


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 05/04/2017	<b>Task #:</b> 2015121713110301007	<b>Request #:</b> 20151217131103
<b>Procedure:</b> RNAV (GPS) Y RWY 7R AMDT 5			<b>Airport ID:</b> PANC	<b>Airport:</b> TED STEVENS ANCHORAGE INTL		<b>Reimbursable #:</b> NO
<b>City:</b> ANCHORAGE	<b>ST:</b> AK	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/10/2019		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>			<b>Specialist:</b> TAYLOR GIBSON	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	03/12/2019	07/02/2019	CHRIS MCCARTHY			
<b>QA:</b>	07/02/2019					
<b>Liaison:</b>						
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  PENDING AIRPORT DATA USED.  HARD DATE DUE TO AMENDMENTS COINCIDING WITH 15/33 RWY EXTENSION.  CONTACT DAVE DANNER 405-954-5077						

WAAS CH <b>81815</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg <b>12400</b> TDZE <b>132</b> Apt Elev <b>151</b>
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# RNAV (GPS) Y RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

RNP APCH.

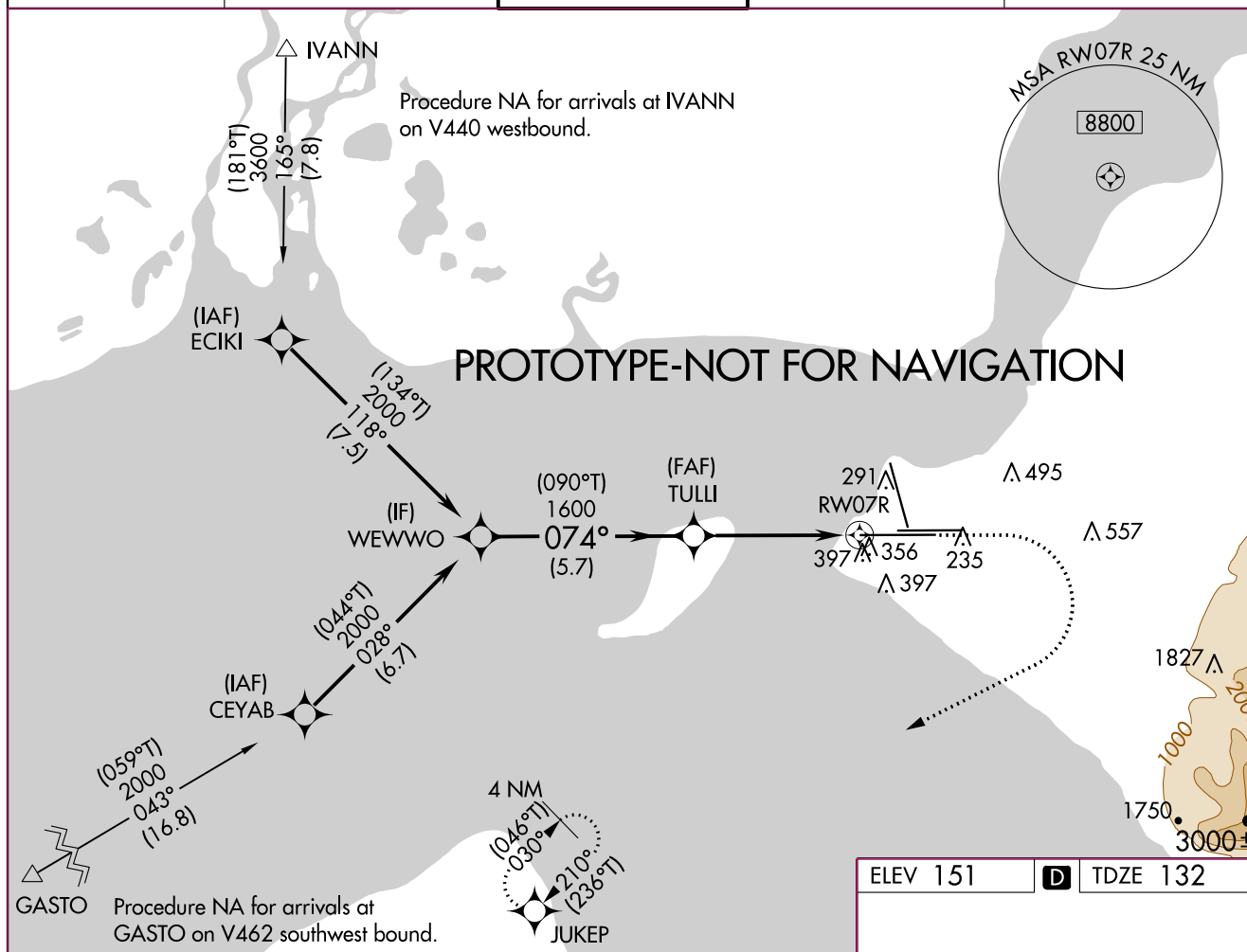
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility to 1 $\frac{3}{8}$  SM.

