

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/05/2016	Task #: 2015120219260901001	Request #: 20151202192609
Procedure: ILS RWY 15 AMDT 7			Airport ID: PANC	Airport: TED STEVENS ANCHORAGE INTL		Reimbursable #: NO
City: ANCHORAGE	ST: AK	GPS #:	Estimated Chart Date: 10/10/2019			FICO #:
Fac ID: BSC		Fac. Type: ILS			Specialist: DALE SICKELS	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/12/2019	06/12/2019	KELLIE BARNES	 Digitally signed by		
QA:	06/12/2019			 DAVID W SAUER		
Liaison:				 Aug 01, 2019		
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION REMOVED DISPLACED THRESHOLD, CHANGED THRESHOLD FROM 611159.97N/1500052.84W TO 611159.0295N/1500052.3097N. GS ANTENNA MOVED. HARD DATE FOR CONSTRUCTION USED 10/10/19 PENDING DATA FOR PANC AND I-BSC. CONTACT DAVID DANNER 405-954-5077						

FIG

ILS RWY 15
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 200 and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold
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ALTERNATE MISSED APCH FIX

117.6 ENA (Chen 123)

104°(T)

028°(T)

208°(T)

047°(T)

227°(T)

JUKEP ENA 34.2

Procedure NA for arrivals at BGG VORTAC on V438-456 northbound amd T227 northeast bound.

(IAF) YOHNN

I-BSC 21.8

RADAR

351°(T)

3300

PEPVE TED 22

IAF BIG LAKE

112.5 BGG

Chan 72

TACAN MISSED APCH FIX

113.4 EDF (Chen 81)

048°(T)

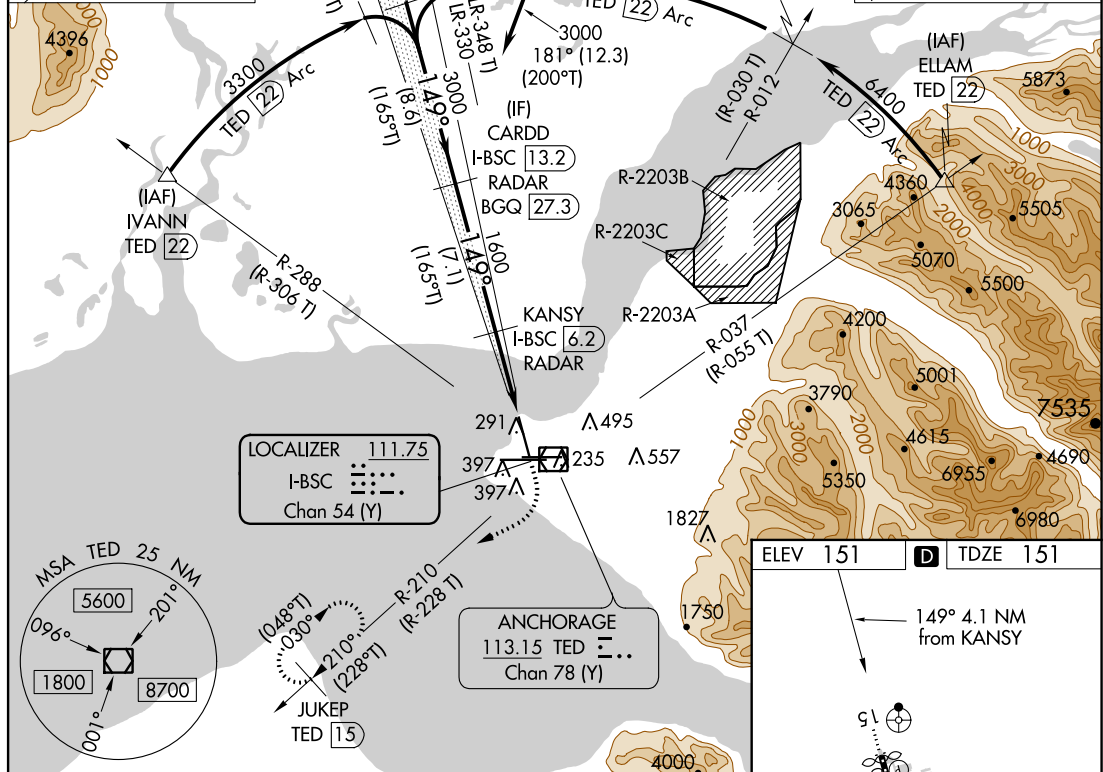
030°(T)

