

ILS Y or LOC/DME Y RWY 6

LOC I-EDF **APCH CRS** **Rwy Idg** **TDZE** **Arprt Elev** **[USAF]** **ELMENDORF AFB (PAED)**

110.3 **062°** **175** **213**

*** When TDZ/CL lights inop increase RVR to 24.**
When ALS inop, increase RVR to 40, vis to ¼ mile.

ATIS ★ **ANCHORAGE APP CON** **TOWER** **GND CON** **CLNC DEL** **PAR**

124.3 273.5 **118.6 290.5 (N)** **127.2 352.05** **121.8 275.8** **128.8 306.925**

***** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.**
***** Circling not authorized S of Rwy 6-24.**
****** Circling not authorized SW of Rwy 6 and 34.**

CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

MISSSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBS and hold.

CAUTION: Descent gradient after FEDNO is greater than descent gradient between SEKKA and FEDNO.

CAUTION: Terrain rises rapidly to the S and E.

MISSSED APPROACH requires use of RNAV or ATC RADAR monitoring

ELMENDORF Chan 81 EDF

LOCALIZER 110.3 I-EDF

ANCHORAGE INTL

CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.

EMERG SAFE ALT 100 NM 15,300

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

900 **3000** **HOBBS EDF 13**

EDF R-307

EDF 13

EDF 13

EDF 12

EDF 6.5

EDF 4.2

EDF 3.4

EDF 2.8

EDF TACAN

GS 3.00° TCH 57

3000 **3000** **900**

2.3 NM **1.4 NM** **0.6 NM**

CATEGORY	A	B	C	D	E
S-ILS 6*	375/18		200	(200-½)	
S-LOC 6**	600/24	425 (400-½)	600/40	425	(400-¾)
CIRCLING ***	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)
RWY 34 CIRCLING MINIMUMS					
CIRCLING ****	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)

HIRL Rwy 6-24
TDZL/CL Rwy 6