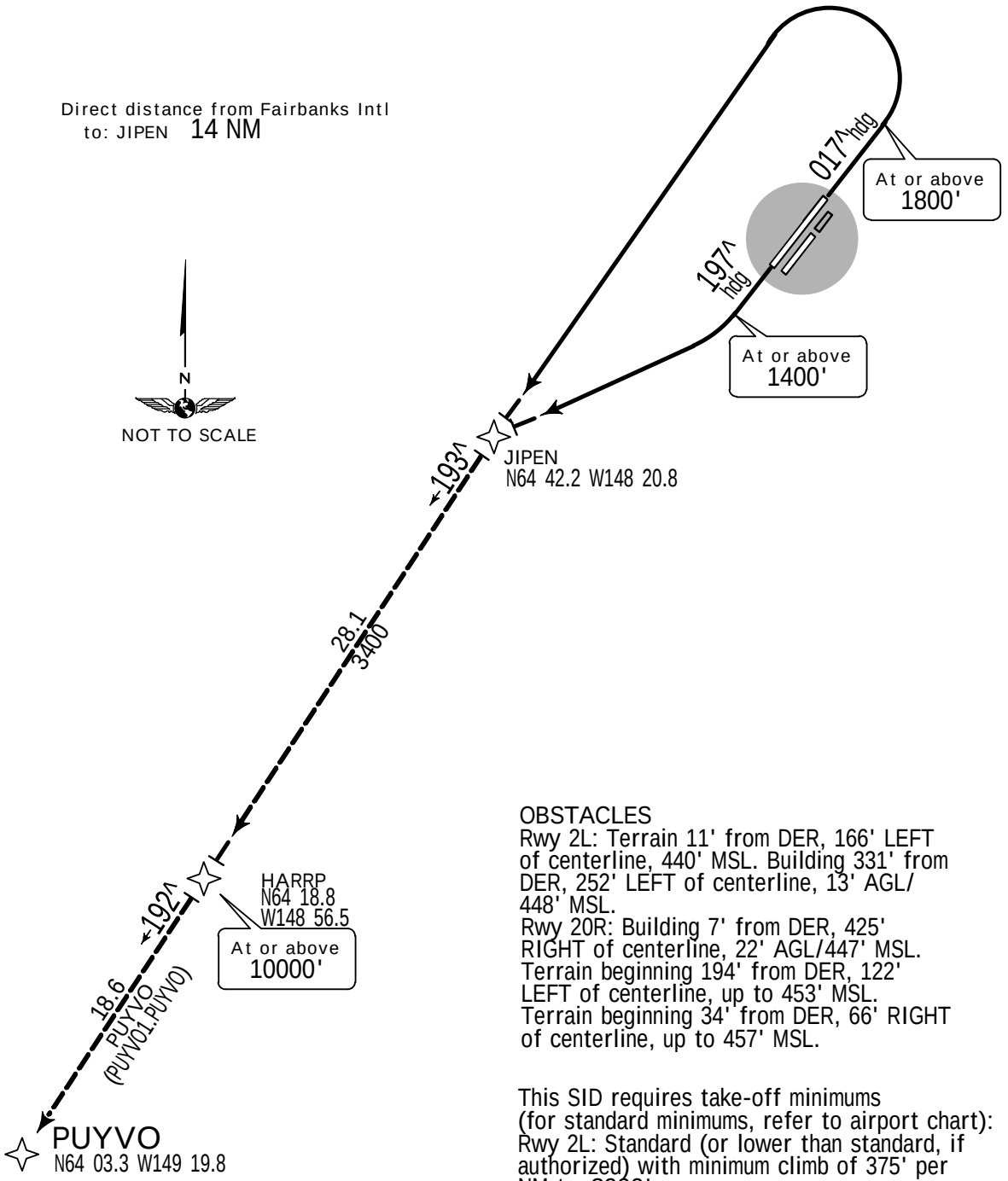
PAFA/FAI
FAIRBANKS INTL

JEPPESEN 14 SEP 12 (10-3C) .Eff.20.Sep.

FAIRBANKS, ALASKA
.RNAV.SID.

FAIRBANKS Departure (R) 360^-179^	180^-359^	Apt Elev	Trans level: FL180 Trans alt: 18000'
126.5	125.35	439'	1. GPS required. 2. RNAV 1.

PUYVO ONE RNAV DEPARTURE (PUYVO1.PUYVO)



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.

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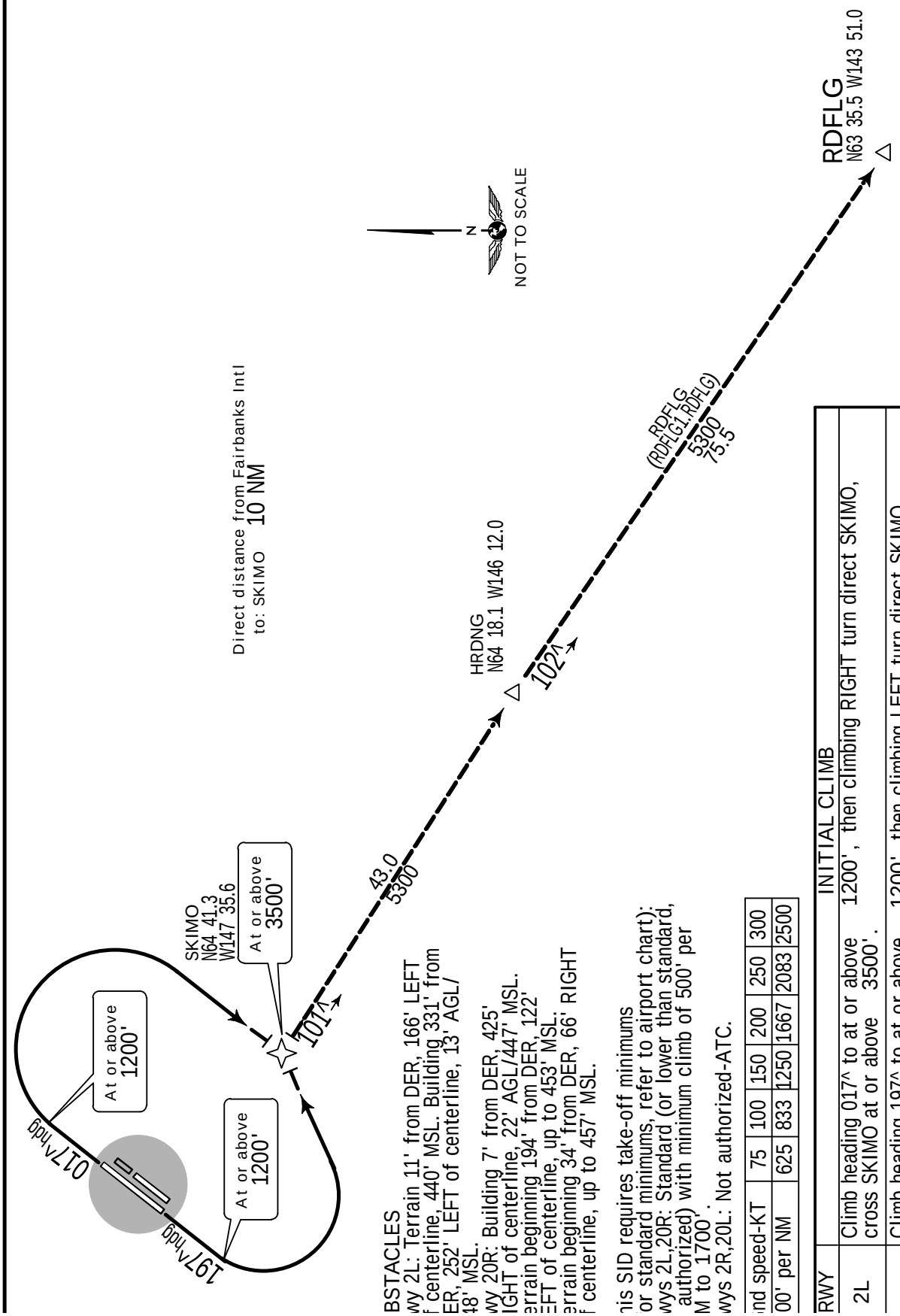
FAIRBANKS Departure (R) 360^-179^	180^-359^	Apt Elev	
126.5	125.35	439'	Trans level: FL180 Trans alt: 18000' 1. GPS required. 2. RNAV 1. 3. EXPECT RDFLG at or below 17000' when Delta ATCAA is active.

RDFLG ONE RNAV DEPARTURE (RDFLG1.RDFLG)



BSTACLES
wy 2L: Terrain 11' from DER, 166' LEFT
f centerline, 440' MSL. Building 331' from
ER, 252' LEFT of centerline, 13' AGL/
48' MSL.
wy 20R: Building 7' from DER, 425'
IGHT of centerline, 22' AGL/447' MSL.
errain beginning 194' from DER, 122'
EFT of centerline, up to 453' MSL.
errain beginning 34' from DER, 66' RIGHT
f centerline, up to 457' MSL.

his SID requires take-off minimums
or standard minimums, refer to airport chart);
ways 2L,20R: Standard (or lower than standard,
authorized) with minimum climb of 500' per
M to 1700'.
ways 2R,20L: Not authorized-ATC.

nd speed-KT	75	100	150	200	250	300
00' per NM	625	833	1250	1667	2083	2500

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'.

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PAFA/FAI

Apt Elev 439'
N64 48.9 W147 51.4

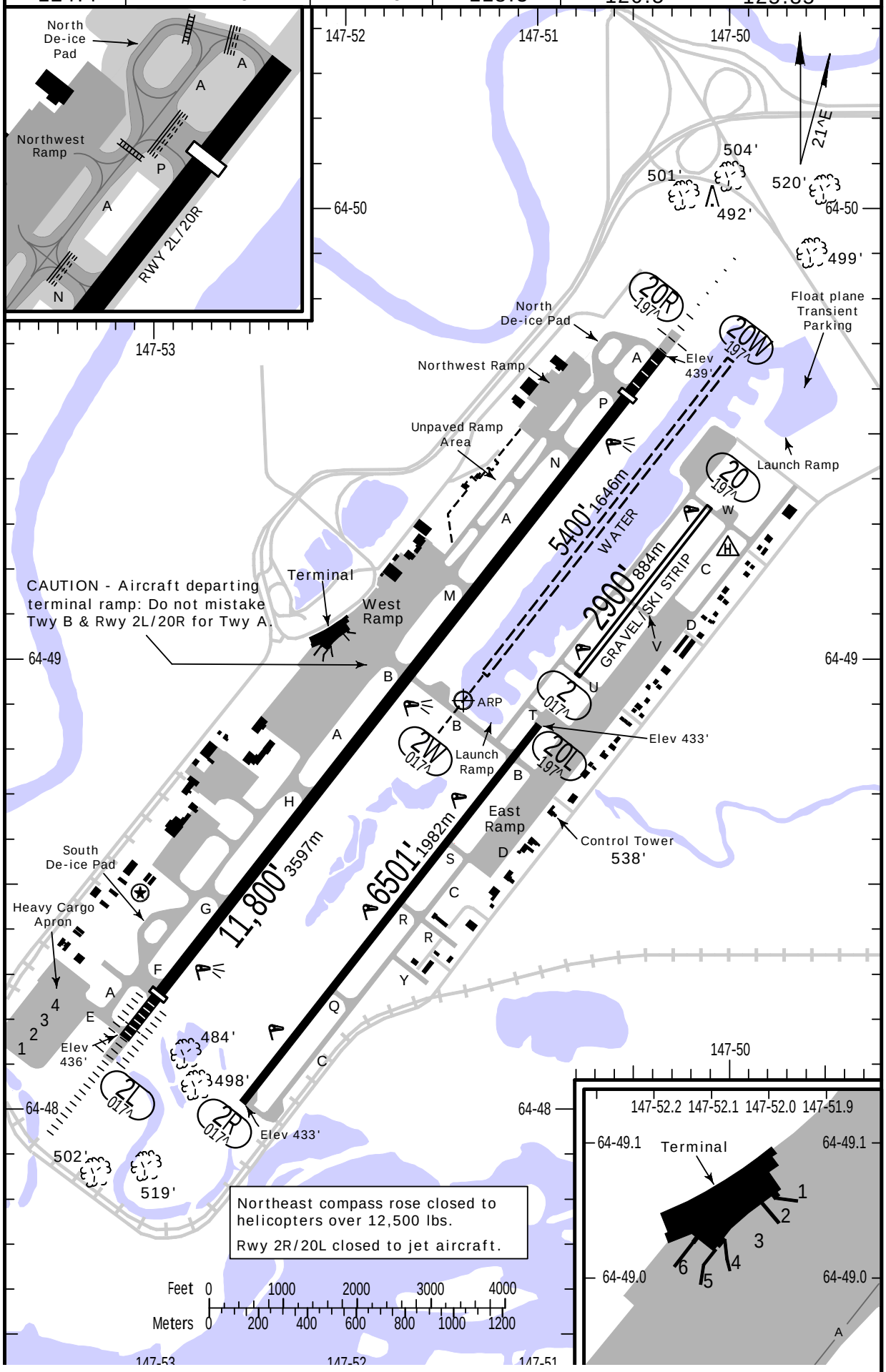
JEPPESEN

22 NOV 13 (10-9)

FAIRBANKS, ALASKA

FAIRBANKS INTL

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



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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 Threshold	Glide Slope	TAKE-OFF	WIDTH
2L	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0^) RVR	11,050' 3368m	10,000' 3048m		150' 46m
20R	HIRL CL MALSR SFL 1 PAPI-L (angle 3.0^) RVR		9983' 3042m		
2R	HIRL PAPI-L (angle 3.0^)				100' 30m
20L	HIRL REIL PAPI-L (angle 3.0^)				
2 20	gravel				75' 23m
2W 20W					100' 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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 2L

With Mim 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 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 20L			Rwy 2R		
			With Mim climb of 230'/NM to 2600'		
	STD			STD	
Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	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

	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					
C		1600-2		900-2½	

AMEND 5

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PAFA/FAI
FAIRBANKS INTL

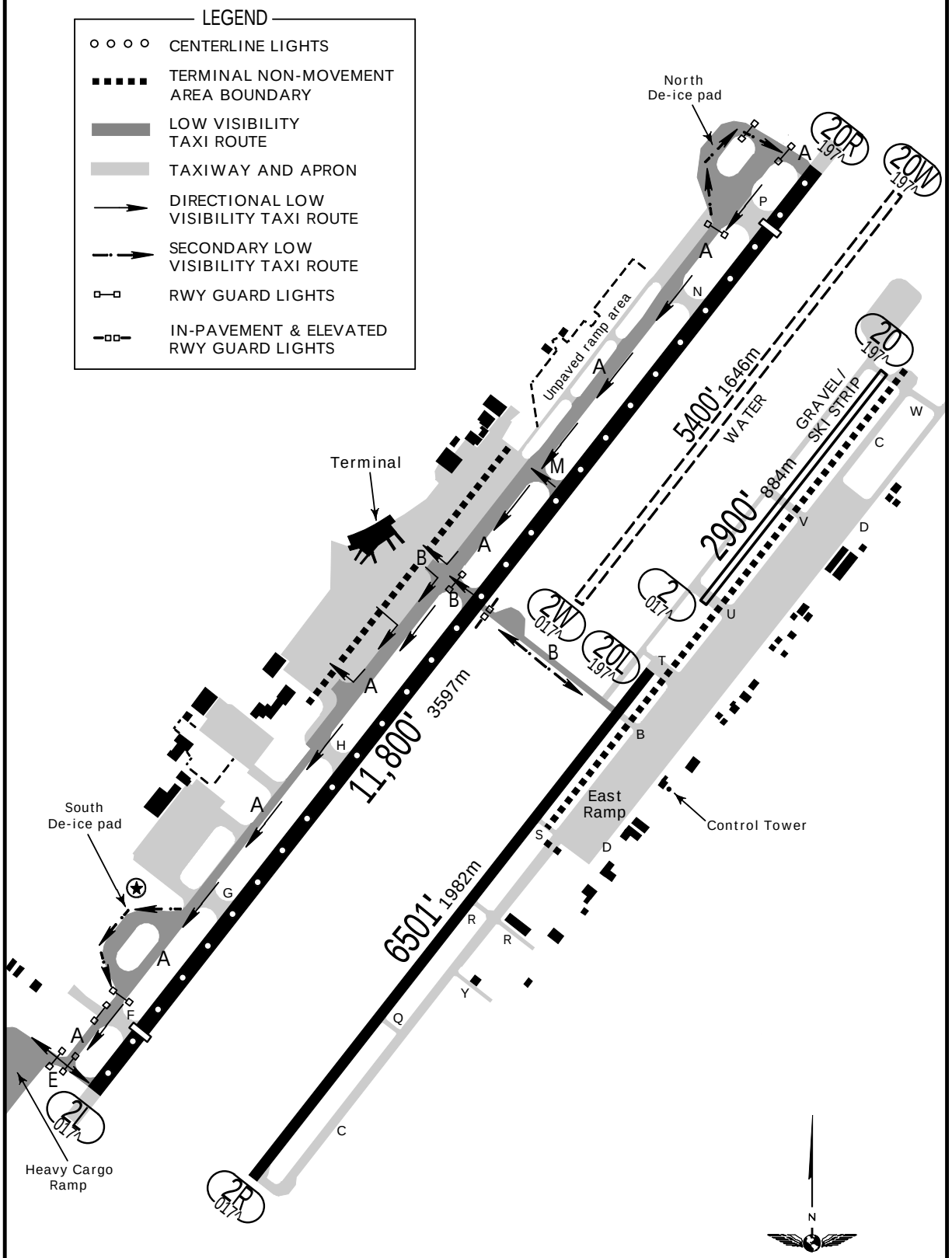
JEPPESEN

7 JUN 13 (10-9B)

.SMGCS.
FAIRBANKS, ALASKA

.LESS.THAN.RVR.1200.to.600.
LOW VISIBILITY TAXI ROUTES

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



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PAFA/FAI
FAIRBANKS INTL

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

FAIRBANKS, ALASKA
ILS or LOC 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

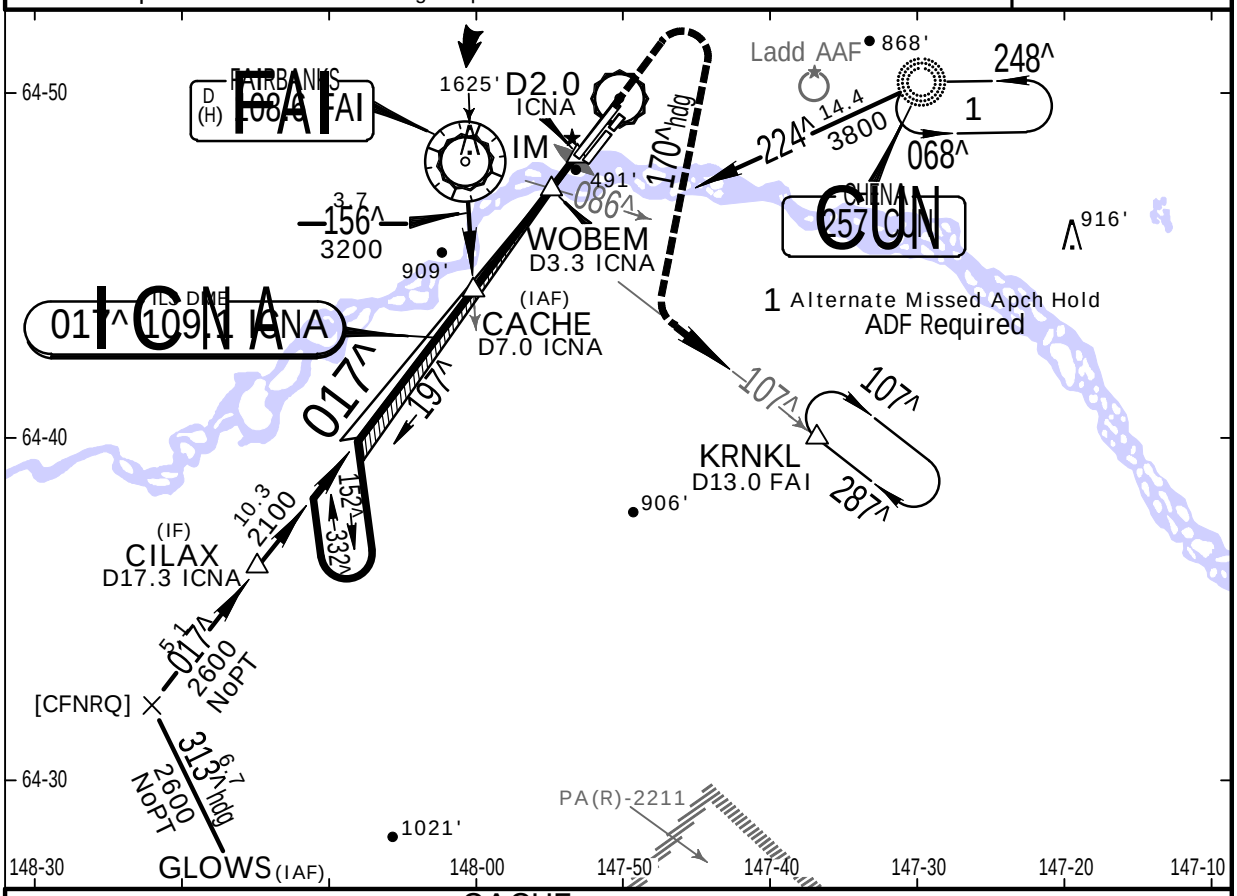
LOC ICNA	Final Apch Crs	GS CACHE	ILS DA(H)	Apt Elev 439'
109.1	017^	2100' (1664')	636' (200')	Rwy 2L 436'

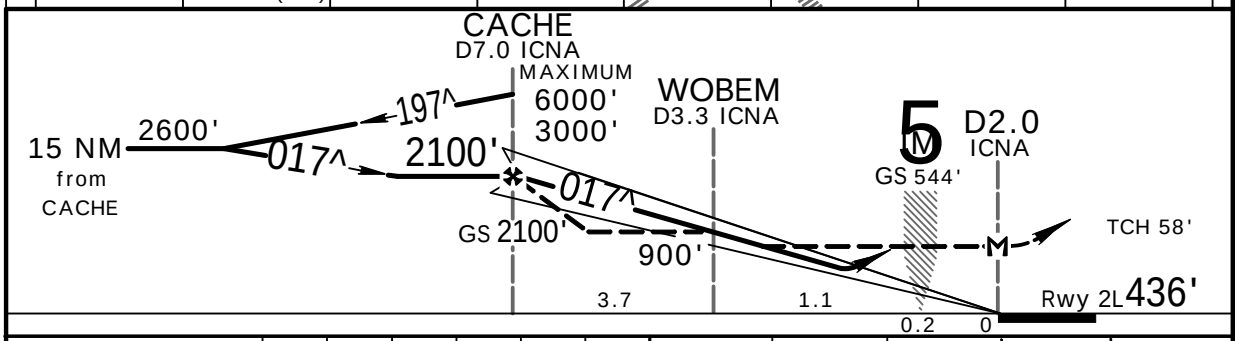
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170^ and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000', or as directed by ATC.