210°(T)

228°(T)

210°(T)

JUKEP EDF 22.6



REIL Rwy 33

TDZ/CL Rwy 7L and 7R
HIRL all Rwy

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W ILS RWY 15

AUTOMATED AL-1500 ILS RWY 15
AUTOMATED AL-1500 ILS RWY 15

SCALE: 1:750000

AK
26 JULY 2019
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19115

LOC/DME I-BSC 111.75 Chan 54 (Y)	APP CRS 149°	Rwy Idg 9898 TDZE 151 Apt Elev 151
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ILS RWY 15

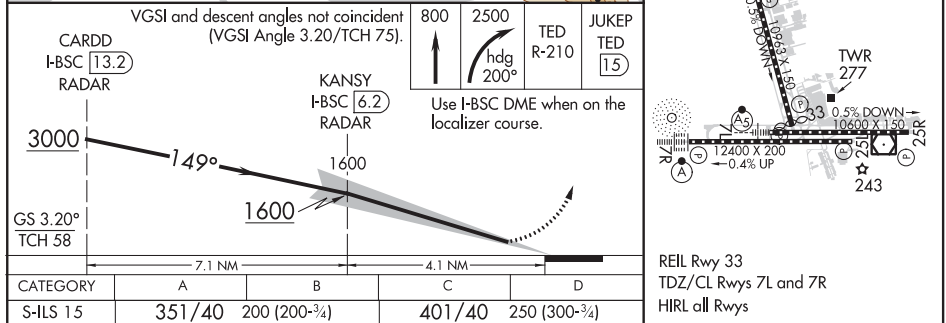
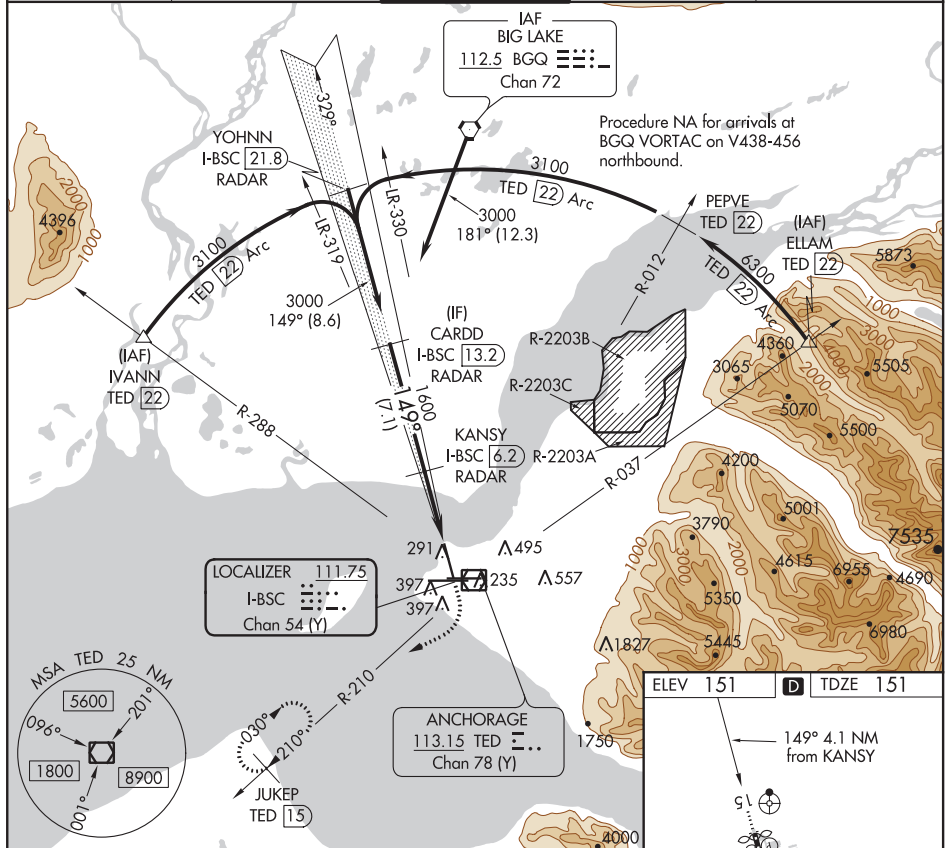
