

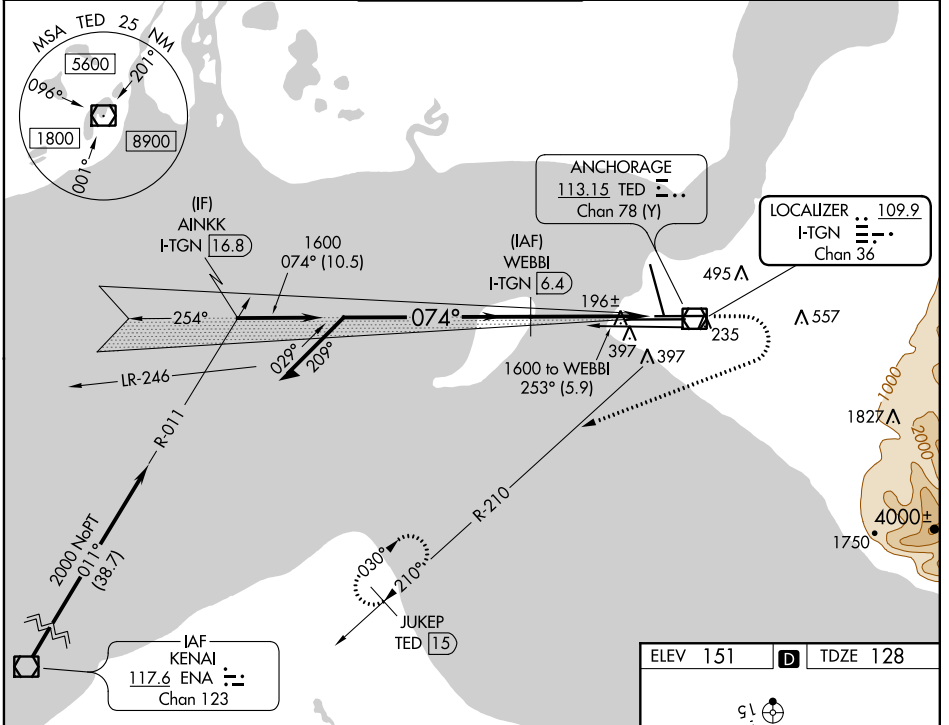
LOC/DME I-TGN <b>109.9</b> Chan <b>36</b>	APP CRS <b>074°</b>	Rwy Idg <b>10600</b> TDZE <b>128</b> Apt Elev <b>151</b>
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# ILS or LOC RWY 7L

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

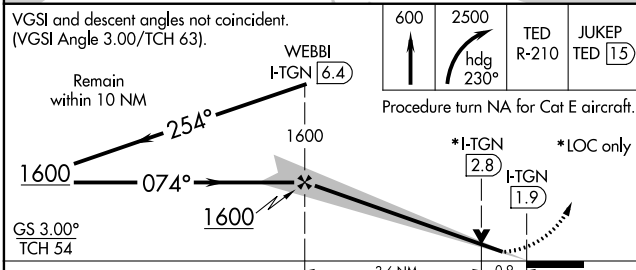
<b>▼</b> DME required. For inop ALS, increase S-ILS 7L Cat E visibility to RVR 4000, S-LOC 7L Cats C, D and E visibility to RVR 5500.	<b>▲</b> MISASR	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 1.5 DME and hold.
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D-ATIS <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>
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AK, 08 NOV 2018 to 03 JAN 2019

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VGSI and descent angles not coincident. (VGSI Angle 3.00/TCH 63).	ELEV 151	TDZE 128																								
<p>Remain within 10 NM</p> <p>1600 → 254° → 1600 → 074° → 1600</p> <p>3.6 NM      0.9 NM</p>	<p>600      2500</p> <p>↑      ↘</p> <p>↑      hdg 230°</p> <p>↑      TED R-210</p> <p>↑      JUKEP TED [15]</p>	<p>TWR 277</p> <p>291</p> <p>230</p> <p>33</p> <p>0.5% DOWN</p> <p>10600 X 150</p> <p>0.4% UP</p> <p>12400 X 200</p> <p>243</p> <p>074° 4.5 NM from FAF</p>																								
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> <tr> <td>S-ILS 7L</td> <td colspan="2">328/18</td> <td>200 (200-½)</td> <td></td> <td></td> </tr> <tr> <td>S-LOC 7L</td> <td colspan="2">500/24</td> <td>372 (400-½)</td> <td></td> <td></td> </tr> <tr> <td>CIRCLING</td> <td>700-1</td> <td>549 (600-1)</td> <td>700-1½ 549 (600-1½)</td> <td>800-2 649 (700-2)</td> <td>920-2¾ 769 (800-2¾)</td> </tr> </table>	CATEGORY	A	B	C	D	E	S-ILS 7L	328/18		200 (200-½)			S-LOC 7L	500/24		372 (400-½)			CIRCLING	700-1	549 (600-1)	700-1½ 549 (600-1½)	800-2 649 (700-2)	920-2¾ 769 (800-2¾)	<p>GS 3.00°</p> <p>TCH 54</p>	<p>REIL Rwy 33</p> <p>TDZ/CL Rwys 7L and 7R</p> <p>HIRL all Rwys</p>
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