4500'
MSA FAI VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D2.0 ICNA or CACHE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
PAPI

900' ↑

5000' RT on 170^ hdg and FAI 108.6 R-107

.TERPS. STRAIGHT-IN LANDING RWY 2L

ILS DA(H) 636' (200')				LOC (GS out) MDA(H) 760' (324') 2 With WOBEM		MDA(H) 900' (461') Without WOBEM	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1	
B							
C				RVR 26 or 1/2	RVR 50 or 1	1 1/2	
D						2	

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	2 With WOBEM MDA(H)	Without WOBEM MDA(H)
90	880' (441')-1	900' (461')-1
120	900' (461')-1	
140	900' (461')-1 1/2	900' (461')-1 1/2
165	1000' (561')-2	1000' (561')-2

CS AMEND 9 26 JUL 2012

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

20 JUL 12
.Eff.26.Jul.

11-1A

FAIRBANKS, ALASKA
ILS Rwy 2L CAT II & III

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360^-179^	FAIRBANKS Approach (R) 180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

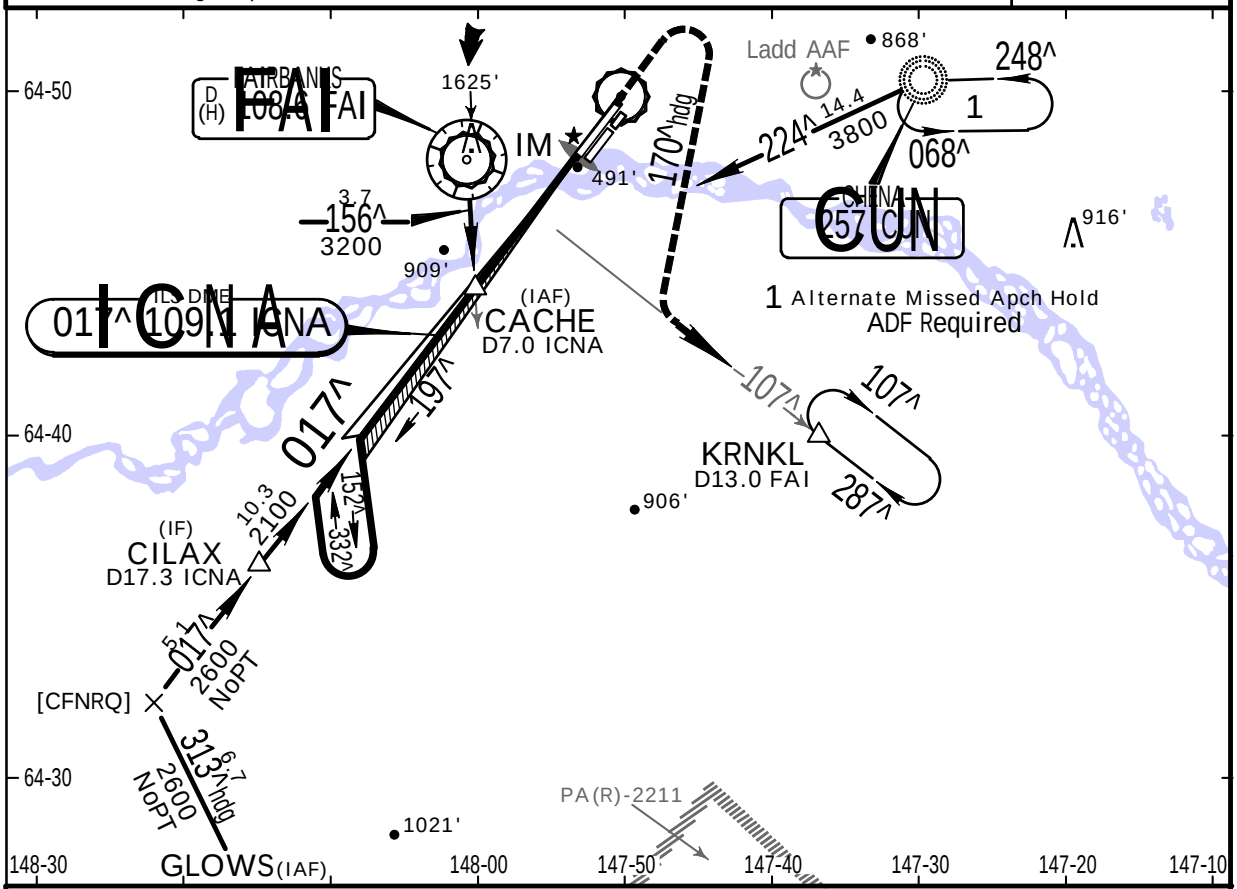
LOC ICNA	Final Apch Crs	GS CACHE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
109.1	017^	2100' (1664')	NA	Refer to Minimums		RA 104' DA(H) 536' (100')	439' Rwy 2L 436'

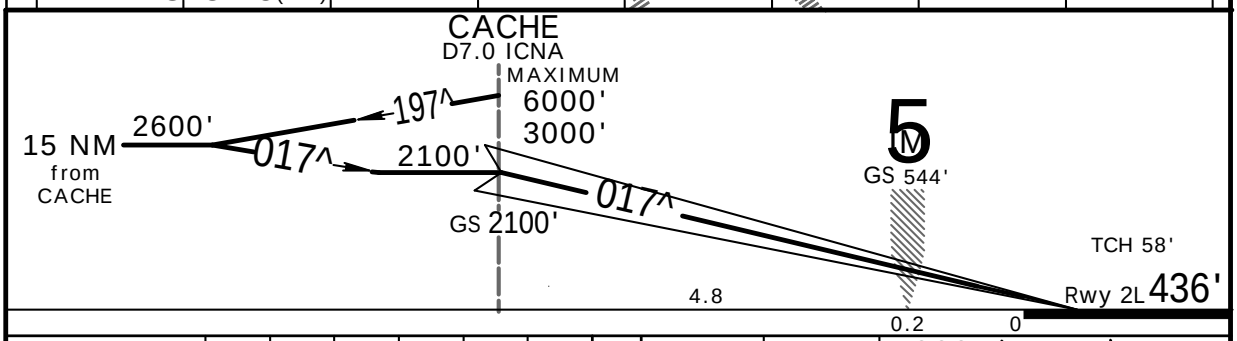
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170^ and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000', or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME required.
3. VGSI and ILS glidepath not coincident.

4500'
MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
PAPI

900'

5000' RT on 170^ hdg and FAI 108.6 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')
NA	RVR 6	RVR 7	1 RVR 12

CHANGES: Procedure.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

20 JUL 12
.Eff.26.Jul.

(11-1B)

FAIRBANKS, ALASKA
ILS Rwy 2L SA CAT I

BRIEFING STRIP ™

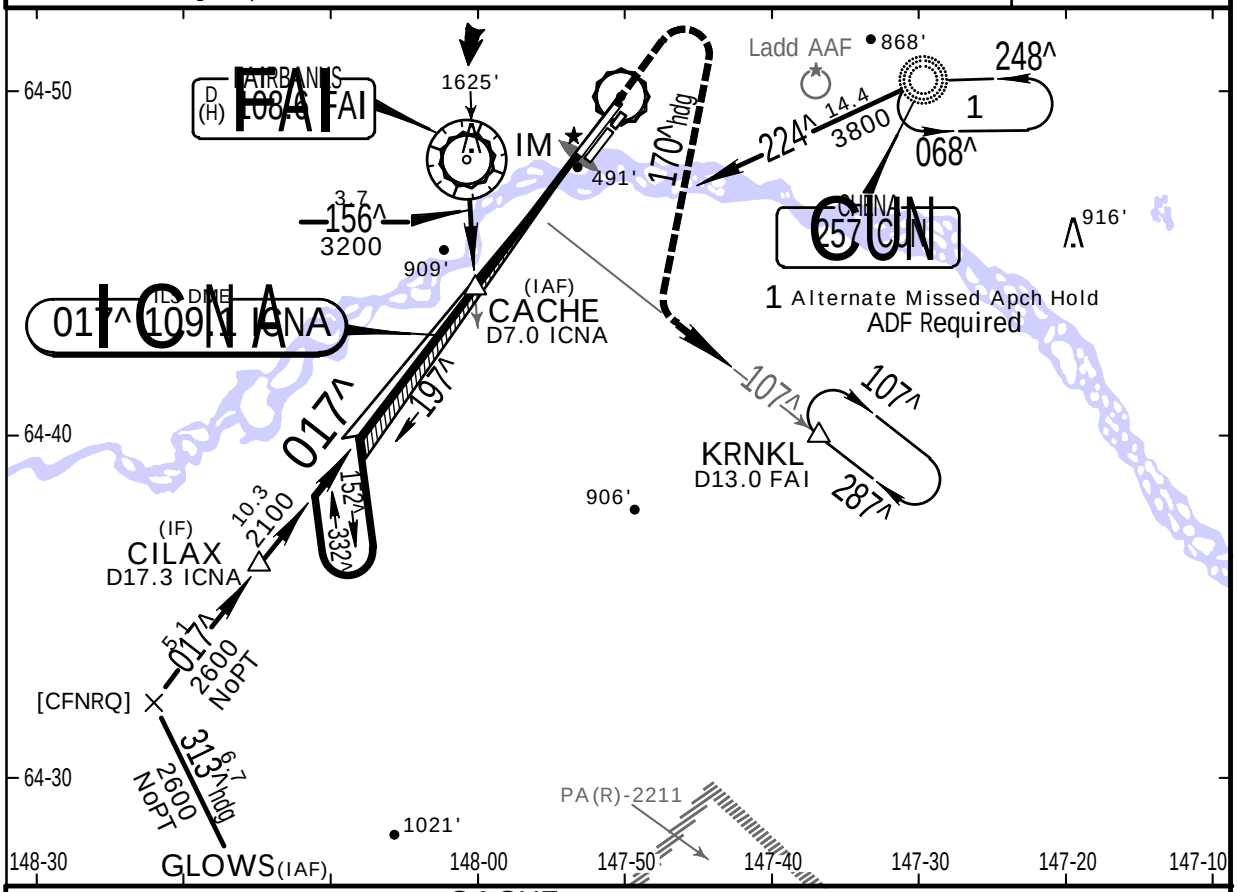
ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

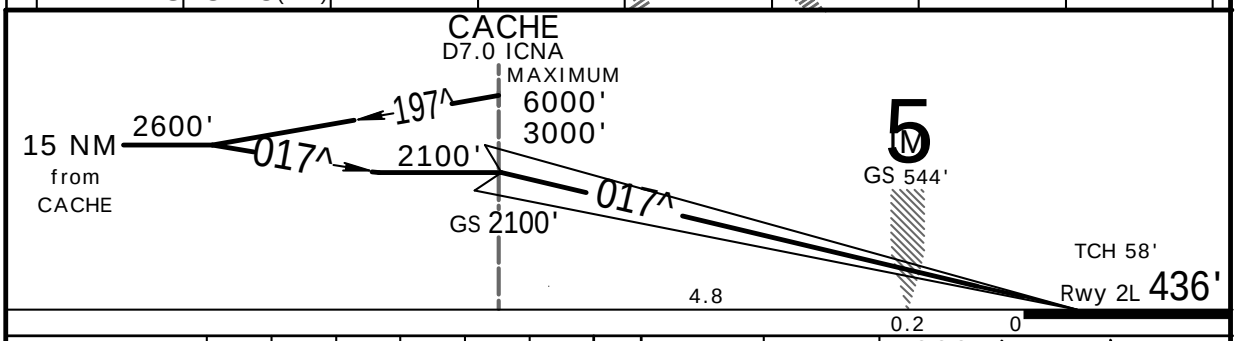
LOC ICNA	Final Apch Crs	GS CACHE	SA CAT I ILS	Apt Elev 439'
109.1	017^	2100' (1664')	RA 139' DA(H) 586' (150')	Rwy 2L 436'

MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' on heading 170^ and outbound on FAI VOR R-107 to KRNKL/D13.0 FAI and hold, continue climb-in-hold to 5000', 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. VGSI and ILS glidepath not coincident.

4500'
MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
PAPI

900'

5000' RT on 170^ hdg and FAI 108.6 R-107

.TERPS.

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

A	
B	RVR 14
C	
D	

CS AMEND 9 26 JUL 2012

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CHANGES: New procedure.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

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

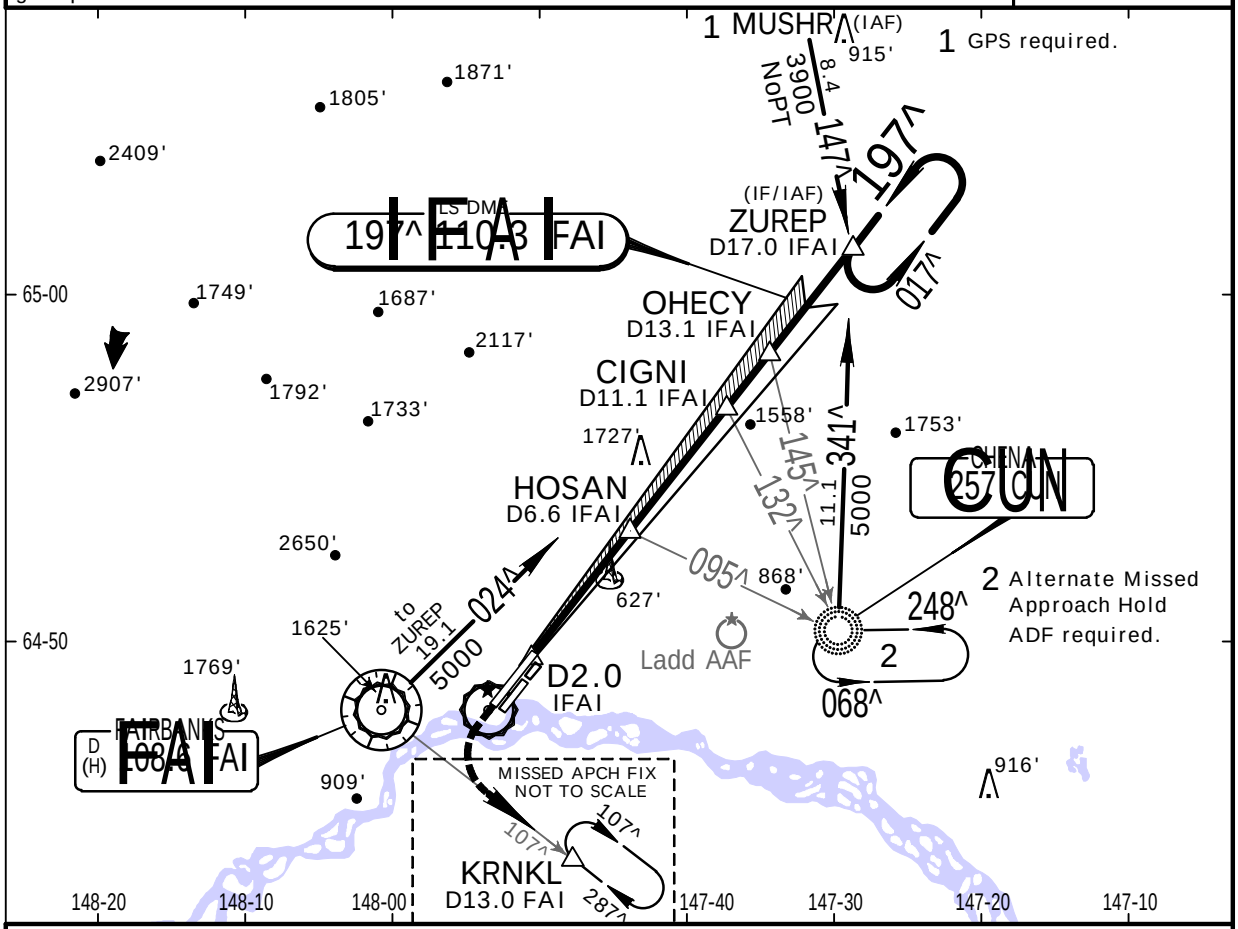
LOC IFAI	Final Apch Crs	GS CIGNI	ILS DA(H)	Apt Elev 439'
110.3	197^	3400' (2961')	639' (200')	Rwy 20R 439'

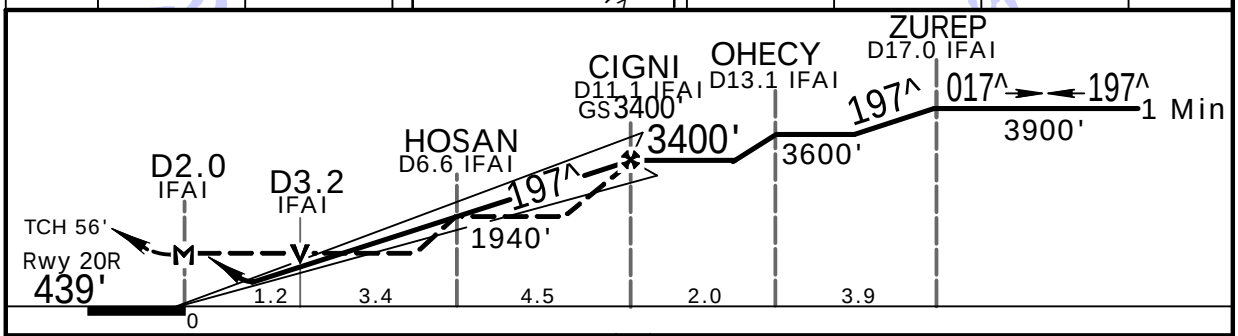
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME required. 2. Use IFAI DME when on the localizer course. 3. VGSI and ILS glidepath not coincident.

4500'
MSA FAI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.0 IFAI or CIGNI to MAP 9.1	7:48	6:04	5:28	4:33	3:54	3:25

MALSR
PAPI

1100'

3000' LT

FAI on 108.6 R-107

KRNKL

.TERPS.

STRAIGHT-IN LANDING RWY20R

	ILS DA(H) 639' (200') FULL	RAIL or ALS out	LOC (GS out) MDA(H) 880' (441') 2 With HOSAN	RAIL out	ALS out	MDA(H) 1940' (1501') Without HOSAN	RAIL out	ALS out
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 60 or 1 1/4		
B						1 1/2		
C			RVR 45 or 7/8	RVR 55 or 1	1 3/8	3		
D								

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R

Max Kts	2 With HOSAN MDA(H)	Without HOSAN MDA(H)
90	880' (441')-1	1940' (1501')-1 1/4
120	900' (461')-1	1940' (1501')-1 1/2
140	900' (461')-1 1/2	1940' (1501')-3
165	1000' (561')-2	

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
14 SEP 12
.Eff.20.Sep. 11-2A

FAIRBANKS, ALASKA
ILS Rwy 20R SA CAT I

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

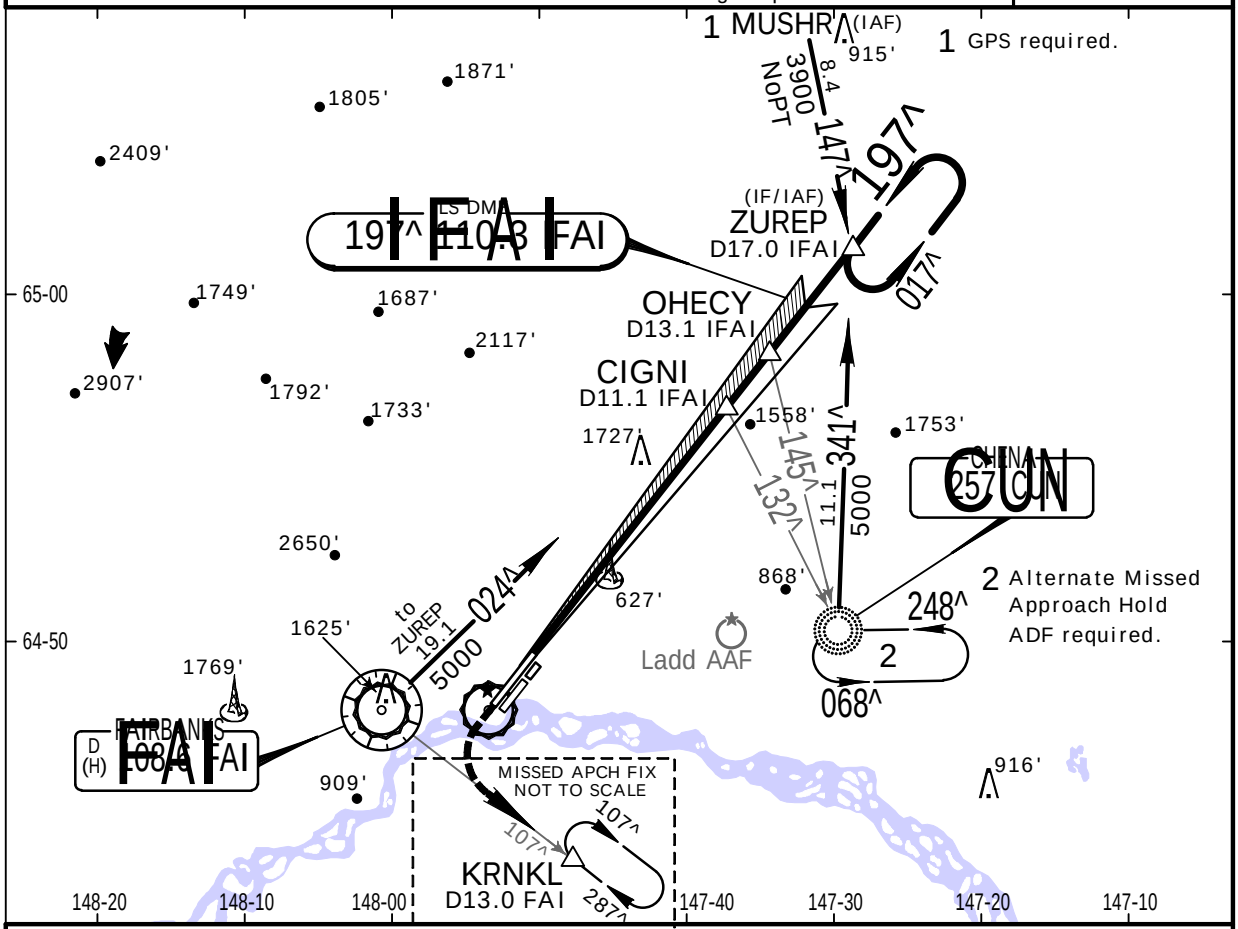
LOC IFAI	Final Apch Crs	GS CIGNI	SA CAT I ILS	Apt Elev 439'
110.3	197^	3400' (2961')	RA 149' DA(H) 589' (150')	Rwy 20R 439'

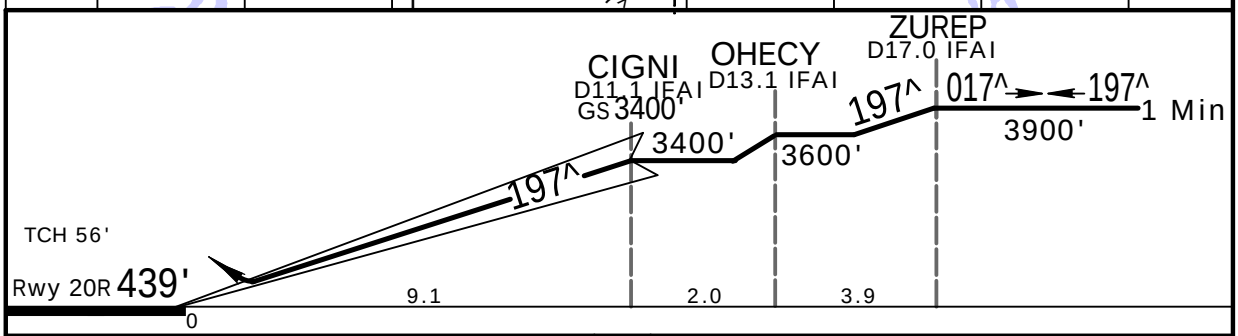
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.