ALSF-2

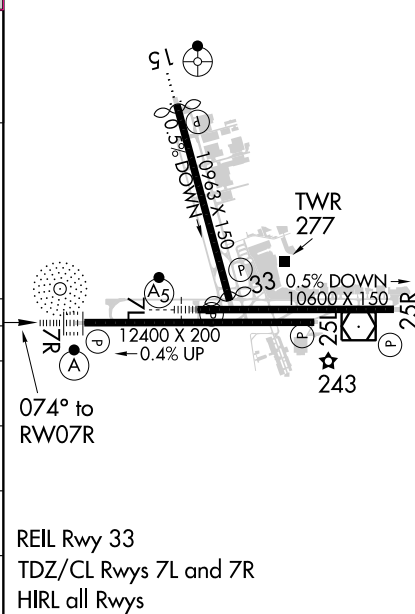


MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct JUKEP and hold.

D-ATIS <b>135.5</b>	ANCHORAGE APP CON <b>118.6 290.5</b>	ANCHORAGE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 338.25</b>	CLNC DEL <b>119.4 323.1</b>
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WEWWO		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		900	3000	JUKEP
2000		(090°T) 074°		*LNAV only		
GP 3.00° TCH 55		1600		*1.3 NM to RW07R		
		5.7 NM		3.1 NM		
CATEGORY	A	B	C	D		
LPV DA	332/18		200 (200- $\frac{1}{2}$ )			
LNAV/VNAV DA	648/55		516 (500-1 $\frac{1}{4}$ )			
LNAV MDA	640/24	488 (500- $\frac{1}{2}$ )	620/50	488 (500-1)		
CIRCLING	700-1	549 (600-1)	800-1 $\frac{3}{4}$ 649 (700-1 $\frac{3}{4}$ )	920-2 $\frac{1}{2}$ 769 (800-2 $\frac{1}{2}$ )		



OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19059

WAAS CH <b>81815</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg <b>12400</b> TDZE <b>132</b> Apt Elev <b>151</b>
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## RNAV (GPS) Y RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cat C and D visibility to 1½ SM.

ALSF-2



MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct JUKEP and hold.

