

Nov 10, 2020

Fall GAA Meeting

Fairbanks Air Traffic Control (FAI ATCT)



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*calls may be recorded



Discussion Points

- **Chena Marina Operations**
- **NOTAM Closed Surfaces**
- **Proper Radio Etiquette**
- **Traffic Pattern Operations**
- **Pattern Awareness**
- **Same Runway Separation**
- **Timely Call to Fairbanks Approach for Sequencing & GPS Position Reports**
- **IFR Pickup Clearances**
- **Special VFR Operations**
- **R-2206 TFRs**



Chena Marina Operations

- Be aware of traffic flow, aligned to FAI advertised runways
- No CTAF, but if you need to report your position, do so!
- Recent accident still under investigation



NOTAM Closed Surfaces

- Float pond is closed and unmaintained, all ski operations are pilot's own risk. You will NOT be cleared for anything, only advised to "proceed as requested" or "unable".
- Ski Strip closed to wheeled aircraft in the winter, it ruts up the surface, please don't ask to land on the Ski Strip with wheels.



Radio Etiquette

- Read back of runway assignment in taxi instructions, as well as hold short instructions, **MUST** include callsign.
- Acknowledge other instructions, a simple “Roger” is often sufficient, especially a frequency change to Tower. We have to make sure radio communications are transferred prior to you entering the Class D, or we have to call the Tower to make sure you came over.



Traffic Pattern Operations

- FAI Pattern Altitude
 - 1,500' MSL (Single Engine Reciprocating Aircraft)
 - 2,000' MSL (All other Aircraft)
- Remain within 1NM of the airport (or as operationally feasible) unless instructed otherwise
 - Advise if you require an extended pattern. For sequencing purposes, Tower may switch you to Approach control.
- Advise Tower if you plan to execute stop & gos or full stop (for spacing and sequencing purposes)



Traffic Pattern Awareness

- If informed you will be following traffic, do not turn base w/o traffic to follow in sight
- Do not crowd other aircraft
- Avoid flying through final on your base turn
- Please be prompt on the runway and exit at the first available taxiway, unless instructed otherwise
- When exiting the runway, taxi across the runway hold lines, DO NOT stop prior to them, or the next arrival gets sent around
- If you are a student pilot say so, and we can give you more room



Same runway separation for Arrivals

- Small, single propeller driven weighing less than 12,500lbs = 3,000'
- Small, twin propeller driven weighing less than 12,500lbs, = 4,500'
- Everything else must be clear of the runway before you cross the landing threshold



Timely Calls to Approach, and GPS Position Reports

- Calls to Approach should be done prior to or upon entering the TRSA, enough time to radar identify, prior to being shipped to Tower.
- Don't call Approach 6 miles from the airport, just call Tower directly if you wait that long. You may be instructed to remain out and contact Approach for re-sequencing.
- Set GPS to measure distance in Nautical, NOT Statute miles. This could save you from a pilot deviation (Class D Violation)
- If you don't plan to climb into the TRSA (floor 2,500 - 3,000' MSL outside the Class D), or don't want the service, say "Negative TRSA".
- Please don't maneuver right on the edge of the Class D when receiving TRSA & working in the practice area, requires extra coordination.



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Federal Aviation
Administration

VFR to IFR flights

- Clearly request an IFR pickup clearance.
- If you know you are going to want an IFR pickup and are able, stay VFR at or above 5,000'. Below that altitude we will often ask if you are able to “maintain your own terrain and obstruction clearance until reaching 5,000’ ” and if you say you can, we will issue the clearance. If you can't, we will try to point you to an area that may have VFR weather, or ask what your next request is.



Special VFR into Fairbanks Class D

- Pilot must request it! ATC cannot solicit
- Ceiling restriction affects the whole surface area, visibility only at the airport of observation. Satellite airports can call their own flight visibility
- Can either call up FAI Approach and request it, or call Tower directly.
- Expect Clearance into FAI Class D from FAI Tower
- Airborne aircraft have higher priority than those waiting on the ground.
- IFR traffic will not be delayed for SVFR



R-2206 TFRs

- Expansion testing and associated TFRs coming, could impact traffic south/southwest of Nenana, check NOTAMs and with Fairbanks FSS if you have questions.



Questions?

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