

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 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
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ALTERNATE MISSED
APCH FIX

117.6 ENA
Chan 123
JUKEP
ENA 34.2

118.6 290.5

GND CON
21.9 338.25

ELMENDORF
Chan 81
EDF $\ddot{\cdot} \ddot{\cdot} \ddot{\cdot}$
(113.4)

ANCHORAGE
113.15 TED ..
Chan 78(Y)

LOCALIZER .. 109.9
I-TGN ≡ -.
Chan 36

(IF)
AINK
I-TGN

WEBB
I-TGN [6]

225

011°
(38.7)

Procedure NA for arrival on
ENA VOR/DME airway
radials 028 CW 048.

— IAF —
KENAI
ENA $\frac{\cdot}{\cdot}$
han 123

TACAN MISSED
APCH FIX

EDF R-210 -
Chan 81
(113.4)

030°
210°

JUKEP
EDF 22.6

ELEV	151		TDZE	128
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VGSI and ILS glidepath not coincident.
(VGSI Angle 3.00/TCH 63).

600 ↑	3000 ↗ hdg 230°	TED R-210	JUKEP TED 15
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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)

HIRL all rwys
REIL Rwy 33
TDZL/RCLS Rwys 7L and 7R