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
GS 3.00^	372	478	531	637	743	849

MALSR
PAPI
1100'
3000' LT
FAI on 108.6 R-107
KRNKL

.TERPS.

STRAIGHT-IN LANDING RWY20R

1 SA CAT I ILS
RA 149'
DA(H) 589' (150')

A
B
C
D

RVR 14

AMEND 24 20 SEP 2012

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

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

FAIRBANKS, ALASKA
ILS Rwy 20R SA CAT II

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

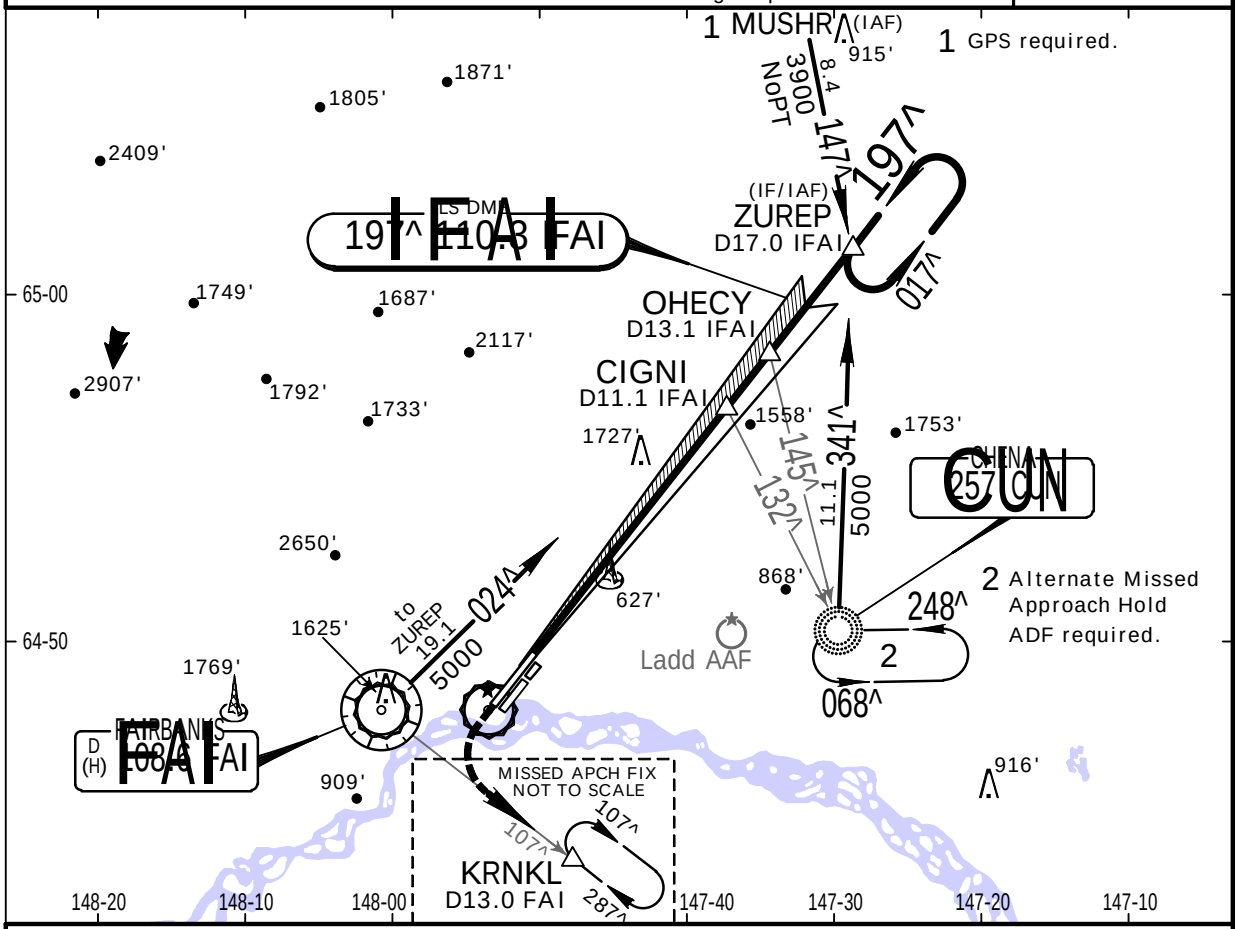
LOC IFAI	Final Apch Crs	GS CIGNI	SA CAT II ILS	Apt Elev 439'
110.3	197^	3400' (2961')	RA 99' DA(H) 539' (100')	Rwy 20R 439'

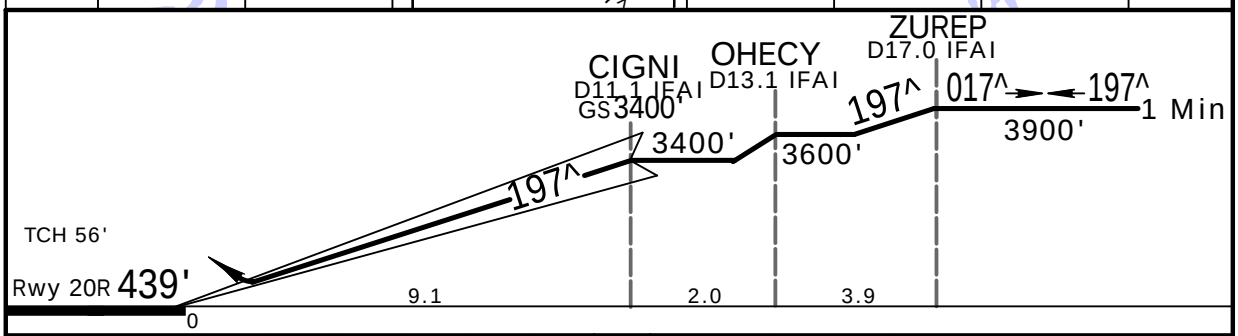
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' outbound on FAI VOR R-107 to KRNKL D13.0 FAI VOR, or as directed by ATC.

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
GS 3.00^	372	478	531	637	743	849

MALSR
PAPI

1100'

3000' LT on FAI 108.6 R-107

KRNKL

.TERPS.

STRAIGHT-IN LANDING RWY20R

1 SA CAT II ILS
RA 99'
DA(H) 539' (100')

A	
B	RVR 12
C	
D	

AMEND 24 20 SEP 2012

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
29 AUG 14 (12-1)

FAIRBANKS, ALASKA
RNAV (GPS) Y Rwy 2L

BRIEFING STRIP ™

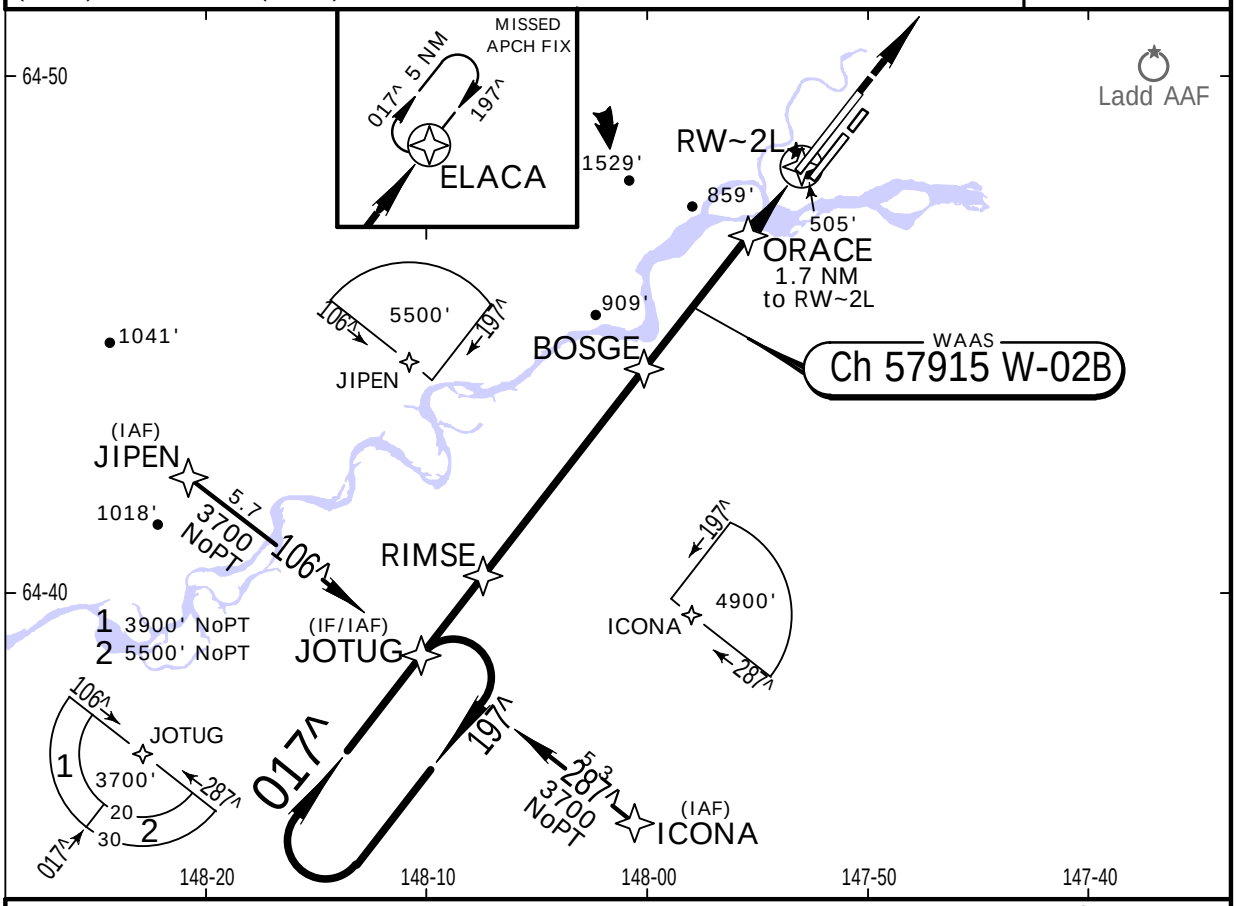
ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

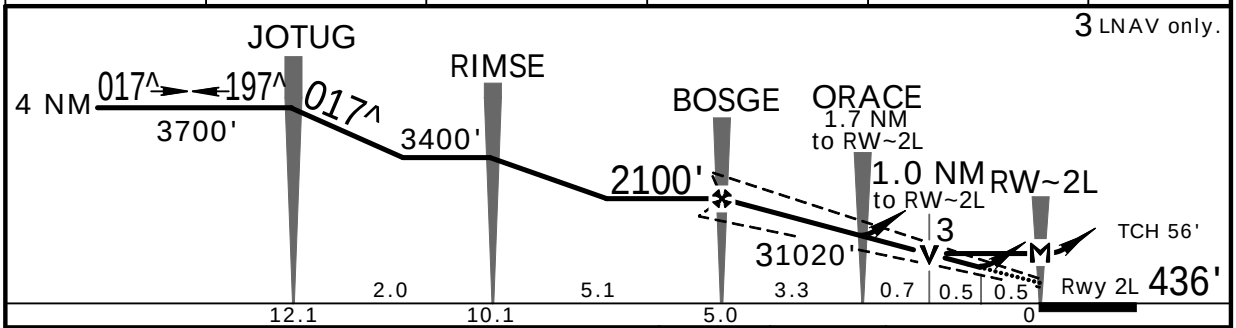
WAAS	Final Apch Crs	Minimum Alt BOSGE	LPV DA(H)	Apt Elev 439'
Ch 57915 W-02B	017^	2100' (1664')	639' (203')	Rwy 2L 436'

MISSED APCH: Climb to 4900' direct ELACA and hold, continue climb-in-hold to 4900'.

TAA 30 NM IAF

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).





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~2L						

ALSF-II PAPI 4900' ELACA

TERPS. STRAIGHT-IN LANDING RWY 2L

	LPV DA(H) 639' (203')		LNAV/VNAV DA(H) 1019' (583')		LNAV MDA(H) 820' (384')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	1½	1⅞	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 35 or ⅝	RVR 60 or 1⅛

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441')-1
120	900' (461')-1
140	900' (461')-1½

S AMEND 0C 27 JUN 2013

CHANGES: None.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
29 AUG 14 (12-2)

FAIRBANKS, ALASKA
RNAV (GPS) Rwy 2R

BRIEFING STRIP™

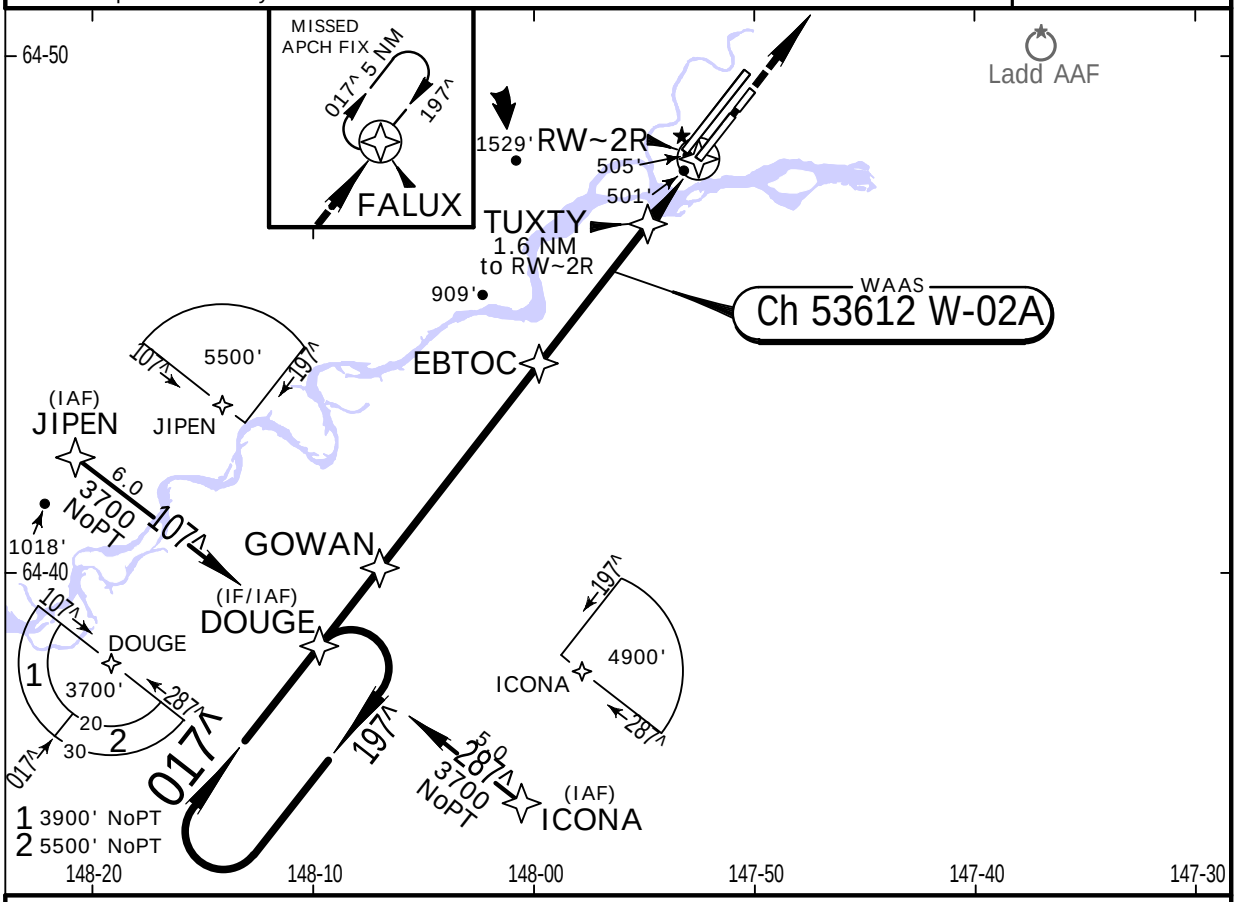
ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

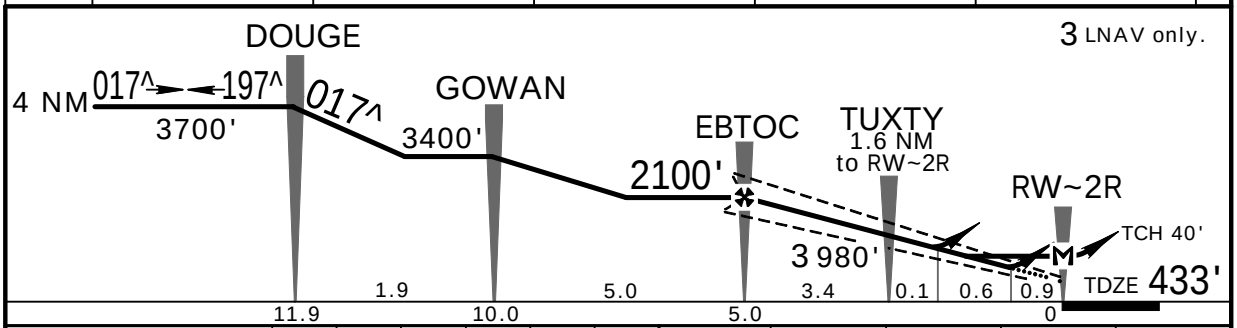
WAAS	Final Apch Crs	Minimum Alt EBTOC	LPV DA(H)	Apt Elev 439'
Ch 53612 W-02A	017^	2100' (1667')	743' (310')	TDZE 433'

MISSED APCH: Climb to 4900' direct FALUX and hold, continue climb-in-hold to 4900'.

TAA 30 NM IAF

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.





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

PAPI-L 4900' FALUX

STRAIGHT-IN LANDING RWY 2R

	LPV DA(H) 743' (310')	LNAV/VNAV DA(H) 937' (504')	LNAV MDA(H) 860' (427')
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	880' (441')-1
120	900' (461')-1
140	900' (461')-1½
165	1000' (561')-2

S AMEND 0B 18 SEP 2014

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN
26 APR 13 (12-3)

FAIRBANKS, ALASKA
RNAV (GPS) Rwy 20L

BRIEFING STRIP ™

ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

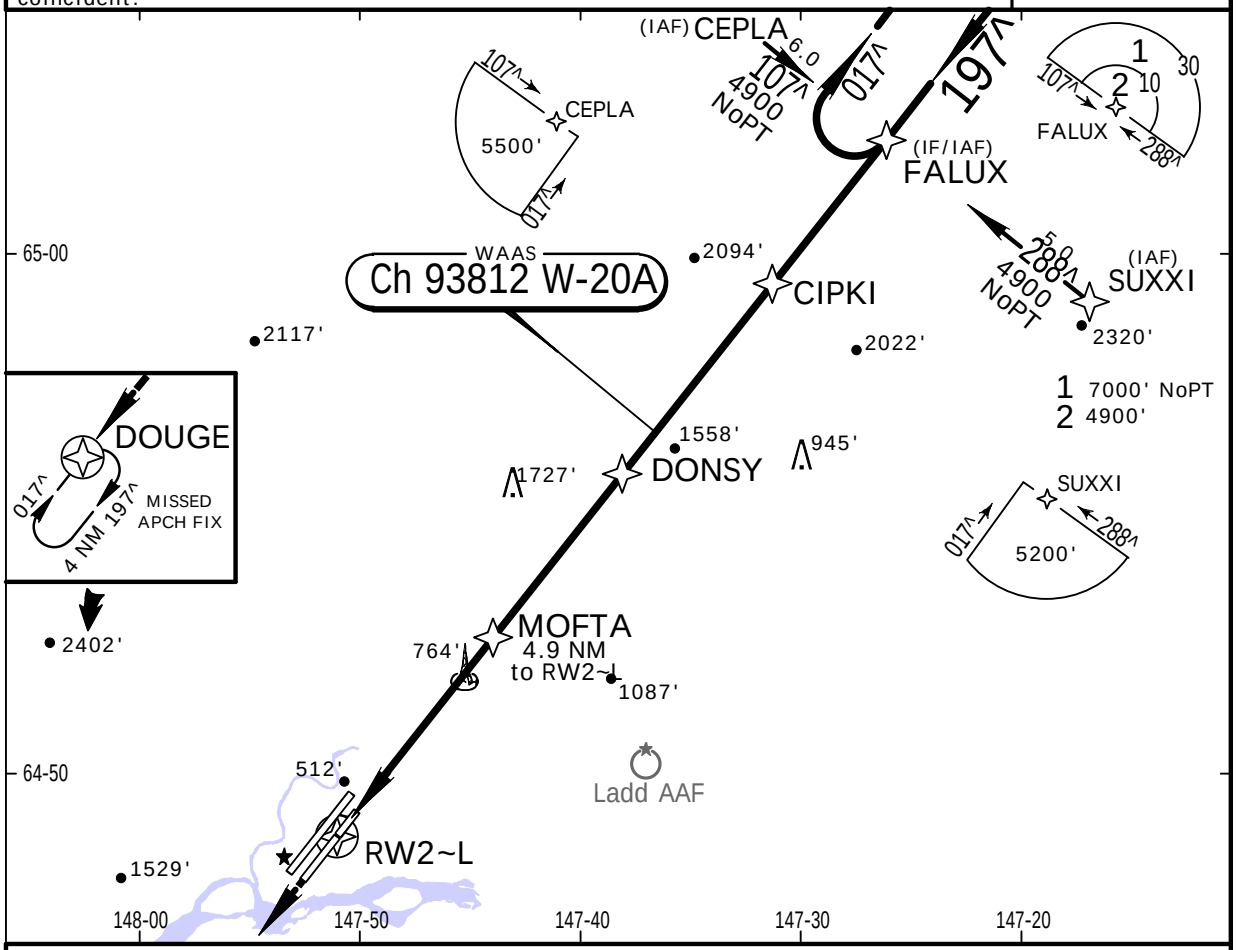
WAAS	Final Apch Crs	Minimum Alt DONSY	LPV DA(H)	Apt Elev 439'
Ch 93812 W-20A	197^	3400' (2966')	684' (250')	TDZE 434'

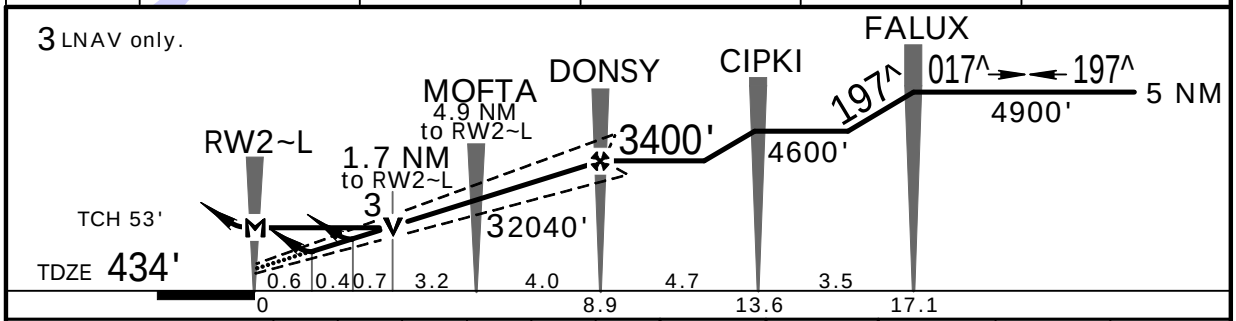
MISSED APCH: Climb to 3700' direct DOUGE and hold, continue climb-in-hold to 3700'.

