LOC/DME I-ANC	APP CRS	Rwy Idg	10900
111.3	069°	TDZE	130
Chan 50		Apt Elev	152

ILS RWY 7R (CAT II)

ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 via heading 200° and ANC R-173 to NAPTO INT/ ANC 21.8 DME and hold.

ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
118.4	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1

AK, 22 OCT 2009 to 17 DEC 2009

MSA ANC 25 NM
5600
085°
205°
2300
8200
340°

Aircraft arriving at ANC VOR/DME may require descent to 3600 inthe ANC VOR/DME holding pattern before commencing approach.

LOCALIZER 111.3
I-ANC
Chan 50

(IF)
ELIAS INT
I-ANC 18.6

BRUCK
387 BOB

(IAF)
TULLI
I-ANC 6.4

IM

344
489
544

1600
069°
(12.3)

249°
069°
256±

026°
204°
R-233
053°
233°
1600
006° (1.2)

HOLD 3000

ANCHORAGE
114.3 ANC
Chan 90

R-002
2000 NoPT
002°
(37.4)

10 NM

IAF
KENAI
117.6 ENA
Chan 123

1363±
1549
1750
1000
2000
4000

MISSED APCH FIX
114.3 ANC
Chan 90
R-173
353°
173°
117.6 ENA
R-037
Chan 123
NAPTO
ANC 21.8

R-173

ELEV 152 D

243
288
278
0.5% DOWN
11584 X 150
230
325
TDZE
130
0.5% DOWN
10600 X 150
7L
25L
25R
10900 X 150
0.4% UP
32
356
243

Remain within 10 NM

TULLI
I-ANC 6.4

600 | 2500 200° | ANC R-173 | NAPTO △

249°
1600
069°
1600
1600

VGSI and ILS glidepath not coincident.

DH
RA 100
IM
130
MSL

GS 3.00°
TCH 54

4.3 NM
881'
1034'

CATEGORY	A	B	C	D
S-ILS 7R	230/12 100 RA 100			

REIL Rwy 32
TDZ/CL Rwy 7R
HIRL all Rwys

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED