

ILS Z or LOC/DME Z RWY 6

LOC I-DEF **APCH CRS** **Rwy Idg** **10,000**
110.3 **062°** **TDZE** **175**
Arpt Elev **213** [USAF] **ELMENDORF AFB (PAED)**

***When TDZ/CL lights inop increase RVR to 24.**
When ALS inop, increase RVR to 40, vis to ¾ mile.

ALSF-1
MISSED APPROACH: Climb to 900, then climbing left turn to 3000 and intercept BGQ R-138 to BGQ and hold.

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** **PAR**
123.8 259.3 (S)

**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 ¼ miles.**
***** Circling not authorized S of Rwy 6-24.**
****** Circling not authorized SW of Rwy 6 and 34.**

EDF DME available on 113.4
CAUTION: Descent gradient after FEDNO is greater than descent gradient between SEKKA to FEDNO.
CAUTION: Intense VFR aircraft operations in the vicinity of EDF final.
CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

(IAF) HYSN TED 11 3000
(IF) SSNOW EDF 11.2 TED 6.4
SEKKA EDF 6.5
FEDNO EDF 4.2
ELMENDORF Chan 81 EDF
LOCALIZER 110.3 I-DEF
ANCHORAGE INTL
ANCHORAGE 113.15 TED 11.2 Chan 78 (Y)

EMERG SAFE ALT 100 NM 15,300

HYSON TED 11 3000
SSNOW EDF 11.2 TED 6.4
SEKKA EDF 6.5
FEDNO EDF 4.2
EGKIL EDF 2.8
BGG R-138
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77). EDF TACAN
GS 3.00° TCH 57
2.3 NM 1.4 NM 0.6
900 3000
439 398 506 372 227 295
10,000 x 200
TWR 335
0.3% UP
062°
Drops off

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