TAA 30 NM IAF

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.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW2~L						

REIL
PAPI-L

3700'

D

DOUGE

STRAIGHT-IN LANDING RWY 20L

	LPV DA(H) 684' (250')	LNAV/VNAV DA(H) 813' (379')	LNAV MDA(H) 1020' (586')
A	3/4	1¼	1
B			
C			1½

CIRCLE-TO-LAND
Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	1020'(581')-1
120	
140	1020'(581')-1½

AMEND 0B 2 MAY 2013

CHANGES: Notes.

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PAFA/FAI FAIRBANKS INTL

JEPPESEN 26 APR 13 (12-4)

FAIRBANKS, ALASKA RNAV (GPS) Y Rwy 20R

BRIEFING STRIP ™

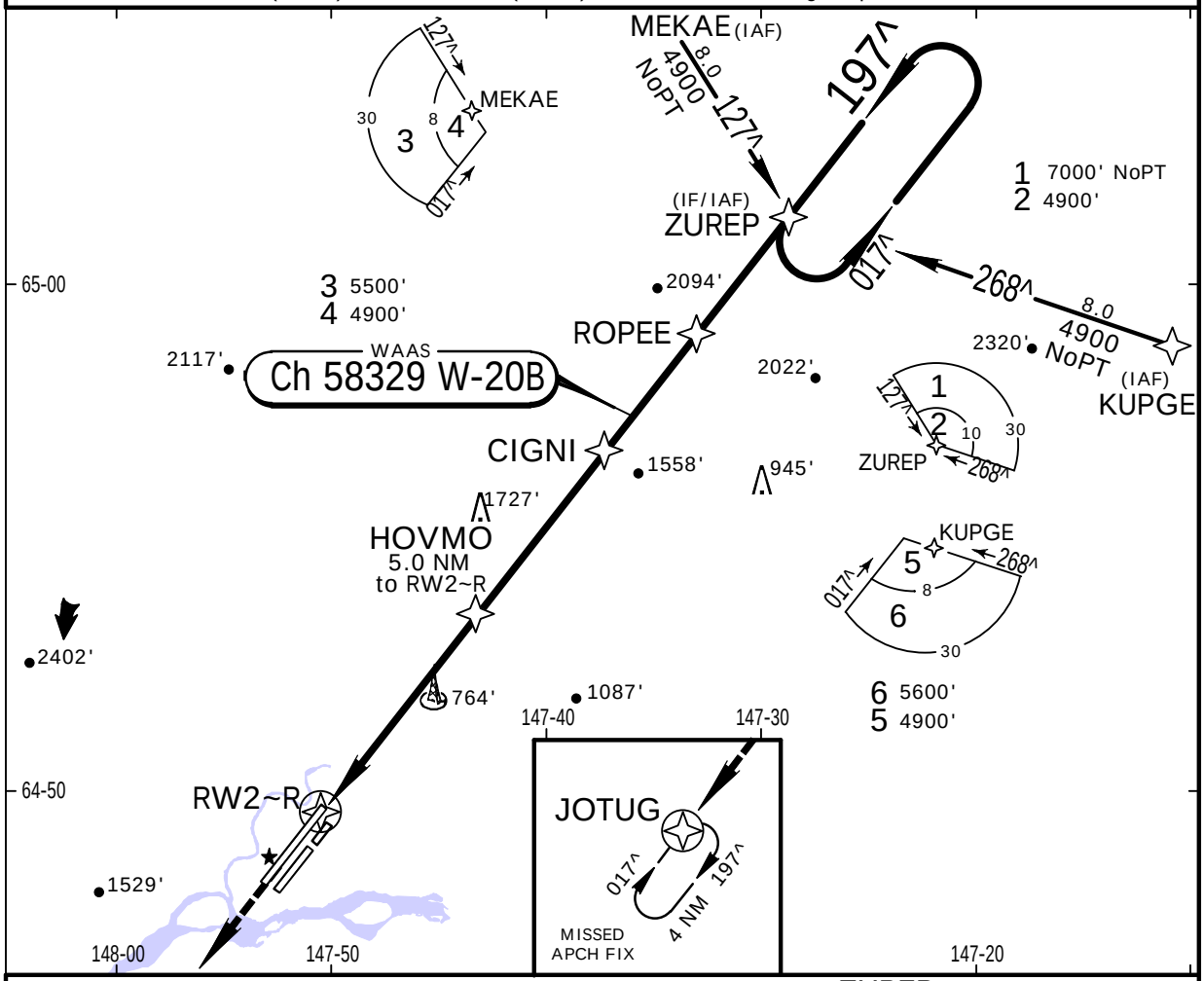
ATIS	FAIRBANKS Approach (R) 360^-179^	180^-359^	FAIRBANKS Tower	Ground
124.4	126.5	125.35	118.3	121.9

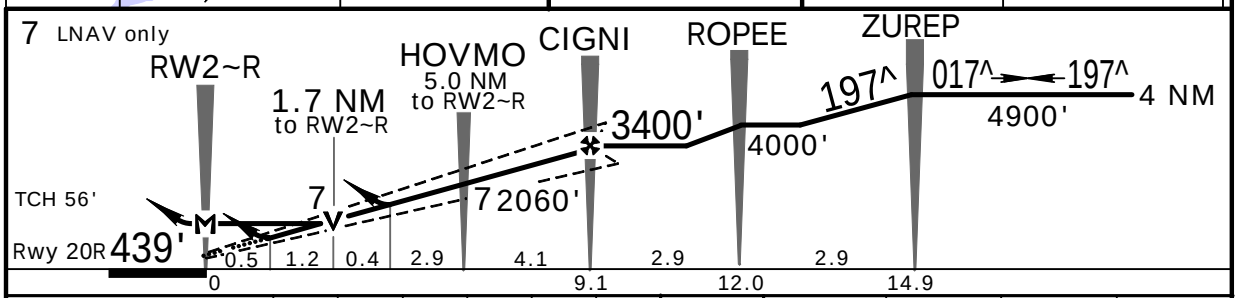
WAAS	Final Apch Crs	Minimum Alt CIGNI	LPV DA(H)	Apt Elev 439'	TAA
Ch 58329 W-20B	197^	3400' (2961')	639' (200')	Rwy 20R 439'	30 NM IAF

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
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW2~R						

MALSR PAPI 3000' JOTUG

TERPS.

STRAIGHT-IN LANDING RWY 20R

	LPV DA(H) 639' (200') RAIL or ALS out		LNAV/VNAV DA(H) 1148' (709') RAIL or ALS out		LNAV MDA(H) 1020' (581') RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	2	2⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B							
C					RVR 60 or 1⅛	1⅜	1¾

CIRCLE-TO-LAND

Not Authorized West of Rwy 2L-20R

Max Kts	MDA(H)
90	1020' (581')-1
120	
140	1020' (581')-1¾

CHANGES: None.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN

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

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

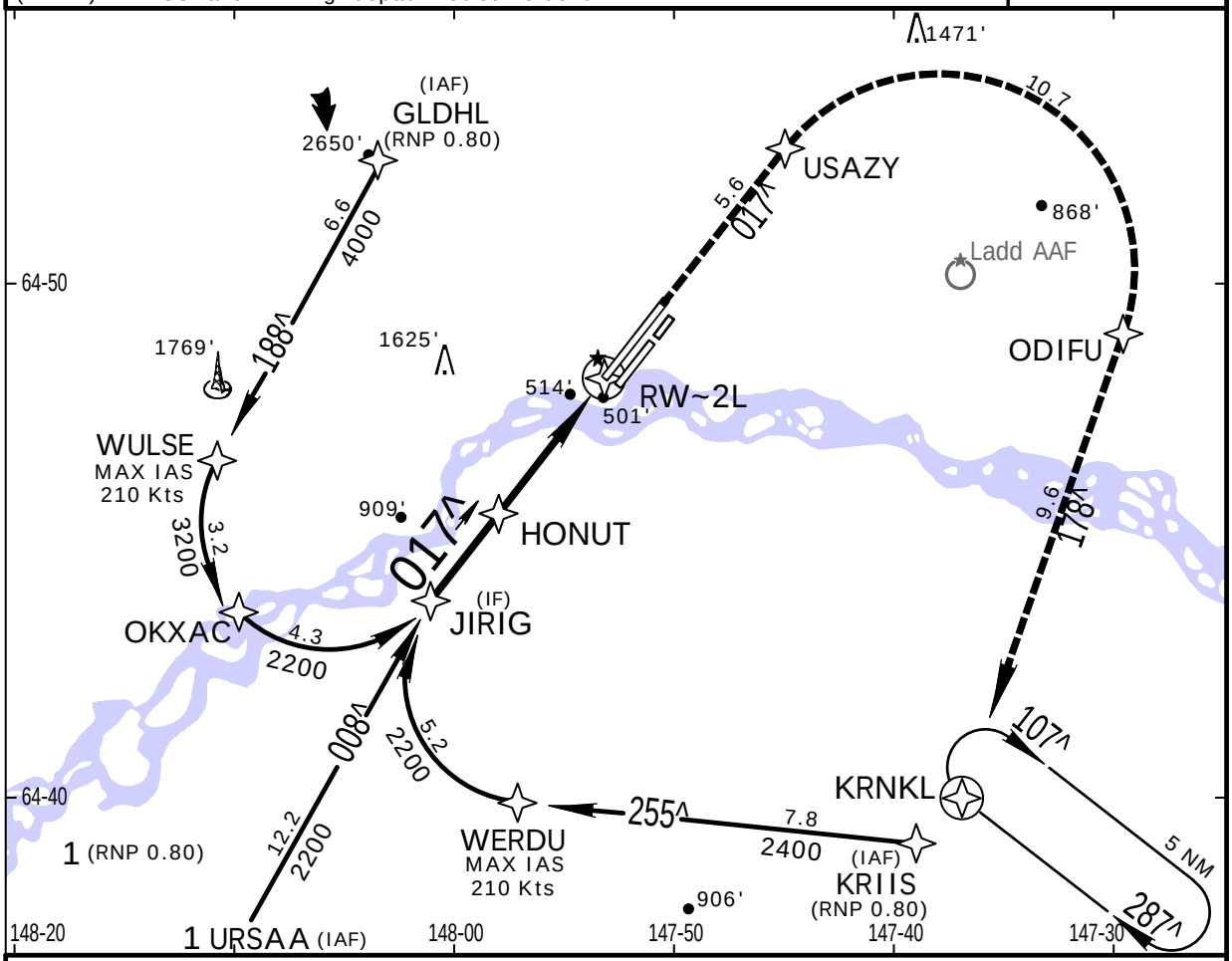
RNAV	Final Apch Crs	Minimum Alt HONUT	RNP 0.15 DA(H)	Apt Elev 439'
	017^	1600' (1164')	746' (310')	Rwy 2L 436'

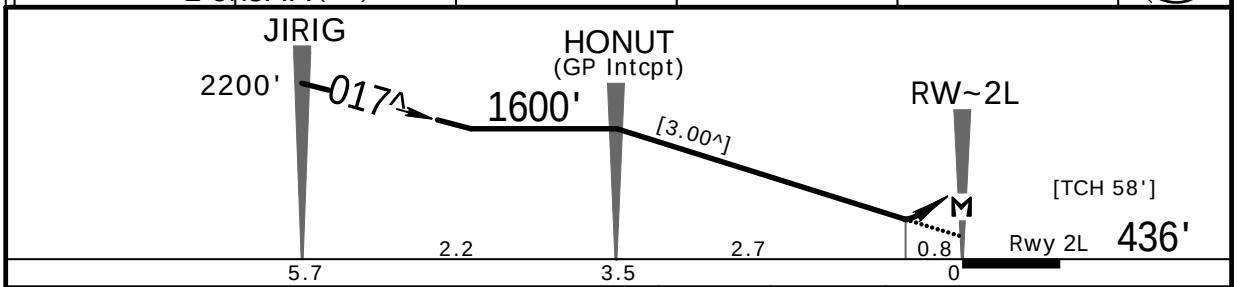
MISSED APCH: Climb to 5000' on track 017^ to USAZY and RIGHT turn to ODIFU and on track 178^ to KRNKL and hold.

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.

4400'
MSA RW~2L





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 5000' on 017^ USAZY

.TERPS.

STRAIGHT-IN LANDING RWY 2L

	RNP 0.15 Missed approach requires a mim climb of 230'/NM to 2500' DA(H) 746' (310')		RNP 0.30 Missed approach requires a mim climb of 215'/NM to 2500' DA(H) 834' (398')		RNP 0.30 DA(H) 896' (460')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 45 or ⅞	RVR 60 or 1¼	RVR 50 or 1	1½
B						
C						

CHANGES: New procedure.

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PAFA/FAI FAIRBANKS INTL

JEPPESEN

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

FAIRBANKS, ALASKA RNAV (RNP) Z 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

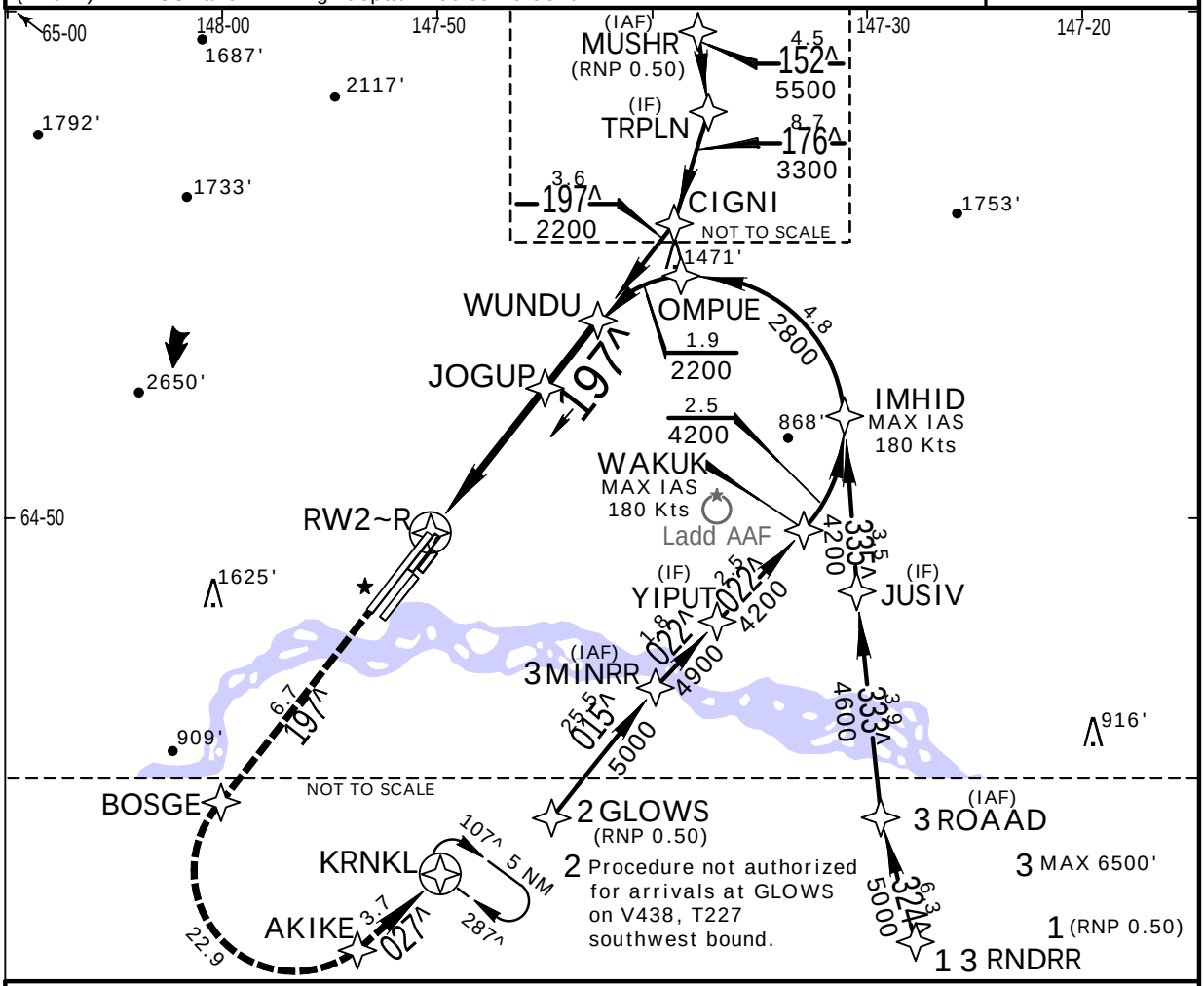
RNAV	Final Apch Crs	Minimum Alt JOGUP	RNP 0.10 DA(H)	Apt Elev 439' / Rwy 20R 439'
	197^	1700' (1261')	724' (285')	

MISSED APCH: Climb to 4000' on track 197^ to BOSGE then LEFT turn to AKIKE then on track 027^ to KRNKL and hold.

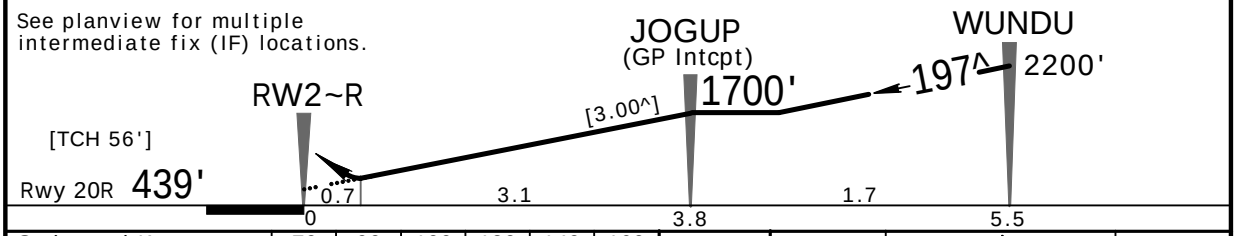
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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
Descent Angle [3.00^]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
4000' on 197^ BOSGE

.TERPS. STRAIGHT-IN LANDING RWY 20R

	RNP 0.10 DA(H) 724' (285')			RNP 0.22 DA(H) 800' (361')		RNP 0.30 DA(H) 924' (485')	
		RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out
A	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
B							
C							

S AMEND 0 20 SEP 2012

CHANGES: New procedure.

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PAFA/FAI
FAIRBANKS INTL

JEPPESEN 18 JUL 14 (13-1) .Eff.24.Jul.

FAIRBANKS, ALASKA
VOR DME 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

VOR FAI	Final Apch Crs	Minimum Alt CENTS	MDA(H) (CONDITIONAL)	Apt Elev 439'
108.6	227^	2200' (1761')	940' (501')	TDZE 439'

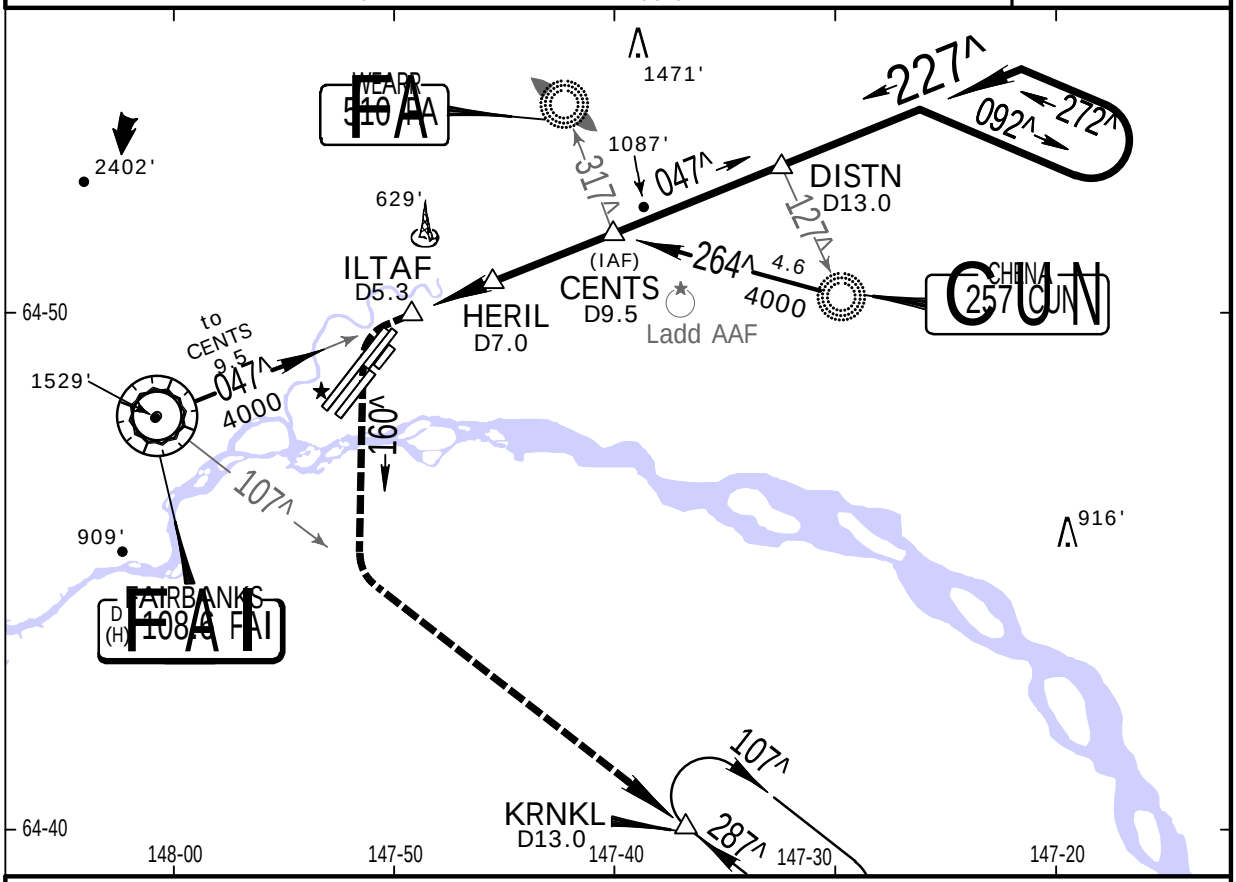
MISSED APCH: Climbing LEFT turn to 4000' on heading 160^ and FAI VOR R-107 to KRNKL/D13.0 and hold, continue climb-in-hold to 4000'.