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required. ▼ Rwy 15 helicopter visibility reduction below RVR 4000 NA. Hop table does not apply.	ODALS 	MISSED APPROACH: Climb to 800 then climbing right turn to 2500 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.
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D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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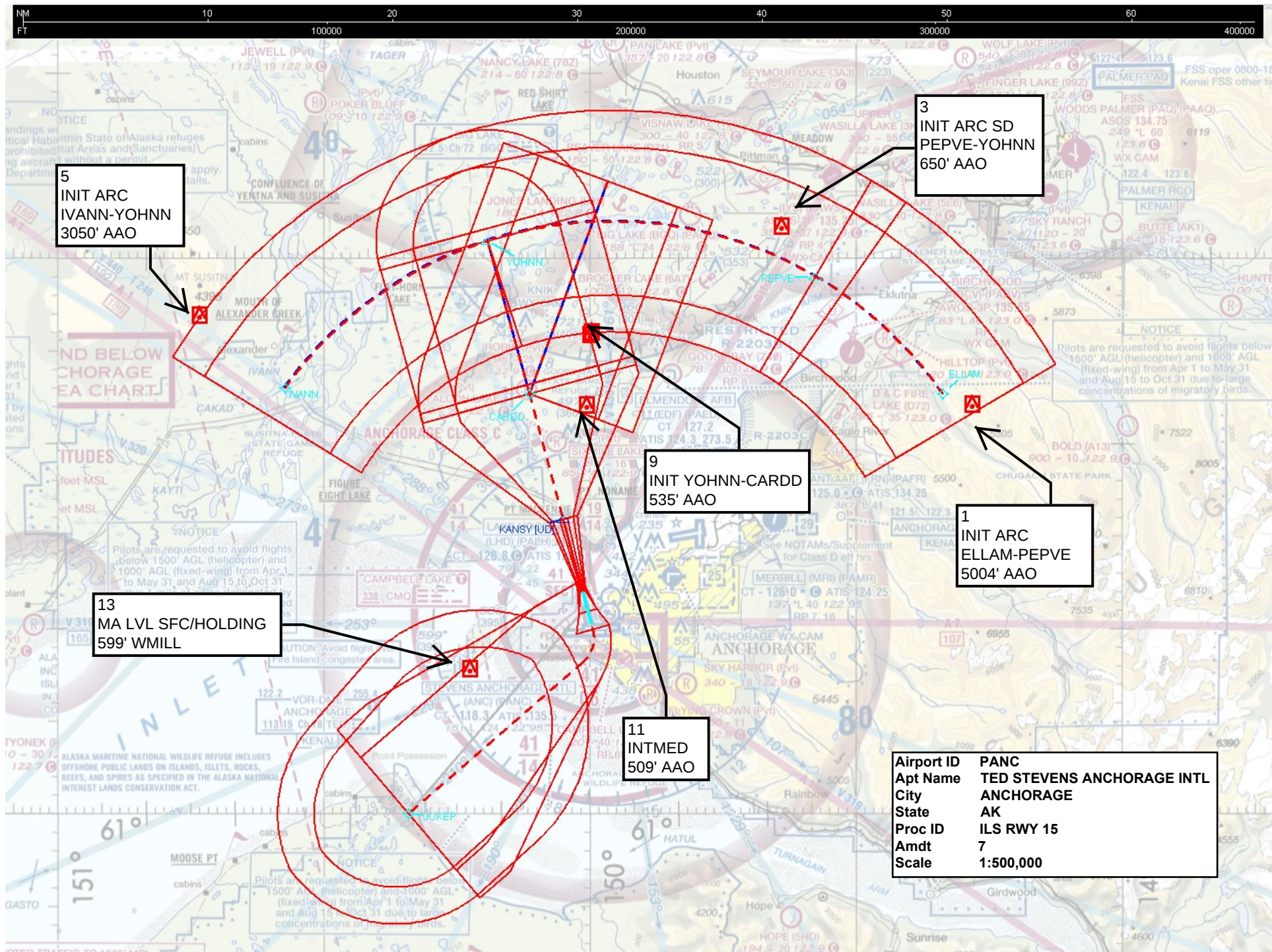
AK, 20 JUN 2019 to 15 AUG 2019

