

LOC/DME I-ANC 111.3 Chan 50	APP CRS 072°	Rwy Idg TDZE Apt Elev	7R 12400 132 151	7L 10600 128 151
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ILS or LOC/DME RWY 7R

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

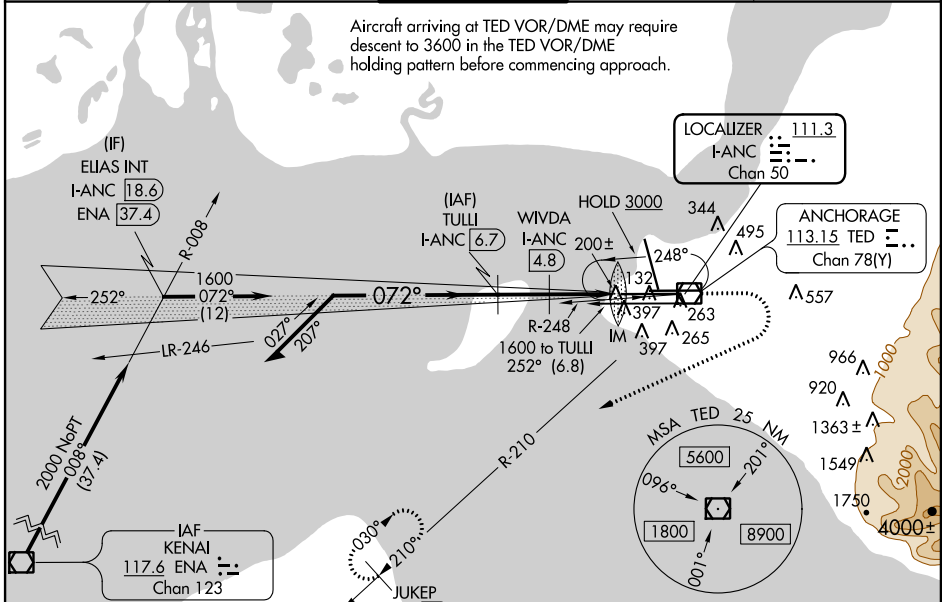
⚠ For inop ALSF-2, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. Inop table does not apply to Sidestep Rwy 7L Cat A, B and C.

ALSF-2 Rwy 7R

MALSRS Rwy 7L

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 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	CINC DEL 119.4 323.1
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AK, 17 AUG 2017 to 12 OCT 2017

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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

Remain within 10 NM

GS 3.00° TCH 55

Procedure turn NA for Cat E aircraft.

TULLI I-ANC (6.7) 1600

WIVDA I-ANC (4.8) 1000

JUKEP TED (15) 2500

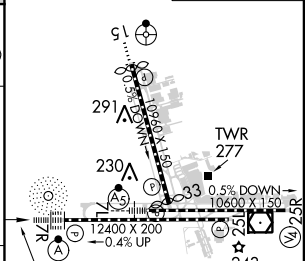
*LOC only

*I-ANC (3.2)

I-ANC (2.2)

1.8 NM | 1.6 NM | 0.9 NM | 0.1 NM

ELEV 151	TDZE 7R 132	TDZE 7L 128
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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)		
S-LOC SIDESTEP 7L	520/50	392 (400-1)	520-1½ 392 (400-1½)		
CIRCLING	700-1	549 (600-1)	700-1½ 549 (600-1½)	800-2 649 (700-2)	920-2¾ 769 (800-2¾)

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