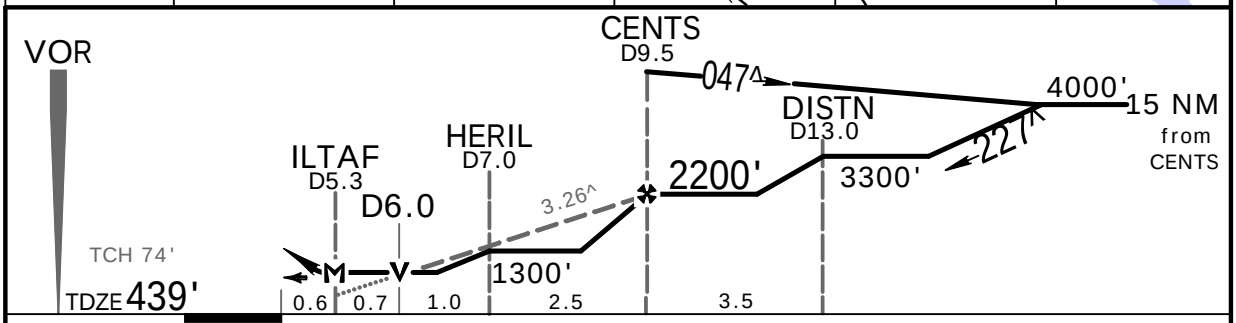
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and descent angles not coincident. 3. Helicoper visibility reduction below RVR 4000 not authorized. 4.Inoperative table does not apply.

4500'

MSA FAI VOR





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

MALSR
PAPI
4000' on 160^
LT

.TERPS. STRAIGHT-IN LANDING RWY20R

MDA(H) 940' (501')

	RAIL out	ALS out
A	RVR 55 or 1	
B		
C	1⅜	
D		

CIRCLE-TO-LAND
Not Authorized
West of Rwy 2L-20R

Max Kts	MDA(H)
90	940' (501') -1
120	
140	940' (501') -1½
165	1000' (561') -2

S AMEND 0 24 JUL 2014

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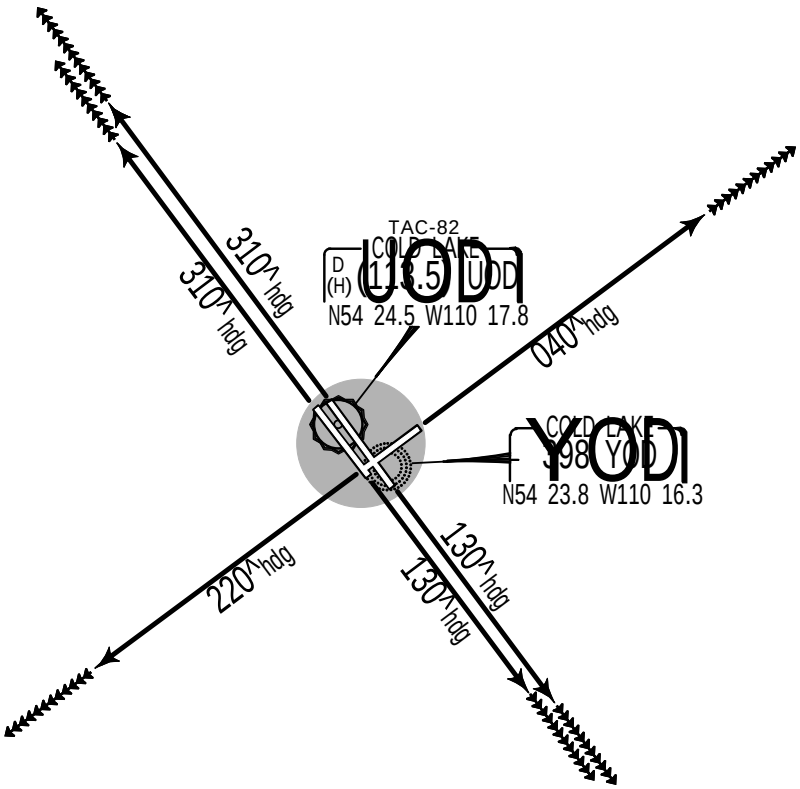
CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 31 JAN 14 10-3 .Eff.6.Feb.

COLD LAKE, ALTA
.SID.

COLD LAKE Terminal 124.5	Apt Elev 1775'	Trans level: FL 180 Trans alt: 18000' 1. Safe Altitude within 100 NM 4300'. 2. Climb to and MAINTAIN 6000'.

COLD LAKE FOUR DEPARTURE (CYOD4.) (VECTOR)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Transponder mode A/3 code 7600.
On recognition of communications failure 3 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Upon reaching 6000' or last assigned altitude, whichever is higher, proceed on course,
2. MAINTAIN this altitude for 3 minutes after take-off, then
3. Climb to flight planned altitude; not above FL190 until 25 NM outbound.

NOTE: If communication failure occurs more than 3 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

N
NOT TO SCALE

INITIAL CLIMB	ALTITUDE
Climb runway heading for RADAR vectors	MAINTAIN 6000'

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NOISE ABATEMENT PROCEDURES

DAYLIGHT: LT plus 6 HOURS=UTC(Z)
STANDARD: LT plus 7 HOURS=UTC(Z)

ARRIVAL PROCEDURES

a. Weekend 04-1330Z(DT03-1230Z), Weekends from Fri 0400Z (DT0300Z) to Mon 1330Z (DT1230Z) and holidays all day. Fixed wing jet aircraft - straight in VFR or IFR recovery only, no overhead breaks (unless prior approval from Wing Ops), rotary wing aircraft recover via the W, S or SE only.

b. Day and night operations within 60 NM VFR flights advised to avoid area unless in contact with Tower.

c. Jet aircraft circuit altitude is 3200', conventional circuit altitude is 2500'.

d. Jet aircraft in the circuit will maintain 3200' until commencing base turn.

e. Jet aircraft straight-in approaches, maintain 3000' as long as practicable before commencing final descent.

f. When Rwy13 in use, remain on or above the PAR or PAPI glide slope to the extent practicable. Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement.

g. In VFR conditions aircraft on overshoot, or departures, not to exceed 2500' until departure end of runway in use.

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 12 SEP 14 (11-1) .Eff.18.Sep.

COLD LAKE, ALTA
ILS Z Rwy 31R

BRIEFING STRIP ™

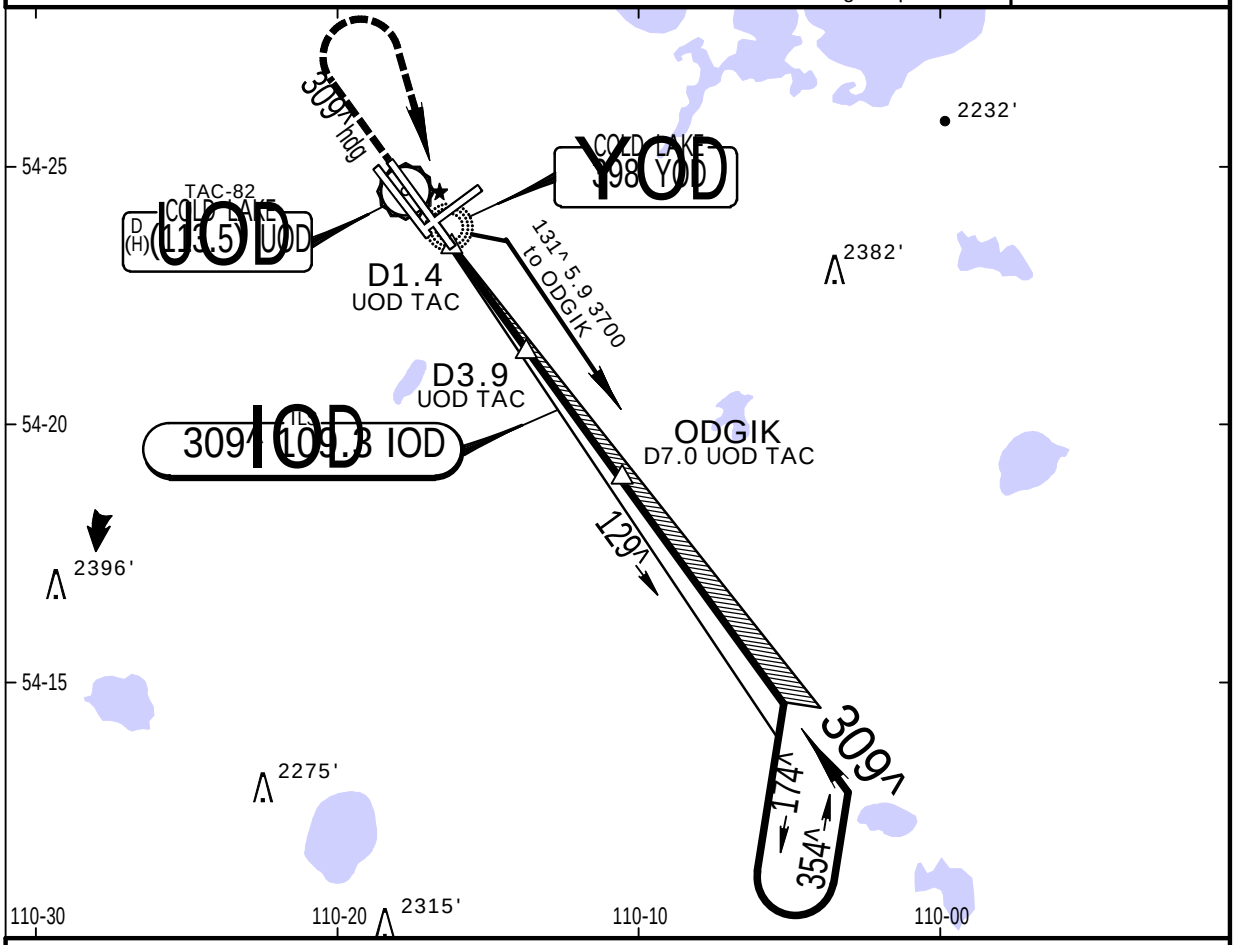
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

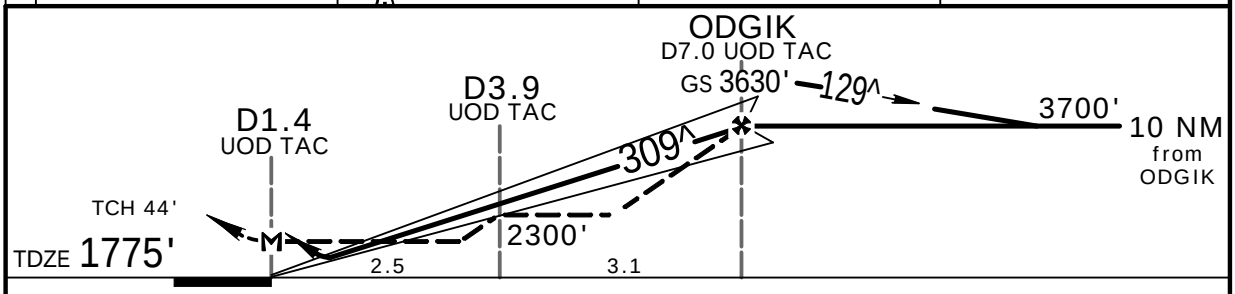
LOC IOD	Final Apch Crs	GS ODGIK	ILS DME DA(H)	Apt Elev 1775'
109.3	309^	3630'(1855')	1975'(200')	TDZE 1775'

MISSED APCH: Climb to 5000' on heading of 309^. RIGHT turn to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'. 2. PAPI not coincident with ILS glidepath.

3800'
MSA UOD TAC





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.4 UOD TAC or ODGIK to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

SSALR PAPI | 5000' | on 309^ hdg | RT | YOD 398

STRAIGHT-IN LANDING RWY 31R

	ILS DME DA(H) 1975'(200') FULL	ILS DME DA(H) 1975'(200') HIALS out	LOC (GS out) DME MDA(H) 2120'(345') HIALS out
A	RVR 26 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C			
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280'(505')-1½
120	
140	2280'(505')-2
165	2480'(705')-2¼

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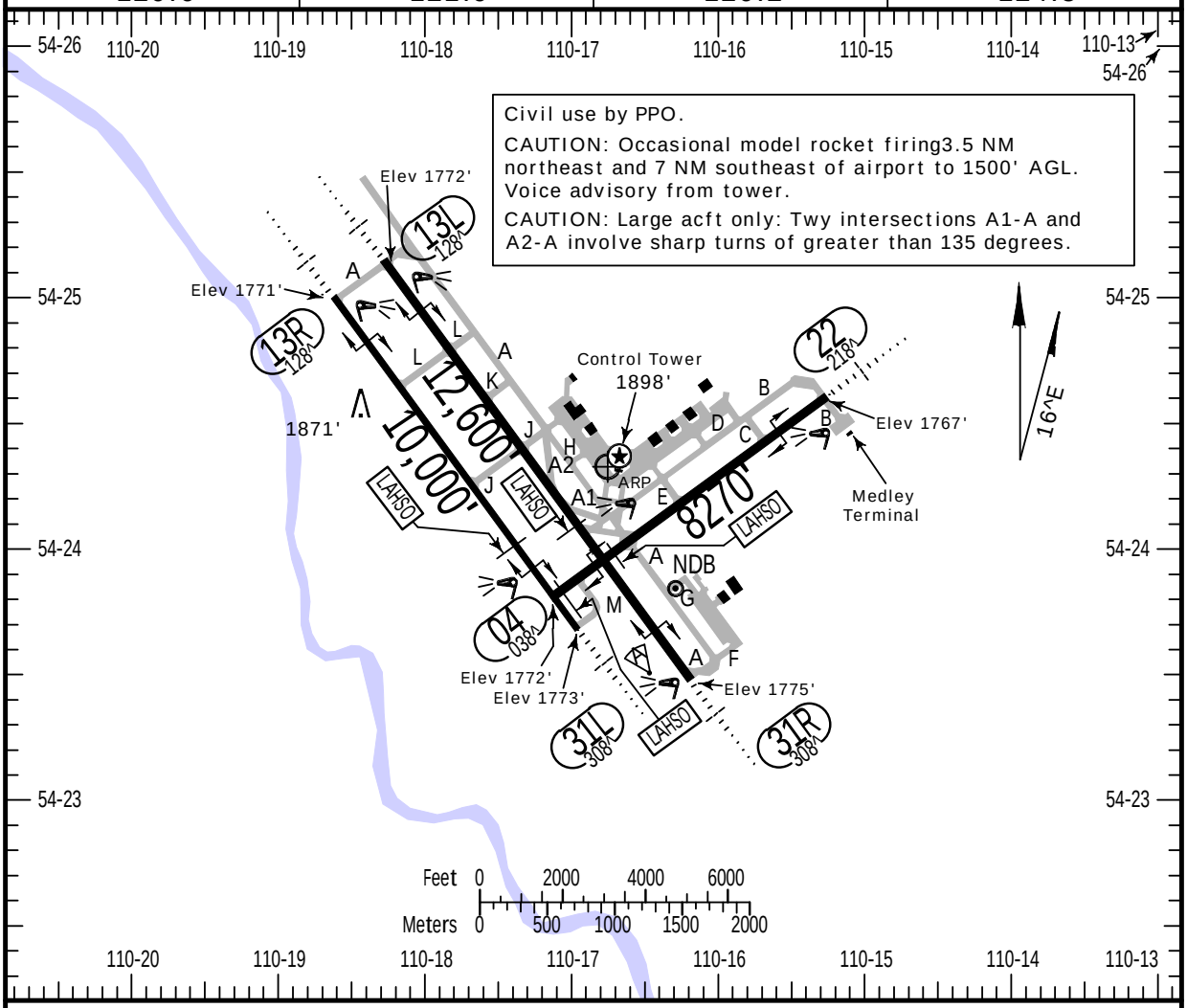
CYOD/YOD COLD LAKE, ALTA

Apt Elev 1775'
N54 24.3 W110 16.8

JEPPESEN 12 SEP 14 (11-1) .Eff.18.Sep. GROUP CAPTAIN MCNAIR

COLD LAKE Clearance	Ground	Tower	COLD LAKE Departure
120.6	121.9	126.2	124.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
04	HIRL 1 PAPI-L (angle 3.0^)					200'
22	HIRL 2 SSALR SFL 1 3 PAPI-L			13L/31R 6400' 13R/31L 7900'		
13R 31L	HIRL SSALR 1 PAPI-L (angle 3.0^)			04/22 8705'		150'
13L	HIRL SSALR 1 PAPI-L (angle 3.0^)			04/22 8705'		200'
31R	HIRL SSALR 1 PAPI-L (angle 3.0^) RVR		11,790' 3594m			

1 For aircraft with eye-to-wheel height up to 25'.
2 Non-standard 2200'.
3 Angle 3.0^.

TAKE-OFF	All Rwys
A	RVR 26 or ½
B	
C	
D	

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JeppView 3.6.2.0

CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN
28 MAR 14
.Eff.3.Apr.
12-1

COLD LAKE, ALTA
RNAV (GNSS) Rwy 04

BRIEFING STRIP ™

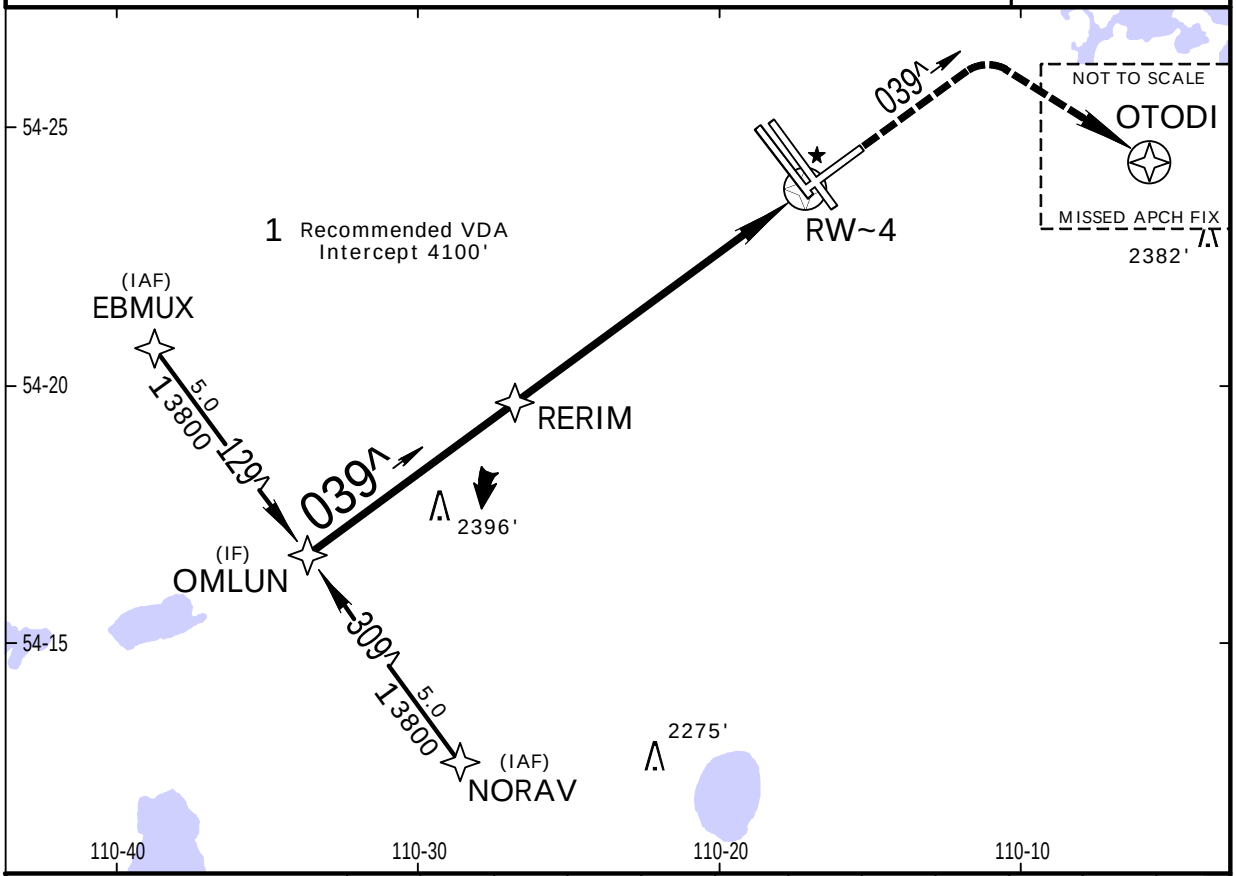
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

RNAV	Final Apch Crs	VDA RERIM	LNAV MDA(H)	Apt Elev 1775' TDZE 1772'
	039^	4050' (2278')	2160' (388')	

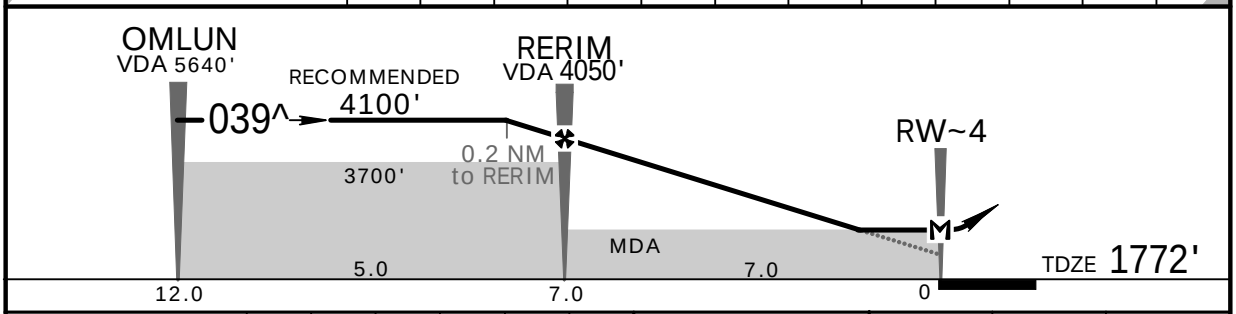
MISSED APCH: Climb to 5000' track 039^ RIGHT turn direct to OTODI.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW~4