D-ATIS  
**135.5**

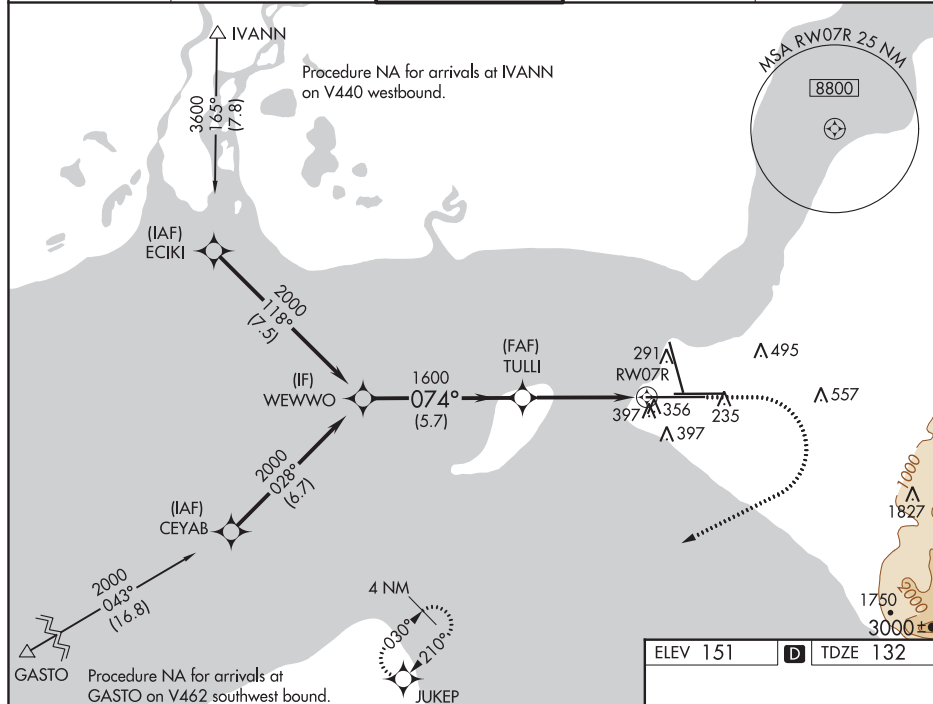
ANCHORAGE APP CON  
**118.6 290.5**

ANCHORAGE TOWER  
**118.3 257.8**

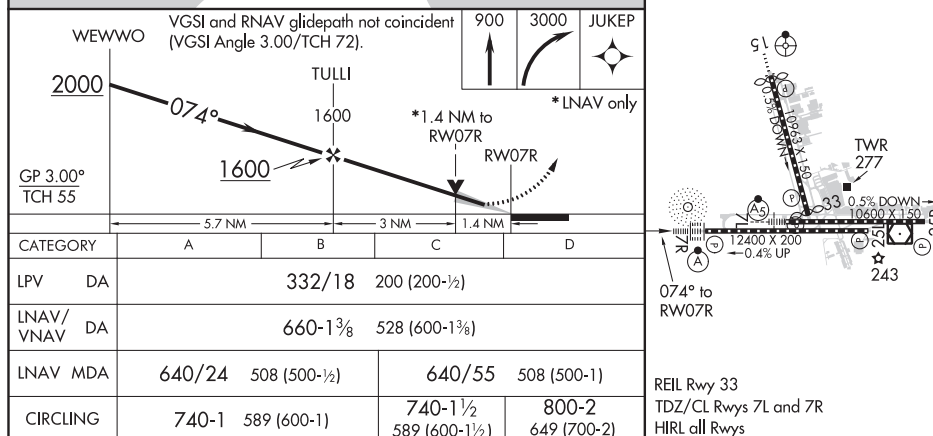
GND CON  
**121.9 338.25**

CLNC DEL  
