

LOC/DME I-ANC <b>111.3</b> Chan <b>50</b>	APP CRS <b>074°</b>	Rwy Ldg <b>12400</b>	7R <b>10600</b>	7L <b>128</b>
		TDZE <b>132</b>		<b>151</b>
		Apt Elev <b>151</b>		<b>151</b>

ILS or LOC RWY 7R  
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

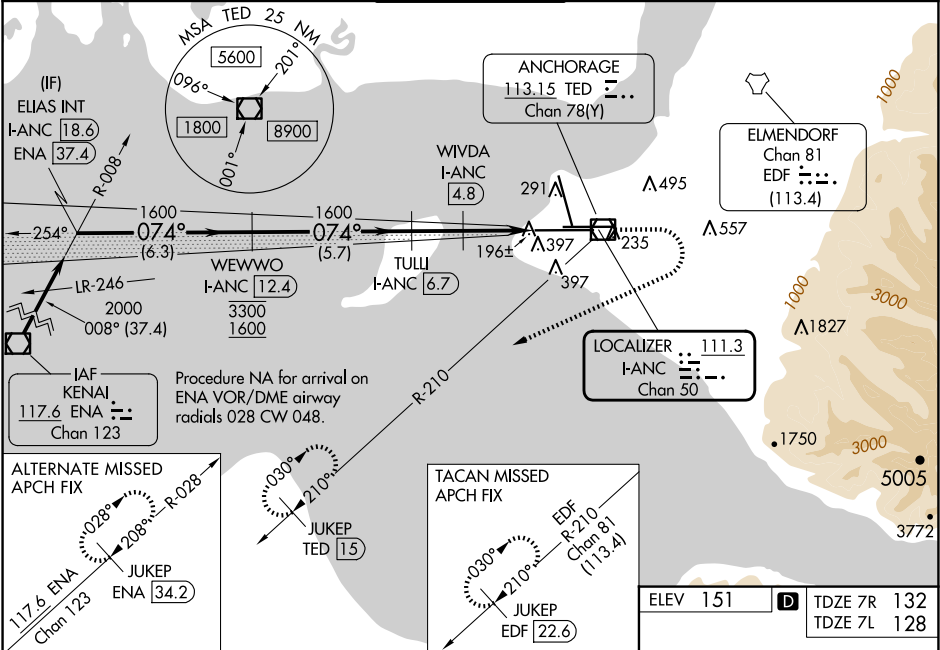
DME required.

For inop ALS, increase S-ILS 7R Cat E visibility to RVR 4000, S-LOC 7R Cat E visibility to RVR 6000, and Sidestep Rwy 7L Cat E visibility to 2 SM. Rwy 7L threshold 6140 feet east of Rwy 7R threshold.

ALSIF-2 Rwy 7R	MALSR Rwy 7L

MISSED APPROACH: Climb to 780 then climbing right turn to 3000 on heading 230° and on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 780 then climbing right turn to 3000 on heading 230° and EDF TACAN R-210 to JUKEP/EDF 22.6 DME 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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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).					
ELIAS INT I-ANC 18.6	WEWVO I-ANC 12.4	TULLI I-ANC 6.7	WVDA I-ANC 4.8	I-ANC 3.2	I-ANC 2.2
2000	3300	1600	1000		
GS 3.00° TCH 55	6.3 NM	5.7 NM	1.8 NM	1.6 NM	1 NM
CATEGORY	A	B	C	D	E
S-ILS 7R	332/18 200 (200-½)				
S-LOC 7R	520/24	388 (400-½)	520/35 388 (400-¾)		
SIDESTEP 7L	520/55		392 (400-1)	520-1½ 392 (400-1½)	
CIRCLING	700-1	549 (600-1)	800-1¾ 649 (700-1¾)	920-2½ 769 (800-2½)	920-2¾ 769 (800-2¾)