NM to RW~4	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	1.1
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3100'	2780'	2460'	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW~4						

PAPI-L 5000' 039^

STRAIGHT-IN LANDING RWY 04 LNAV MDA(H) 2160' (388')		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1¼	90	2280' (505') -1½
B		120	
C		140	2280' (505') -2
D		165	2480' (705') -2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14 .Eff.3.Apr. (12-2)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 13L

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

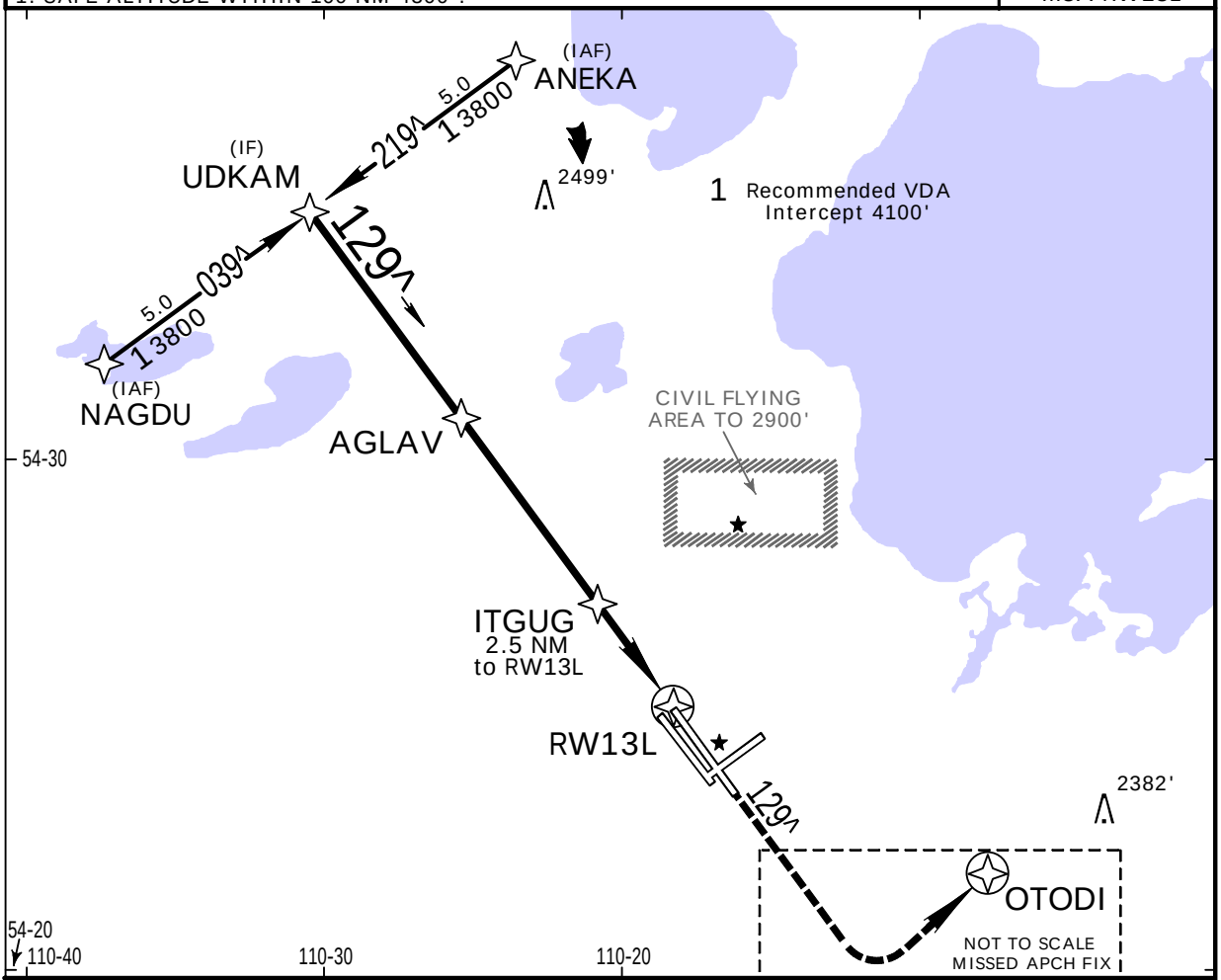
RNAV	Final Apch Crs	VDA AGLAV	LNAV MDA(H)	Apt Elev 1775' TDZE 1772'
	129^	4050' (2278')	2120' (348')	

MISSED APCH: Climb to 5000' track 129^ LEFT turn direct to OTODI.

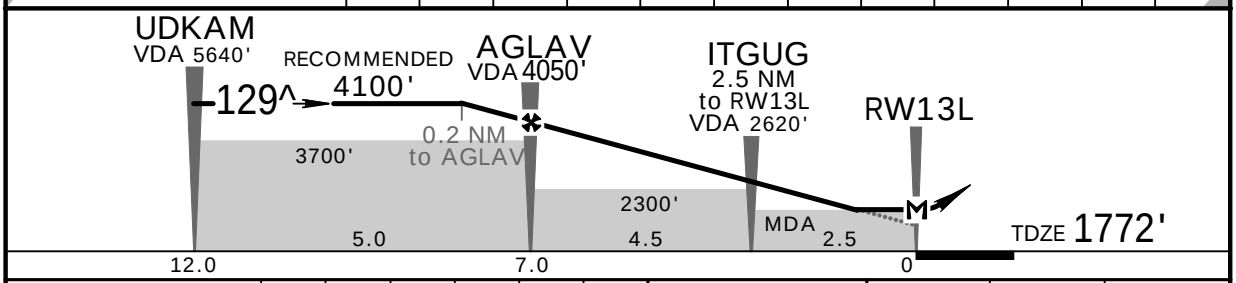
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW13L



NM to RW13L	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3100'	2780'	2460'	2120'



Gnd speed-Kts		70	90	100	120	140	160
VDA	3.00^	372	478	531	637	743	849
MAP at RW13L							

SSALR
PAPI

5000'

129^

STRAIGHT-IN LANDING RWY 13L
LNAV
MDA(H) 2120' (348')

HIALS out

A	
B	1
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr. (12-3)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 13R

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

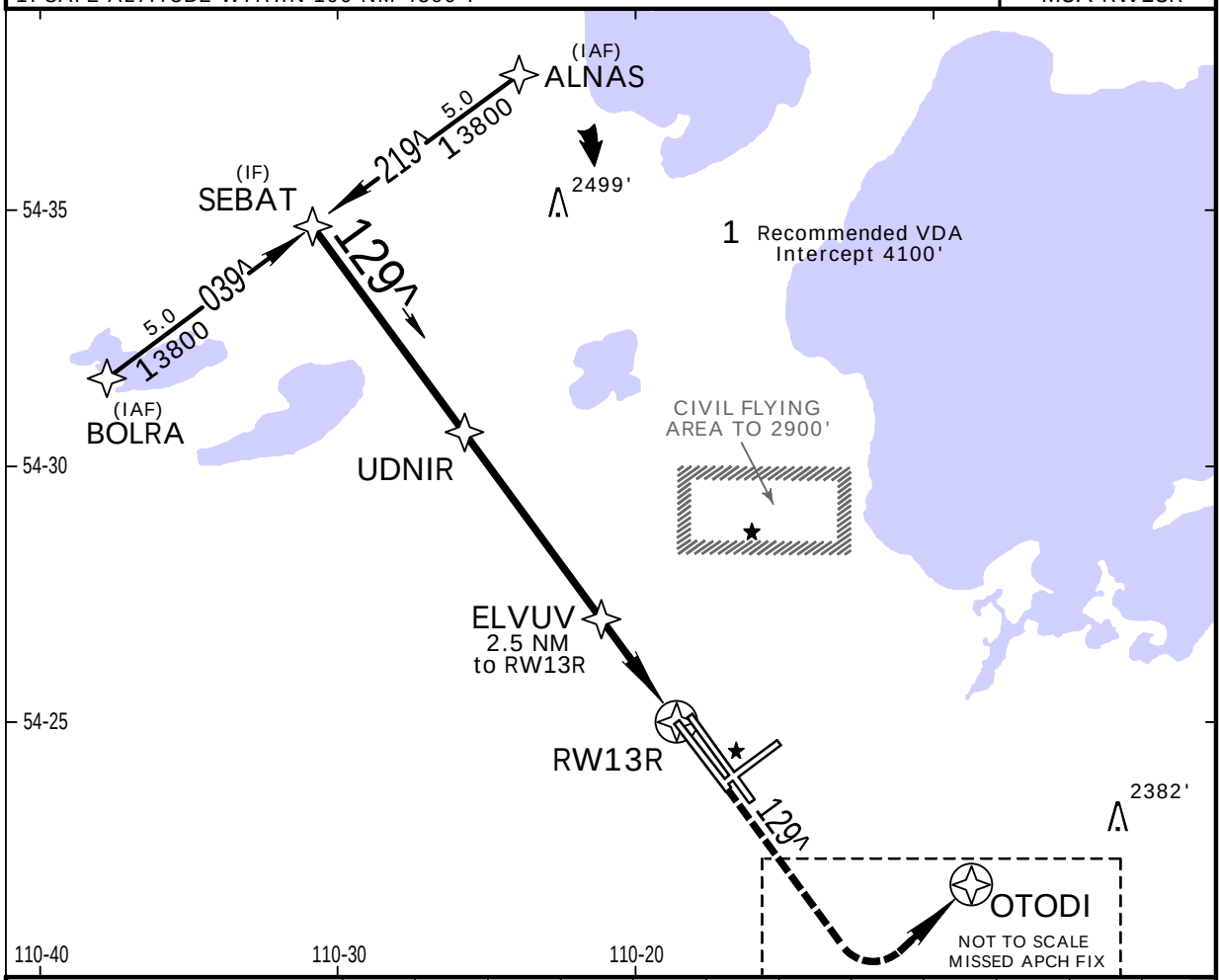
RNAV	Final Apch Crs	VDA UDNIR	LNAV MDA(H)	Apt Elev 1775' TDZE 1771'
	129^	4050' (2279')	2120' (349')	

MISSED APCH: Climb to 5000' track 129^ LEFT turn direct to OTODI.

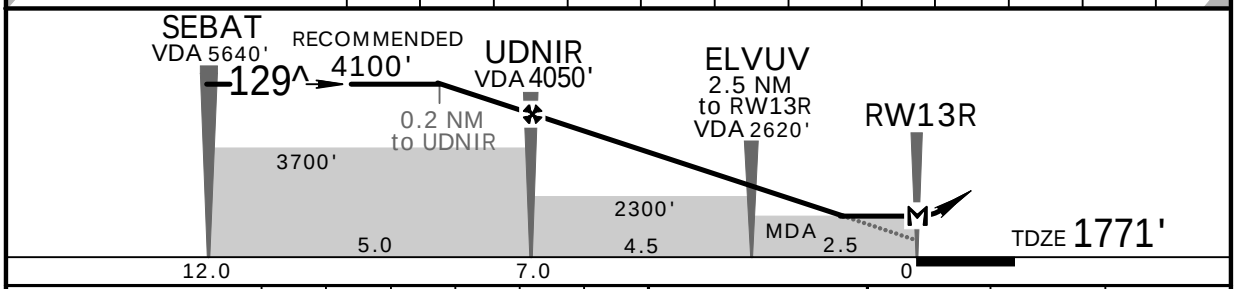
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW13R



NM to RW13R	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	2.0	0.9
VDA ALTITUDE	5640'	5320'	5010'	4690'	4370'	4100'	3730'	3410'	3090'	2780'	2460'	2120'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW13R						

SSALR
PAPI

5000'

129^

STRAIGHT-IN LANDING RWY 13R
LNAV
MDA(H) 2120' (349')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN
28 MAR 14
.Eff.3.Apr. (12-4)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 22

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

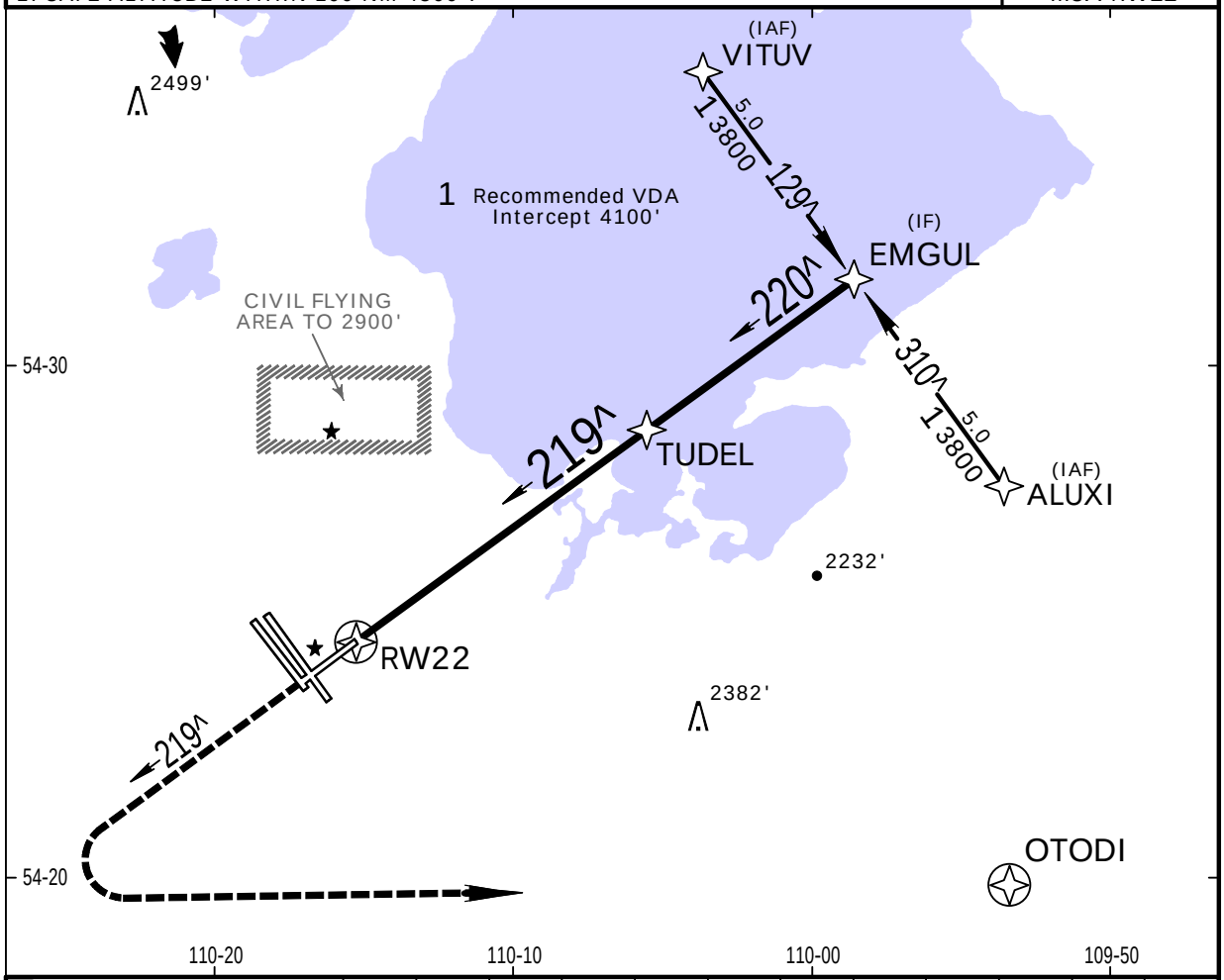
RNAV	Final Apch Crs	VDA TUDEL	LNAV MDA(H)	Apt Elev 1775'
	219^	4050' (2283')	2260' (493')	TDZE 1767'

MISSED APCH: Climb to 5000' track 219^ LEFT turn direct to OTODI.

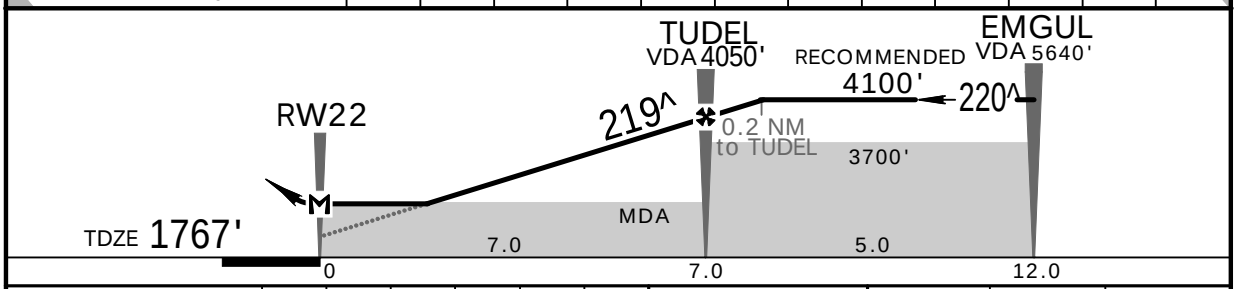
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW22



NM to RW22	1.4	2.0	3.0	4.0	5.0	6.0	7.2	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2260'	2450'	2770'	3090'	3410'	3730'	4100'	4360'	4680'	5000'	5320'	5640'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW22						

SSALR
PAPI
5000'
219^

STRAIGHT-IN LANDING RWY 22
LNAV
MDA(H) 2260' (493')

HIALS out

A	
B	1
C	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr.
12-5

COLD LAKE, ALTA
RNAV (GNSS) Rwy 31L

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

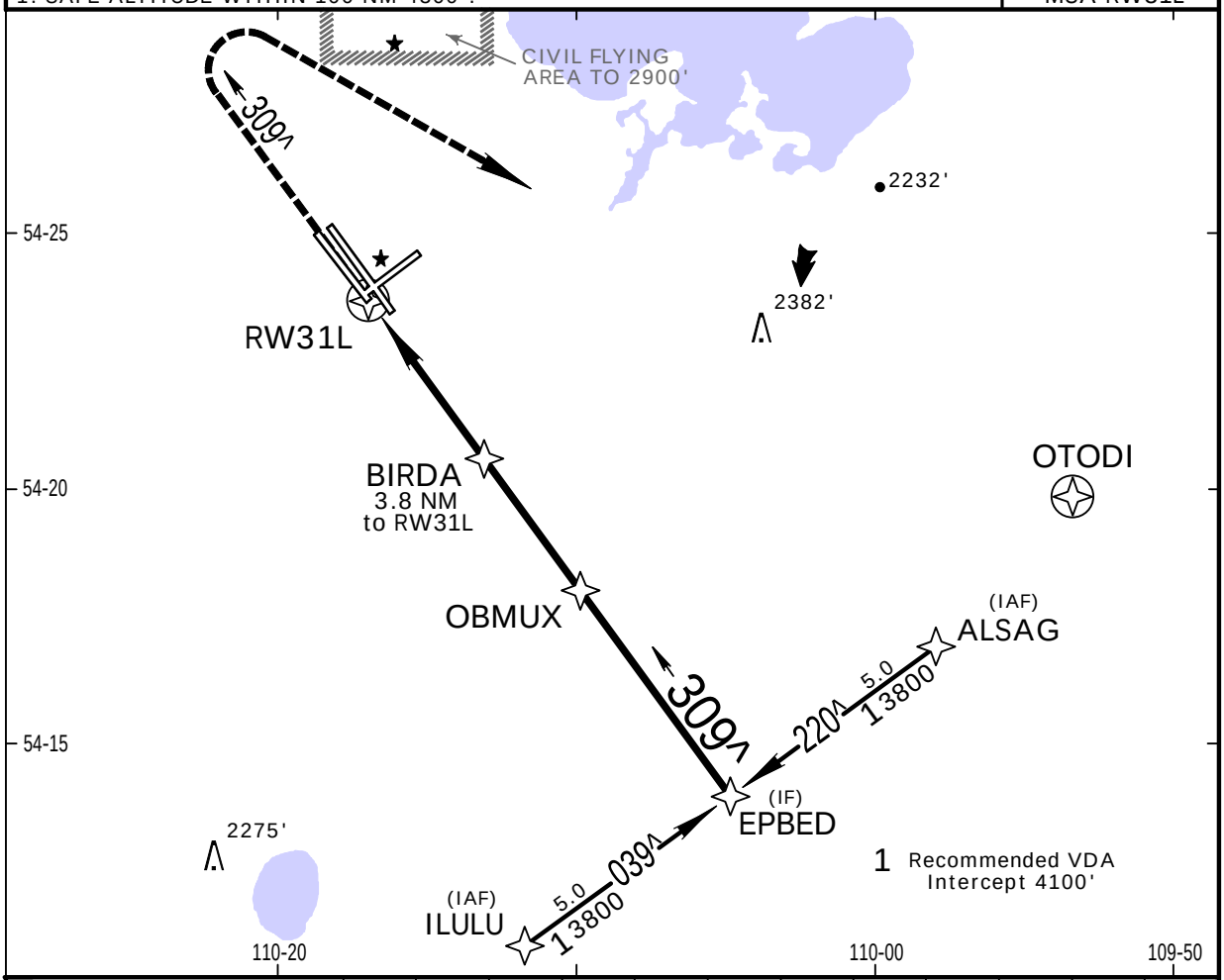
RNAV	Final Apch Crs	VDA OBMUX	LNAV MDA(H)	Apt Elev 1775' TDZE 1773'
	309^	4050' (2277')	2180' (407')	

MISSED APCH: Climb to 5000' track 309^ RIGHT turn direct to OTODI.