**119.4 323.1**

AK, 28 FEB 2019 to 25 APR 2019



AK, 28 FEB 2019 to 25 APR 2019



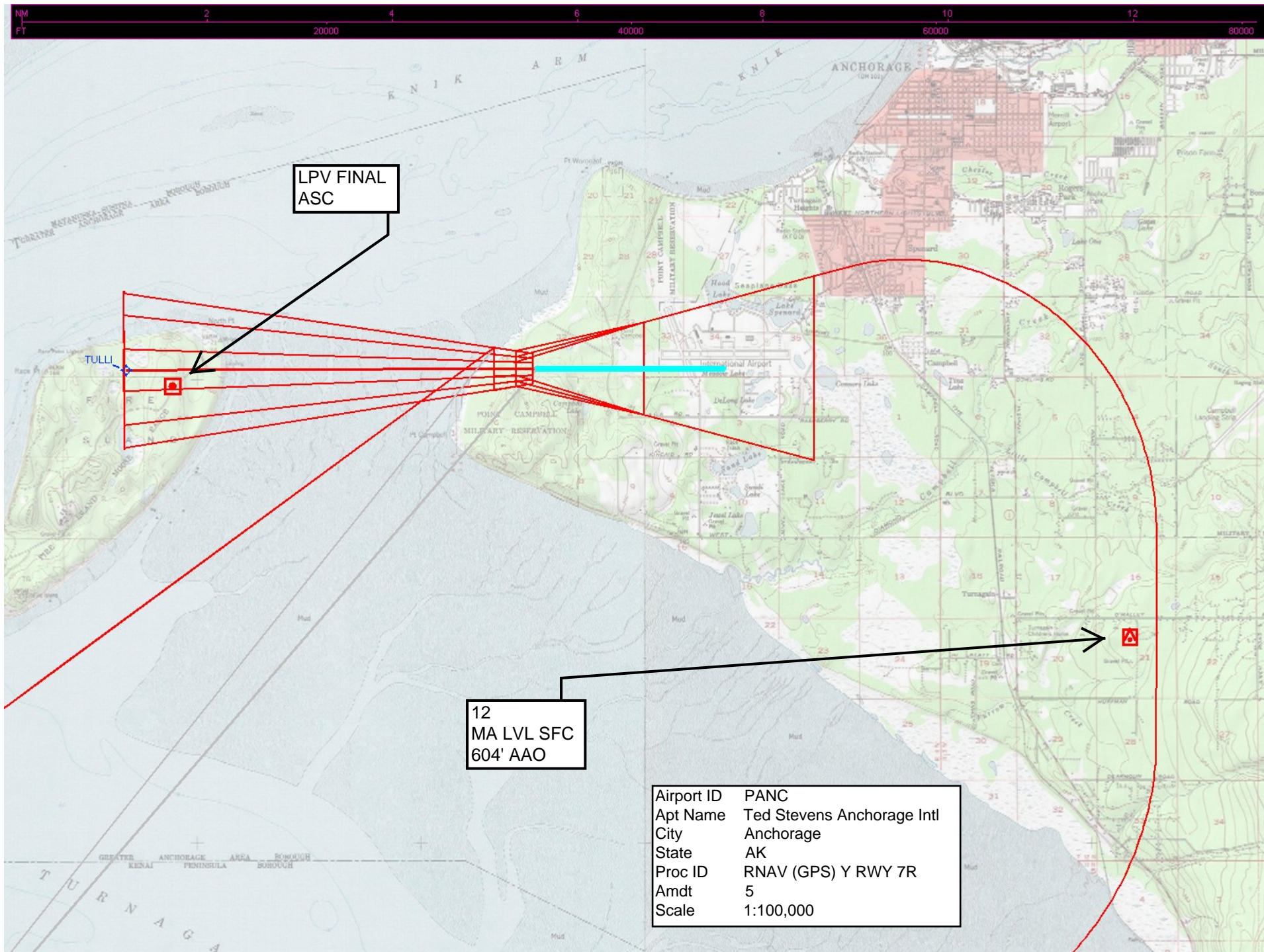
ANCHORAGE, ALASKA  
Amdt 4D 01FEB18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)  
61°10'N-150°00'W  
RNAV (GPS) Y RWY 7R

