




LOC/DME I-TGN 109.9 Chan 36	APP CRS 074°	Rwy Ldg 10600 TDZE 128 Apt Elev 151
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ILS or LOC RWY 7L

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

DME required.

 For inop ALS, increase S-ILS 7L Cat E
 visibility to RVR 4000, S-LOC 7L Cats
 -21°C C, D and E visibility to RVR 5500.

MALSI

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME 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
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ALTERNATE MISSED
APCH FIX 28

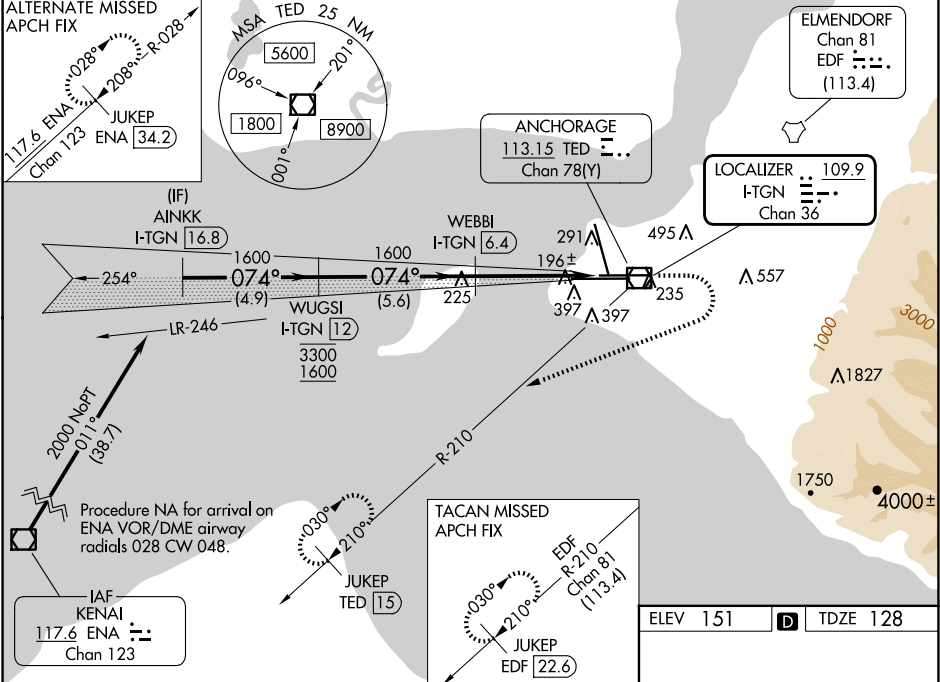



Diagram illustrating a non-precision approach for AINKK (16.8) with a 3000 ft glidepath. The diagram shows the glidepath angle (3.00°) and the vertical curve height (54 ft). The distance from the start of the glidepath to the runway is 4.9 NM. The distance from the 1600 ft glidepath to the runway is 5.6 NM. The distance from the 1600 ft glidepath to the runway is 3.5 NM. The distance from the 1600 ft glidepath to the runway is 1 NM. The diagram also shows the VGS angle of 3.00 degrees and the TCH of 54 feet.

CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-½)				
S-LOC 7L	500/24 372 (400-½)		500/30 372 (400-¾)		
 CIRCLING	700-1	549 (600-1)	800-1¾ 649 (700-1¾)	920-2½ 769 (800-2½)	920-2¾ 769 (800-2¾)

REIL Rwy 33
TDZ/CL Rwy 7L and 7R
HIRL all Rwy