

LOC/DME I-BSC <b>111.75</b> Chan <b>54(Y)</b>	APP CRS <b>149°</b>	Rwy Idg TDZE <b>151</b> Apt Elev <b>151</b>	<b>10000</b>
---	------------------------	---	--------------

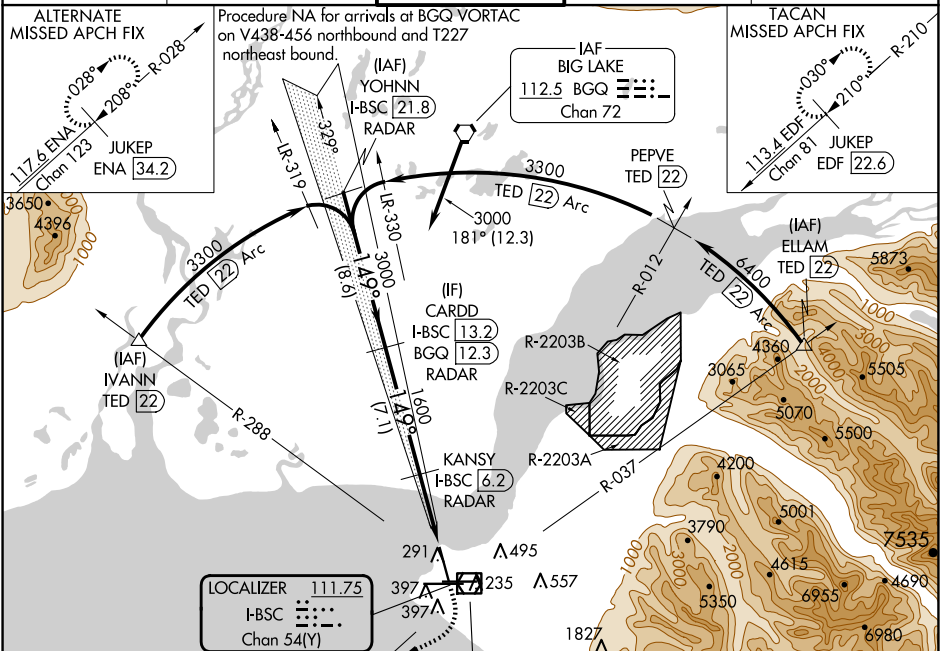
# ILS RWY 15

## TED STEVENS ANCHORAGE INTL (ANC) (PANC)

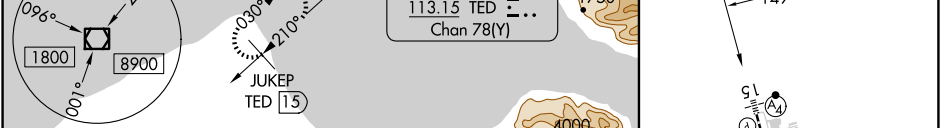
DME required.  
 -21°C Inop table does not apply.

MALSF   
 MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 200 and on 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>
------------------------	---	---------------------------------------	--------------------------------	--------------------------------



ELEV 151	TDZE 151
----------	----------



CARD D I-BSC 13.2 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.20/TCH 85).	800	3000	JUKEP TED 15
3000	KANSY I-BSC 6.2 RADAR	↑	hdg 200°	TWR 277
GS 3.20° TCH 60				243

	7.1 NM	4.1 NM		
CATEGORY	A	B	C	D
S-ILS 15	351/40	200 (200-¾)	401/40	250 (300-¾)

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

AK, 20 FEB 2025 to 17 APR 2025

AK, 20 FEB 2025 to 17 APR 2025