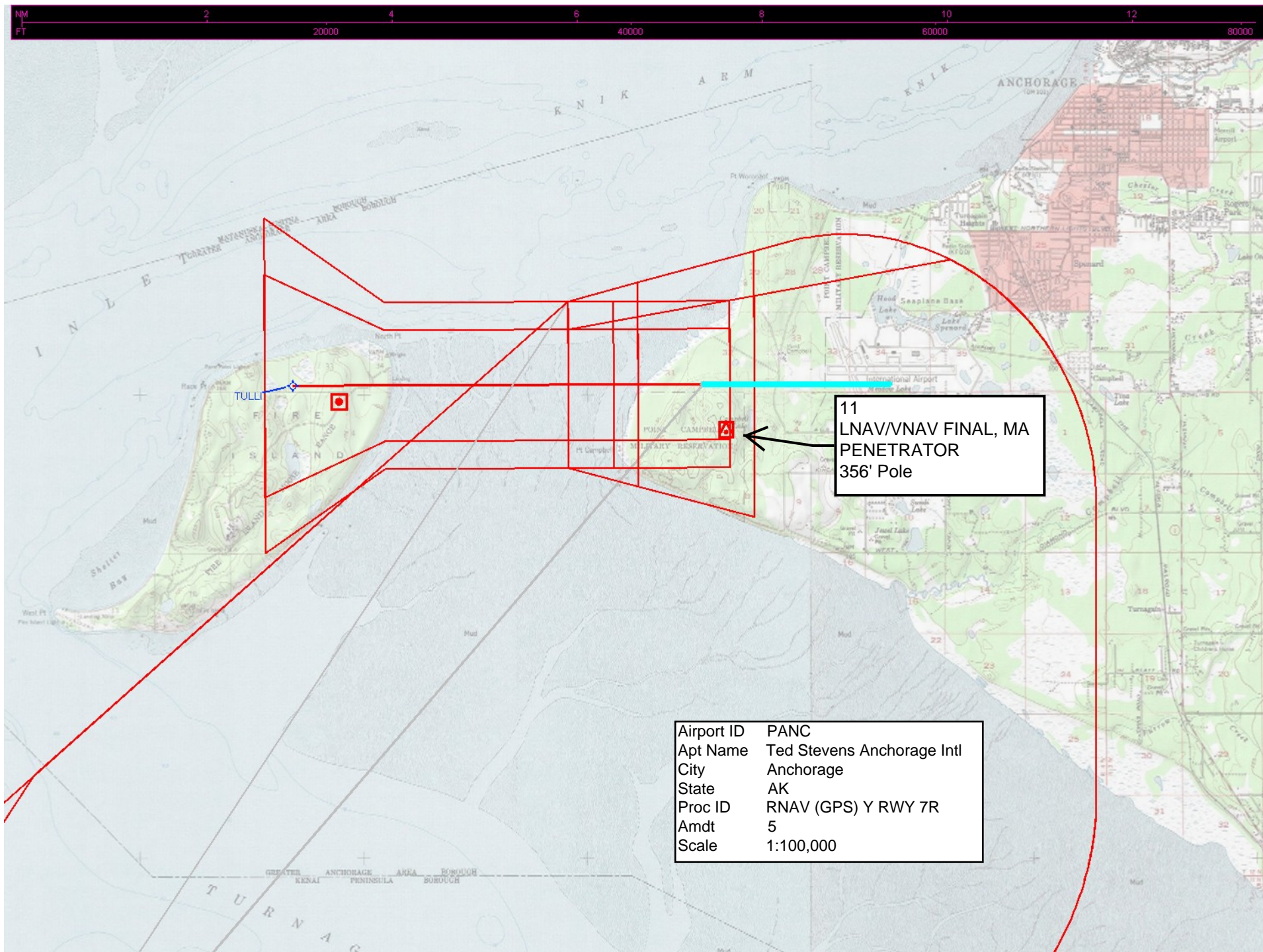
















# Federal Aviation Administration Categorical Exclusion Declaration

<b>Date:</b> 02/25/2019
<b>IFP:</b> Christiansen, Kyle (kyle.r.christiansen@faa.gov)
<b>Airport Contact:</b> N/A
<b>Request ID:</b> PANC_190207_47 <b>Single or Multiple Procedure:</b> Multiple <b>Procedure Name(s):</b>  ILS RWY 15, RNAV (GPS) RWY 15 RNAV (RNP) RWY 33 ILS or LOC RWY 07L, ILS RWY 07L (SA CAT I & II), RNAV (GPS) RWY 07L ILS or LOC RWY 07R, ILS RWY 07R (SA CAT I), ILS RWY 07R (CAT II & III), RNAV (RNP) Z RWY 07R, RNAV (GPS) Y RWY 07R ANCHORAGE SID, TURNAGAIN SID, ANCHORAGE Textual Departure  <b>Procedure Request Description:</b>  Runway 15 threshold relocation and Runway 33 displaced threshold relocation require procedure amendments. Other minor changes also included in attached documentation.
<b>Declaration of Exclusion:</b> 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 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.
<b>Basis for this Determination:</b> This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.
<b>The applicable Categorical Exclusions are:</b>  <b>5-6.5.i:</b> 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. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)



**5-6.5.j:** Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

**5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Signed by: Katherin Matolcsy, Leidos, NISC III Contract Support  
Signed for: Augustin Moses, Environmental Protection Specialist, WSC/OSG