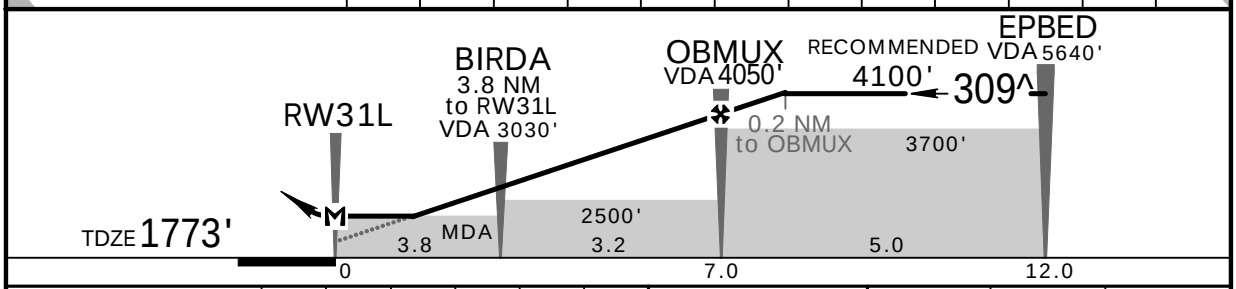
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW31L



NM to RW31L	1.1	2.0	3.0	4.0	5.0	6.0	7.2	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2180'	2460'	2780'	3100'	3420'	3730'	4100'	4370'	4690'	5010'	5330'	5640'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW31L						

SSALR
PAPI

5000'

309^

STRAIGHT-IN LANDING RWY 31L

LNAV
MDA(H) 2180' (407')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN

28 MAR 14
.Eff.3.Apr. (12-6)

COLD LAKE, ALTA
RNAV (GNSS) Rwy 31R

BRIEFING STRIP ™

COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

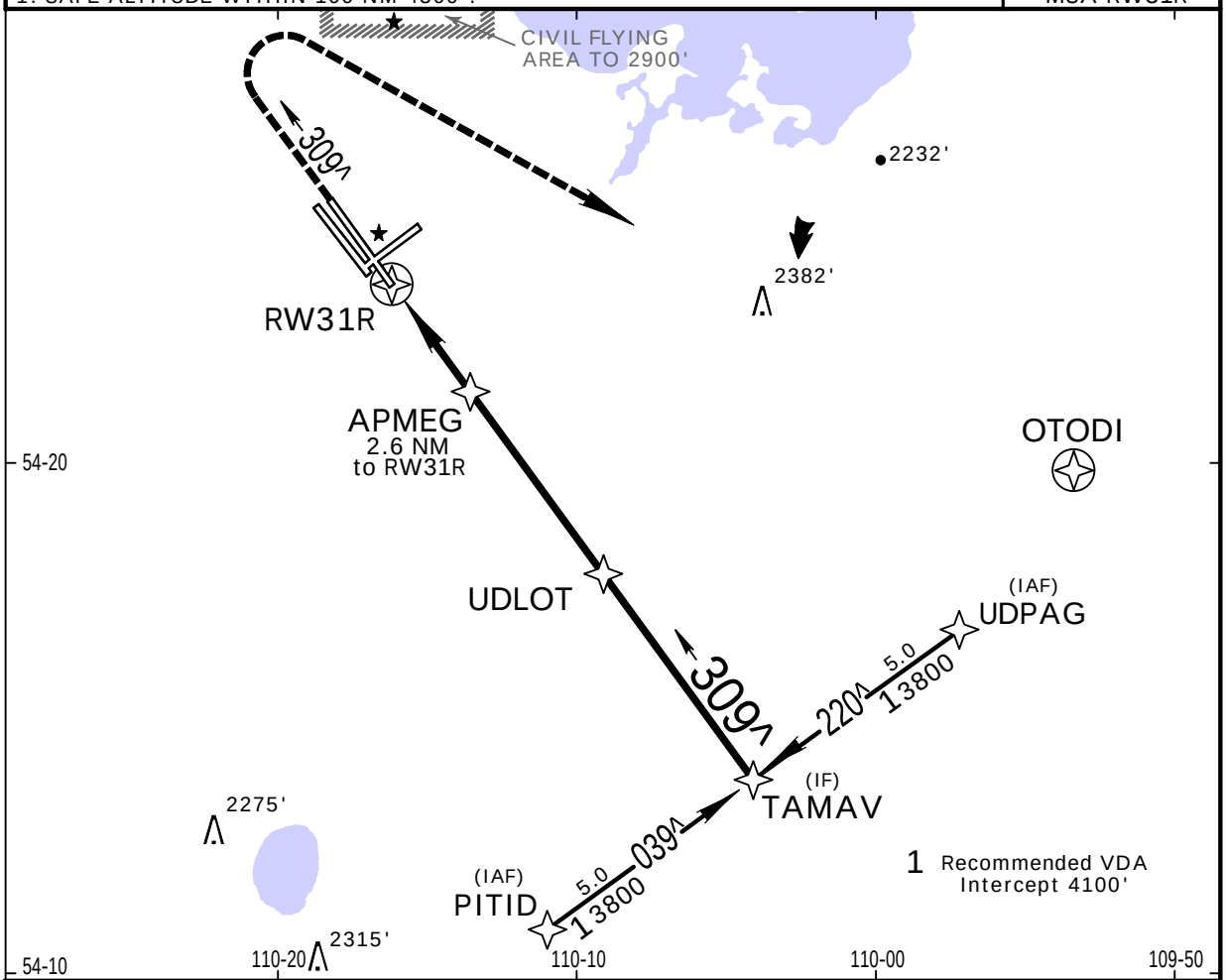
RNAV	Final Apch Crs	VDA UDLOT	LNAV MDA(H)	Apt Elev 1775' TDZE 1775'
	309^	4050' (2275')	2120' (345')	

MISSED APCH: Climb to 5000' track 309^ RIGHT turn direct to OTODI.

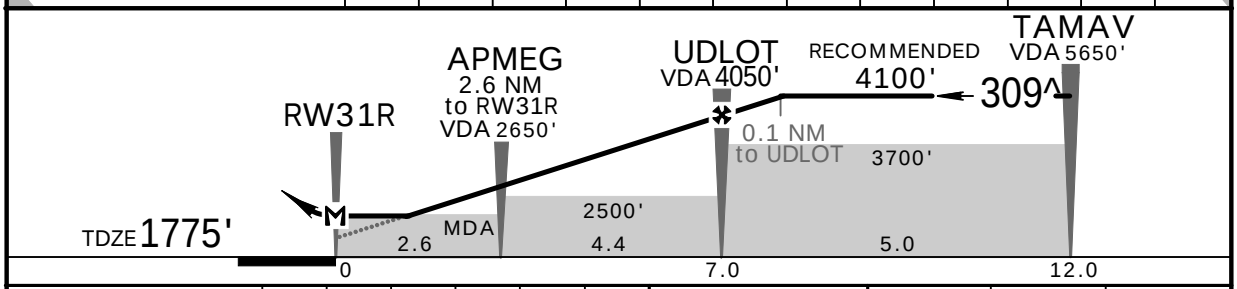
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA RW31R



NM to RW31R	0.9	2.0	3.0	4.0	5.0	6.0	7.1	8.0	9.0	10.0	11.0	12.0
VDA ALTITUDE	2120'	2460'	2780'	3100'	3420'	3740'	4100'	4370'	4690'	5010'	5330'	5650'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at RW31R						

SSALR
PAPI

5000'

309^

STRAIGHT-IN LANDING RWY 31R
LNAV
MDA(H) 2120' (345')
HIALS out

A		
B	1	
C		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505')-1½
120	
140	2280' (505')-2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 18 JUL 14 (16-1) .Eff.24.Jul.

COLD LAKE, ALTA
NDB DME Rwy 13L

BRIEFING STRIP ™

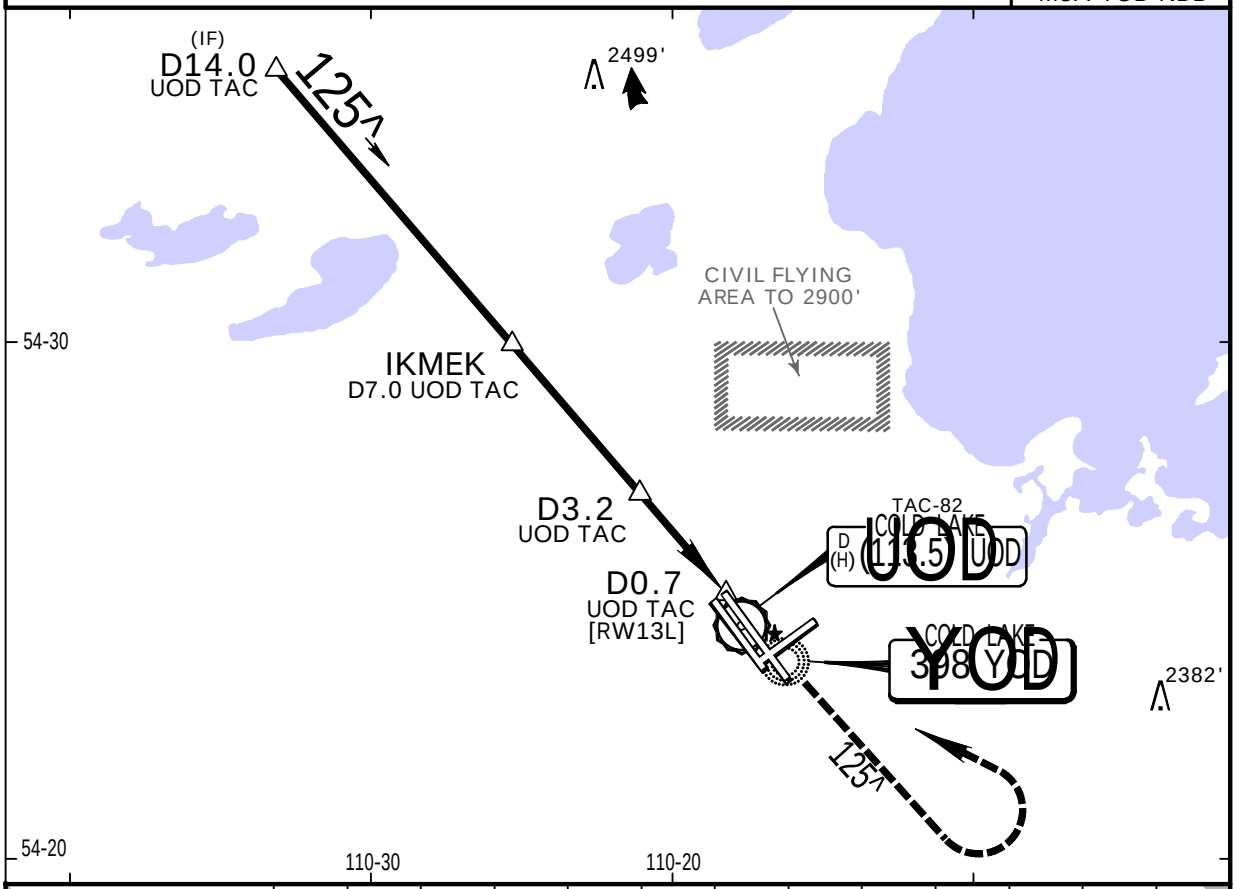
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	VDA IKMEK	MDA(H)	Apt Elev 1775'
398	125^	3830' (2058')	2160' (388')	TDZE 1772'

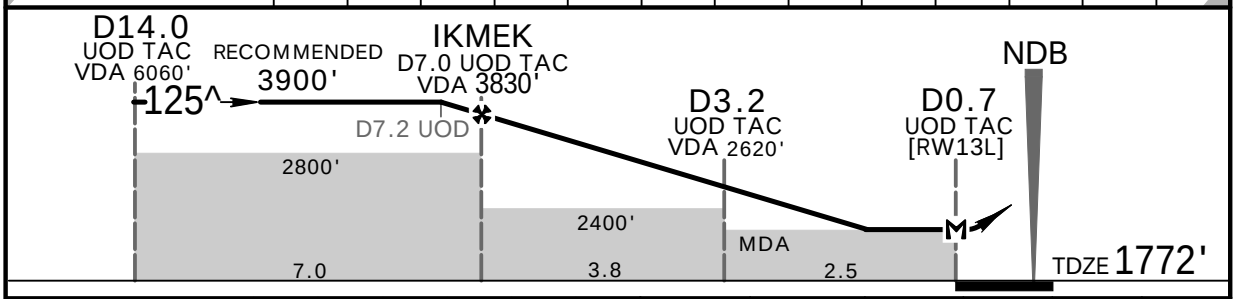
MISSED APCH: Climb to 5000' track 125^. LEFT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'. 2. Procedure turn not authorized.

3800'
MSA YOD NDB



NM to UOD DME	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.2	6.0	5.0	4.0	3.0	1.8
VDA ALTITUDE	6060'	5740'	5420'	5100'	4780'	4470'	4150'	3900'	3510'	3190'	2870'	2550'	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at D0.7 UOD TAC						

SSALR
PAPI

5000'

125^

LT

YOD
398

STRAIGHT-IN LANDING RWY 13L

MDA(H) 2160' (388')

HIALS out

A	
B	1
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280' (505') - 1½
120	
140	2280' (505') - 2
165	2480' (705') - 2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 18 JUL 14 (16-2) .Eff.24.Jul.

COLD LAKE, ALTA
NDB Rwy 13L

BRIEFING STRIP ™

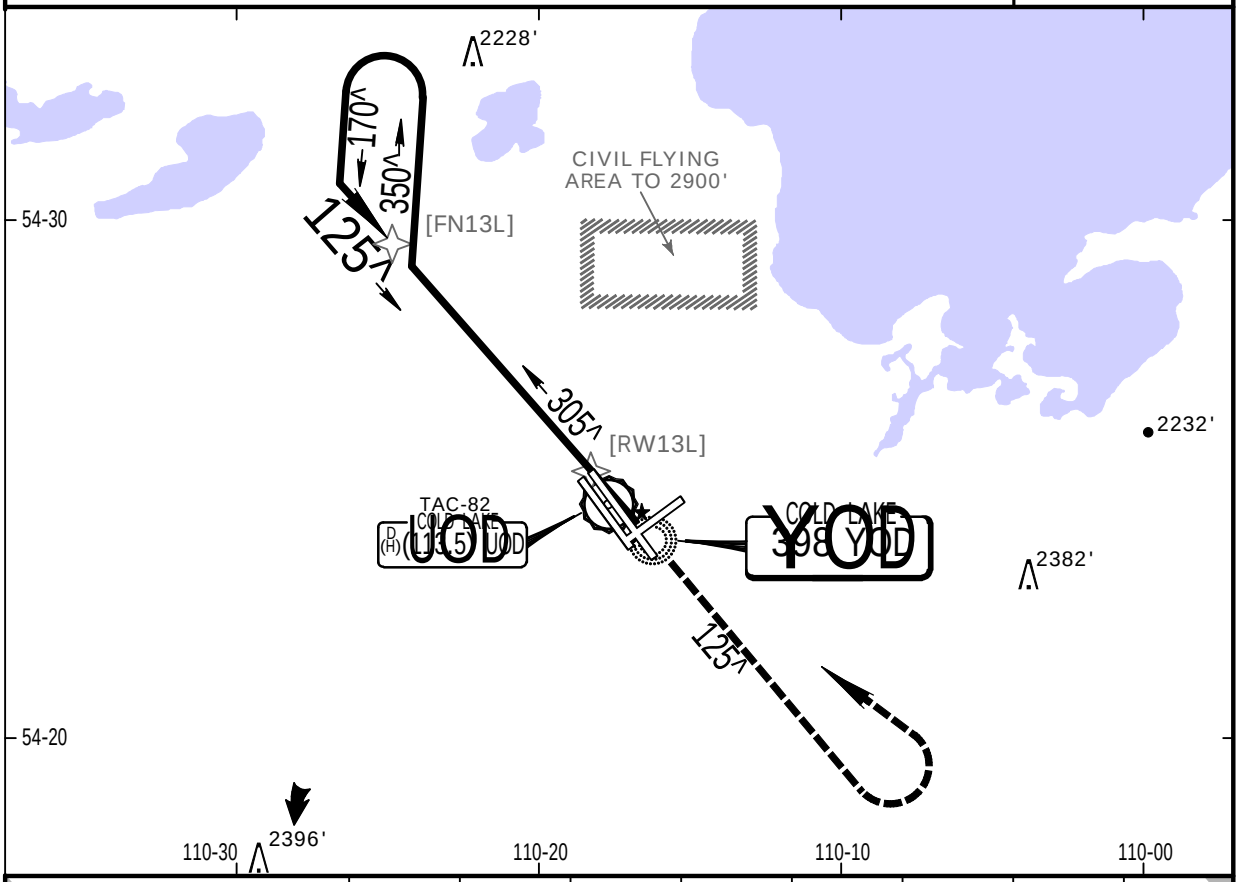
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD 398	Final Apch Crs 125^	No FAF	MDA(H) 2440'(668')	Apt Elev 1775' TDZE 1772'

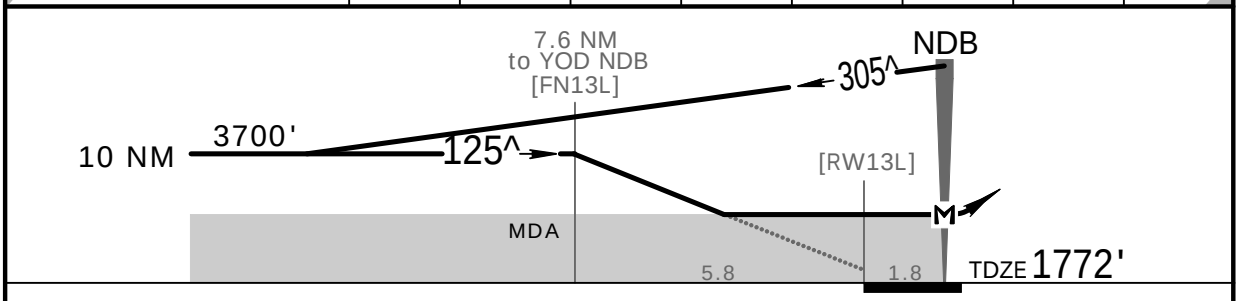
MISSED APCH: Climb to 5000' track 125^. LEFT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	10.0	9.0	7.6	7.0	6.0	5.0	4.0	3.7
VDA ALTITUDE	4460'	4140'	3700'	3500'	3180'	2860'	2540'	2440'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR
PAPI

5000' | 125^ | LT | D | YOD 398

STRAIGHT-IN LANDING RWY 13L
MDA(H) 2440'(668')

HIALS out

A	
B	
C	1½
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	2440'(665')-2
140	
165	2480'(705')-2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-3) .Eff.3.Apr.

COLD LAKE, ALTA
NDB DME Rwy 22

BRIEFING STRIP ™

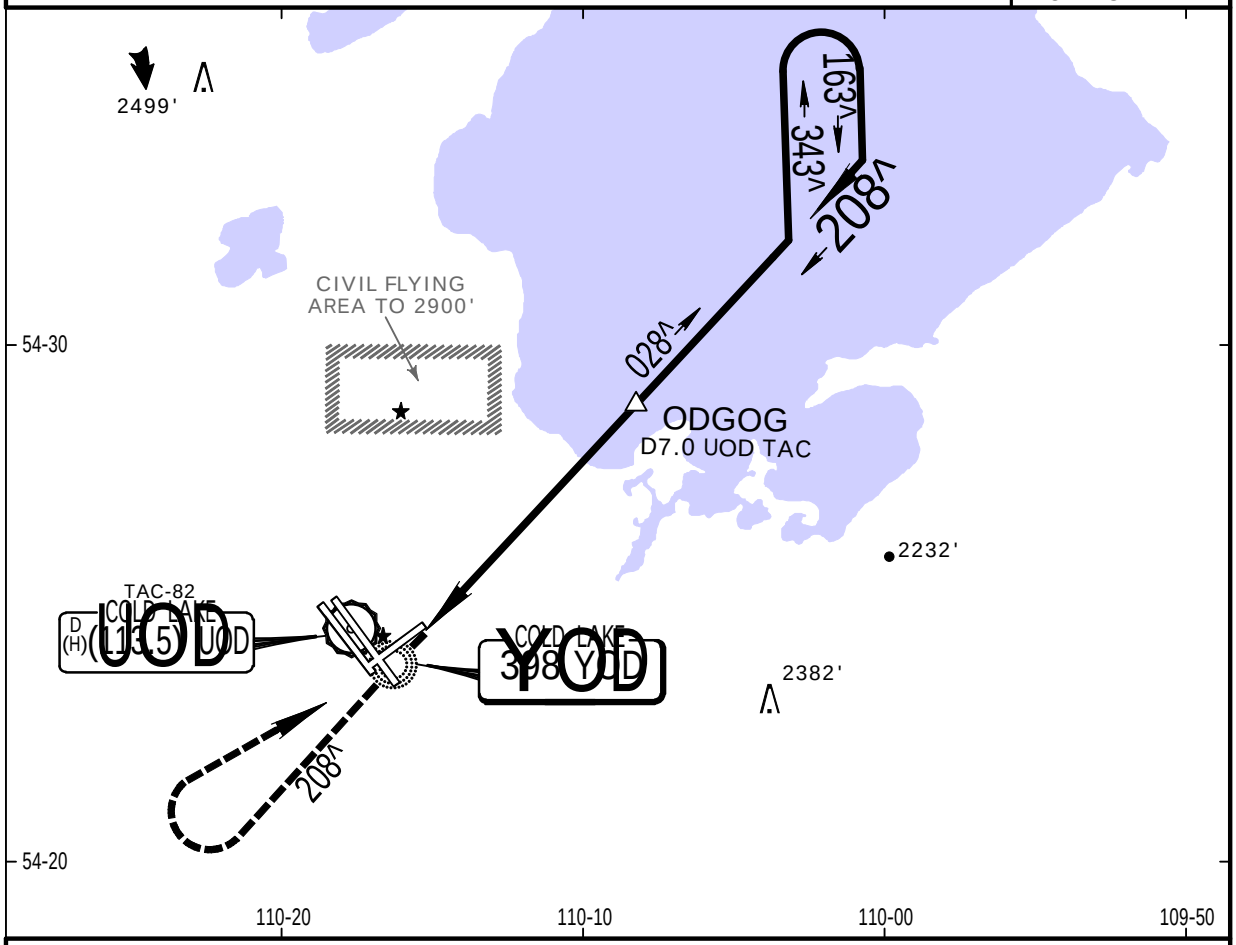
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

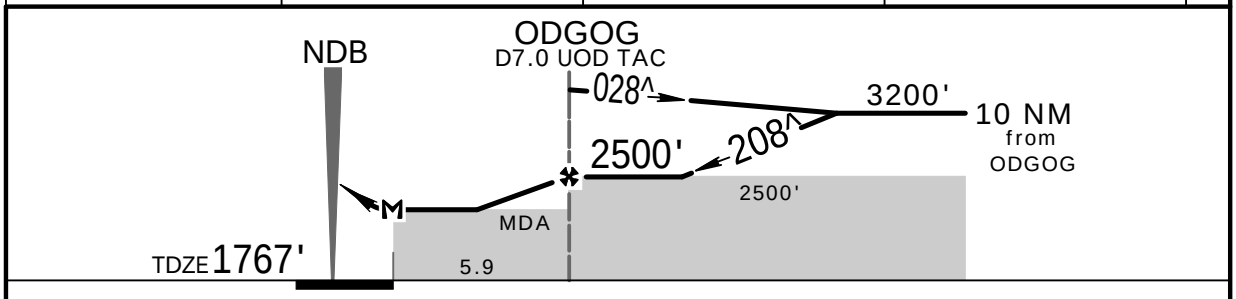
NDB YOD	Final Apch Crs	Minimum Alt ODGOG	MDA(H)	Apt Elev 1775'
398	208^	2500' (733')	2420' (653')	TDZE 1767'

MISSED APCH: Climb to 5000' track 208^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB





Gnd speed-Kts	70	90	100	120	140	160
ODGOG to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

SSALR PAPI | 5000' | 208^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY 22

MDA(H) 2420' (653')

HIALS out

A	
B	1½
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	
120	2420' (645') -2
140	
165	2480' (705') -2¼

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-4) .Eff.3.Apr.

COLD LAKE, ALTA
NDB Rwy 22

BRIEFING STRIP ™

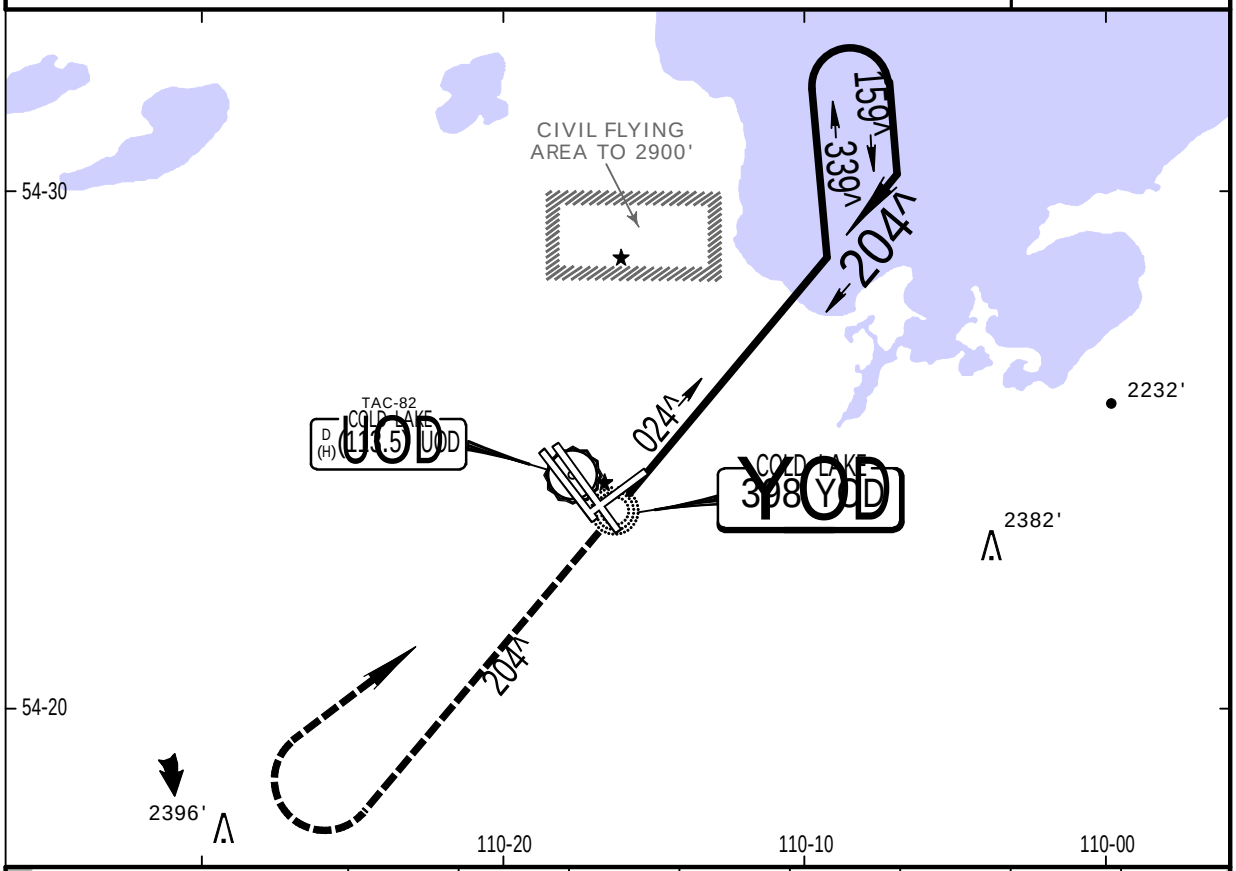
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	No FAF	MDA(H)	Apt Elev 1775' TDZE 1767'
398	204^		2480'(713')	

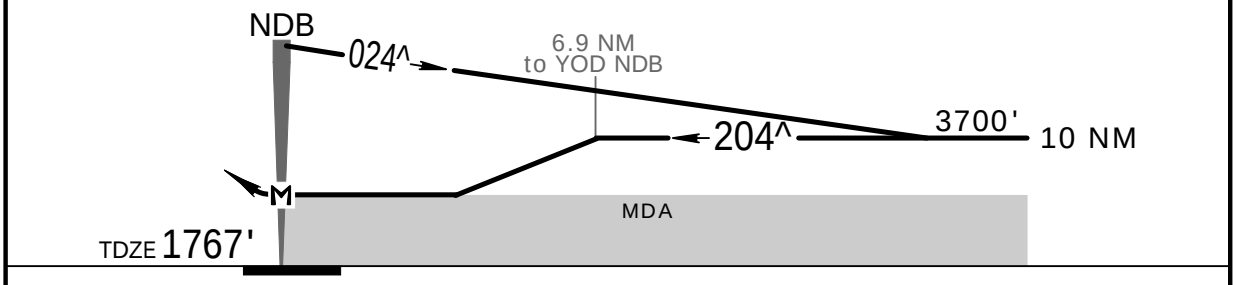
MISSED APCH: Climb to 5000' track 204^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	3.1	4.0	5.0	6.0	6.9	8.0	9.0	10.0
VDA ALTITUDE	2480'	2770'	3090'	3410'	3700'	4050'	4370'	4680'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR PAPI | 5000' | 204^ | RT | YOD 398

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 2480'(713')			
HIALS out		Max Kts	MDA(H)
A	1¾	90	2480'(705') - 2¼
B		120	
C		140	
D		165	

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CYOD/YOD

GROUP CAPTAIN MCNAIR 28 MAR 14 (16-5) .Eff.3.Apr.

JEPPESEN

COLD LAKE, ALTA
NDB DME Rwy 31R

BRIEFING STRIP ™

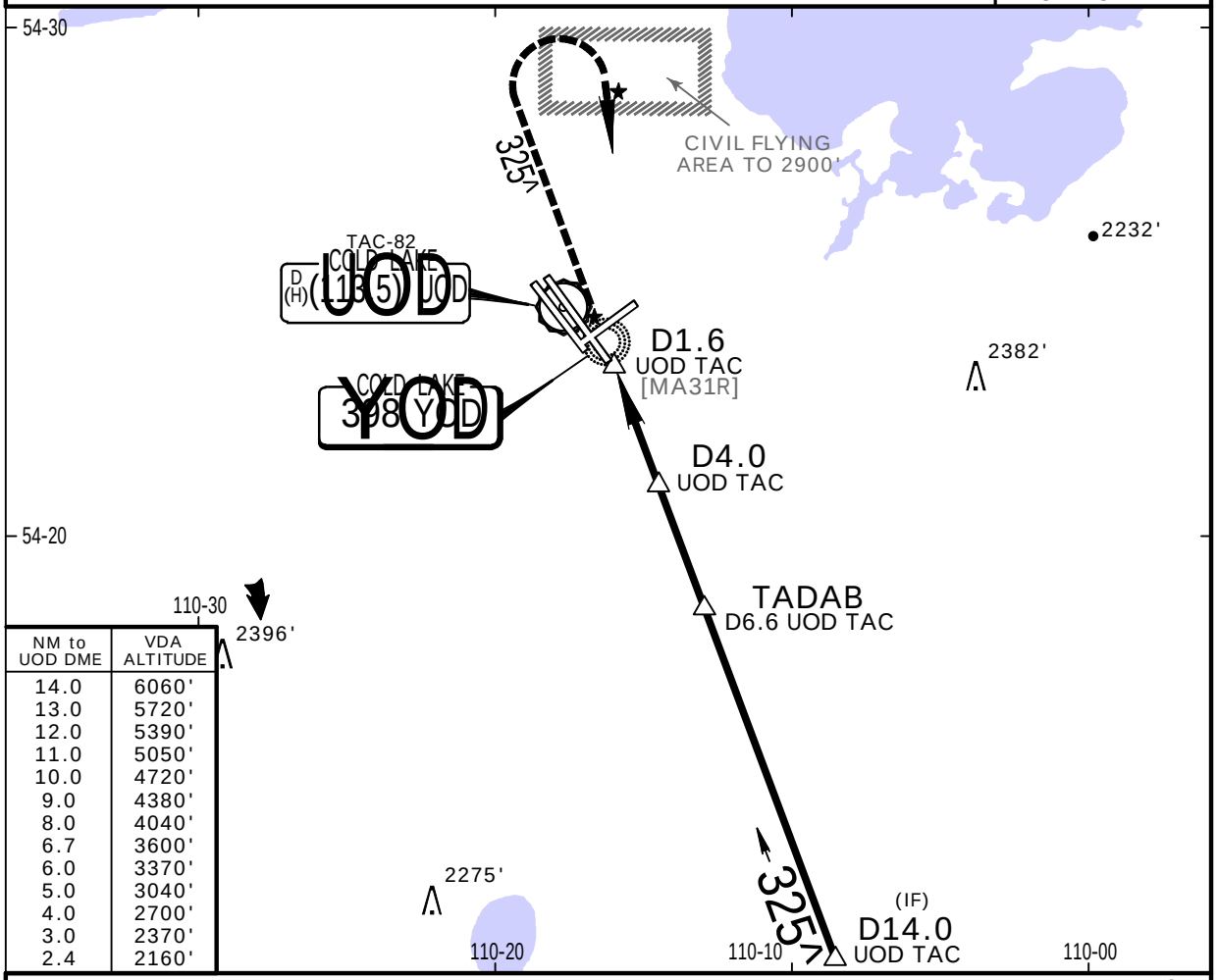
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD	Final Apch Crs	VDA TADAB	MDA(H)	Apt Elev 1775'
398	325^	3570' (1795')	2160' (385')	TDZE 1775'

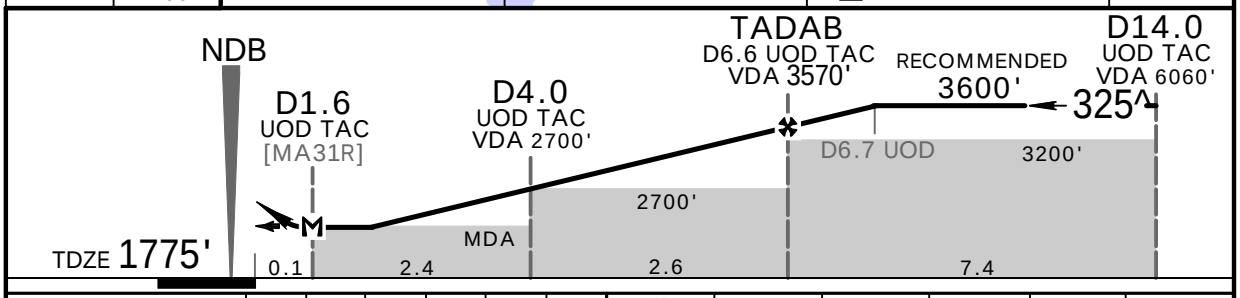
MISSED APCH: Climb to 5000' track 325^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to UOD DME	VDA ALTITUDE
14.0	6060'
13.0	5720'
12.0	5390'
11.0	5050'
10.0	4720'
9.0	4380'
8.0	4040'
6.7	3600'
6.0	3370'
5.0	3040'
4.0	2700'
3.0	2370'
2.4	2160'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.16^	391	503	559	671	783	895
MAP at D1.6 UOD TAC						

SSALR
PAPI

5000' | 325^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY31R

MDA(H) 2160'(385')

HIALS out

A	
B	
C	1

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2280'(505') - 1½
120	2280'(505') - 2
140	2280'(505') - 2

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CYOD/YOD
GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAR 14 (16-6) .Eff.3.Apr.

COLD LAKE, ALTA
NDB Rwy 31R

BRIEFING STRIP ™

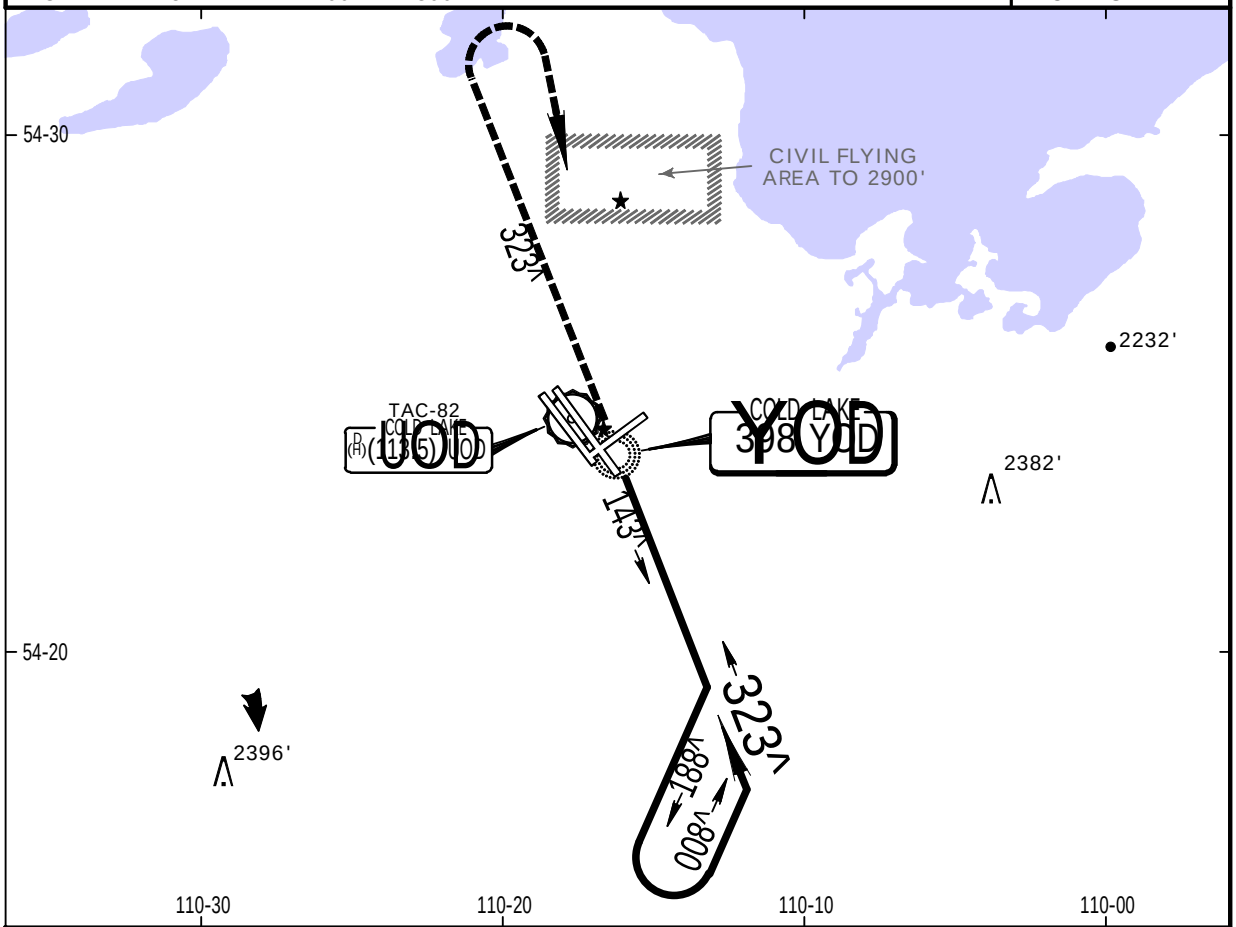
COLD LAKE Arrival	COLD LAKE Tower	Ground
124.5	126.2	121.9

NDB YOD 398	Final Apch Crs 323^	No FAF	MDA(H) 2320' (545')	Apt Elev 1775' TDZE 1775'

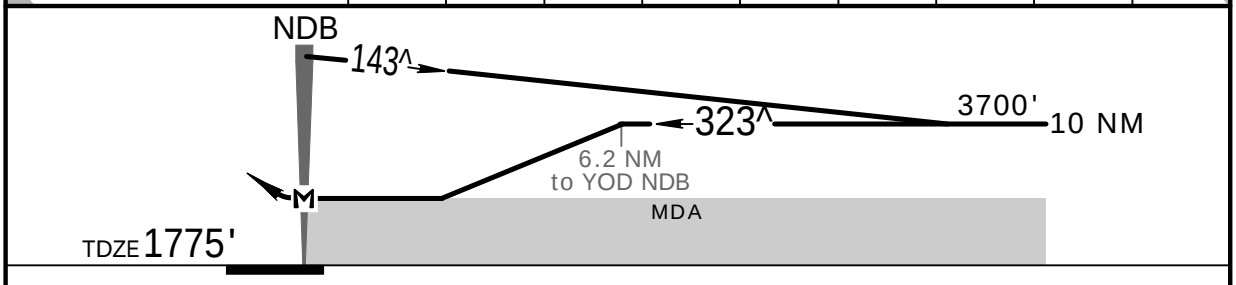
MISSED APCH: Climb to 5000' track 323^. RIGHT turn direct to YOD NDB.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.

3800'
MSA YOD NDB



NM to YOD NDB	1.9	3.0	4.0	5.0	6.2	7.0	8.0	9.0	10.0
VDA ALTITUDE	2320'	2670'	2990'	3310'	3700'	3940'	4260'	4580'	4900'



Gnd speed-Kts	70	90	100	120	140	160
VDA 3.00^	372	478	531	637	743	849
MAP at NDB						

SSALR PAPI | 5000' | 323^ | RT | D | YOD 398

STRAIGHT-IN LANDING RWY 31R		CIRCLE-TO-LAND	
MDA(H) 2320' (545')		Max Kts	MDA(H)
HIALS out		90	2320' (545') - 1¾
A	1¼	120	2320' (545') - 2
B		140	2320' (545') - 2
C			

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CYOD/YOD COLD LAKE, ALTA

GROUP CAPTAIN MCNAIR

JEPPESEN 28 MAY 10 .Eff.3.Jun. (18-1)

PAR Rwys 13L, 22, 31R

BRIEFING STRIP ™

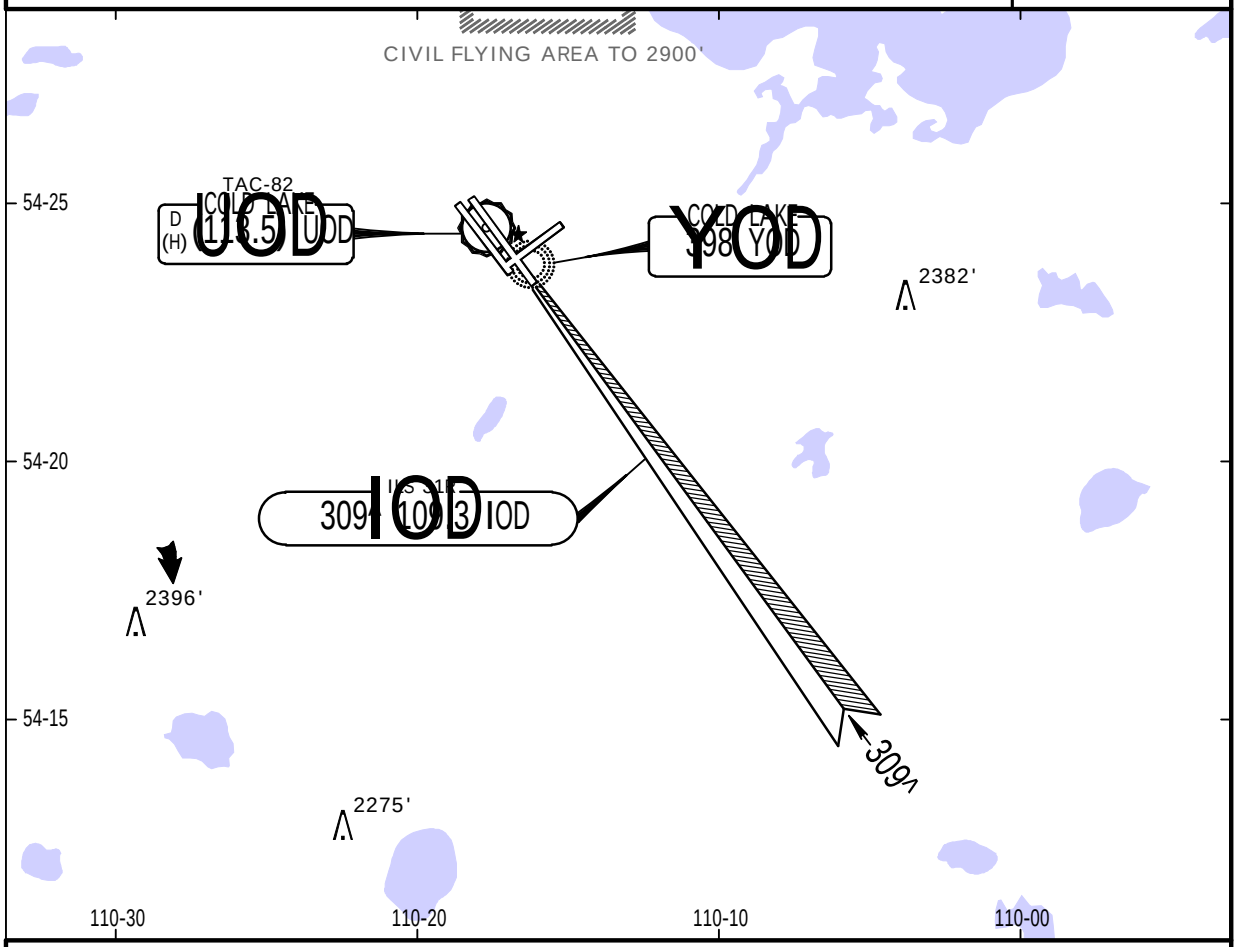
COLD LAKE Arrival	COLD LAKE Radar	COLD LAKE Tower	Ground
124.5	119.4	126.2	121.9

RADAR	Final Apch Crs By ATC	No FAF	DA(H) Refer to Minimums	Apt Elev 1775' TDZE-See below

No MSA published

MISSED APCH: As directed by RADAR CONTROLLER.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. SAFE ALTITUDE WITHIN 100 NM 4300'.



RWY 13L	RWY 22	RWY 31R
TDZE 1772'	TDZE 1767'	PAR TCH 44' TDZE 1775'

Gnd speed-Kts	70	90	100	120	140	160
Rwys 13L, 22, 31R PAR GS 3.00^	377	484	538	646	753	861

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	PAR 13L DA(H) 1972' (200')	HIALS out	PAR 22 DA(H) 1967' (200')	HIALS out	PAR 31R DA(H) 1975' (200')	HIALS out
A						
B						
C	½	¾	½	¾	RVR 26 or ½	RVR 40 or ¾
D						

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