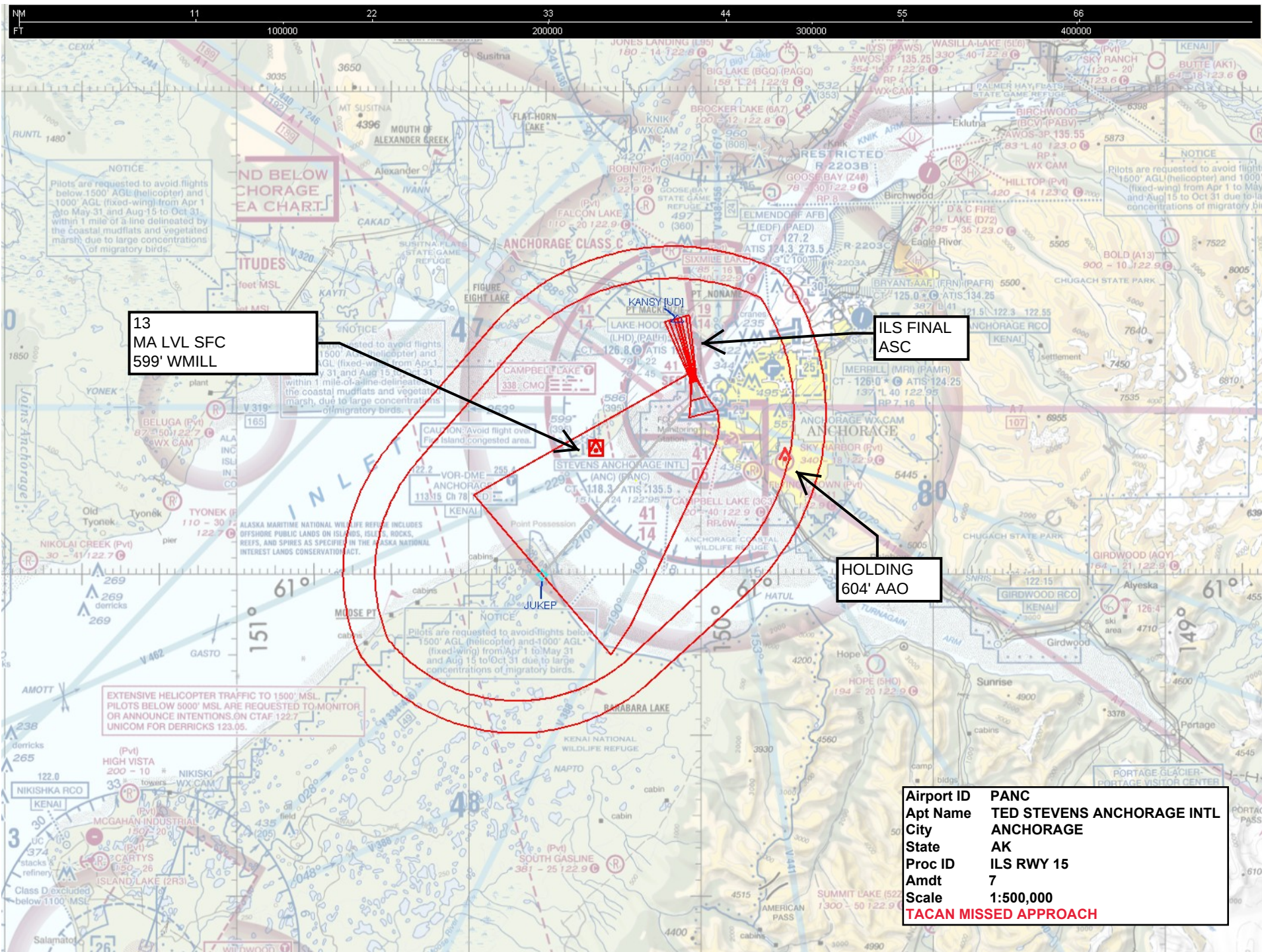
AK, 20 JUN 2019 to 15 AUG 2019

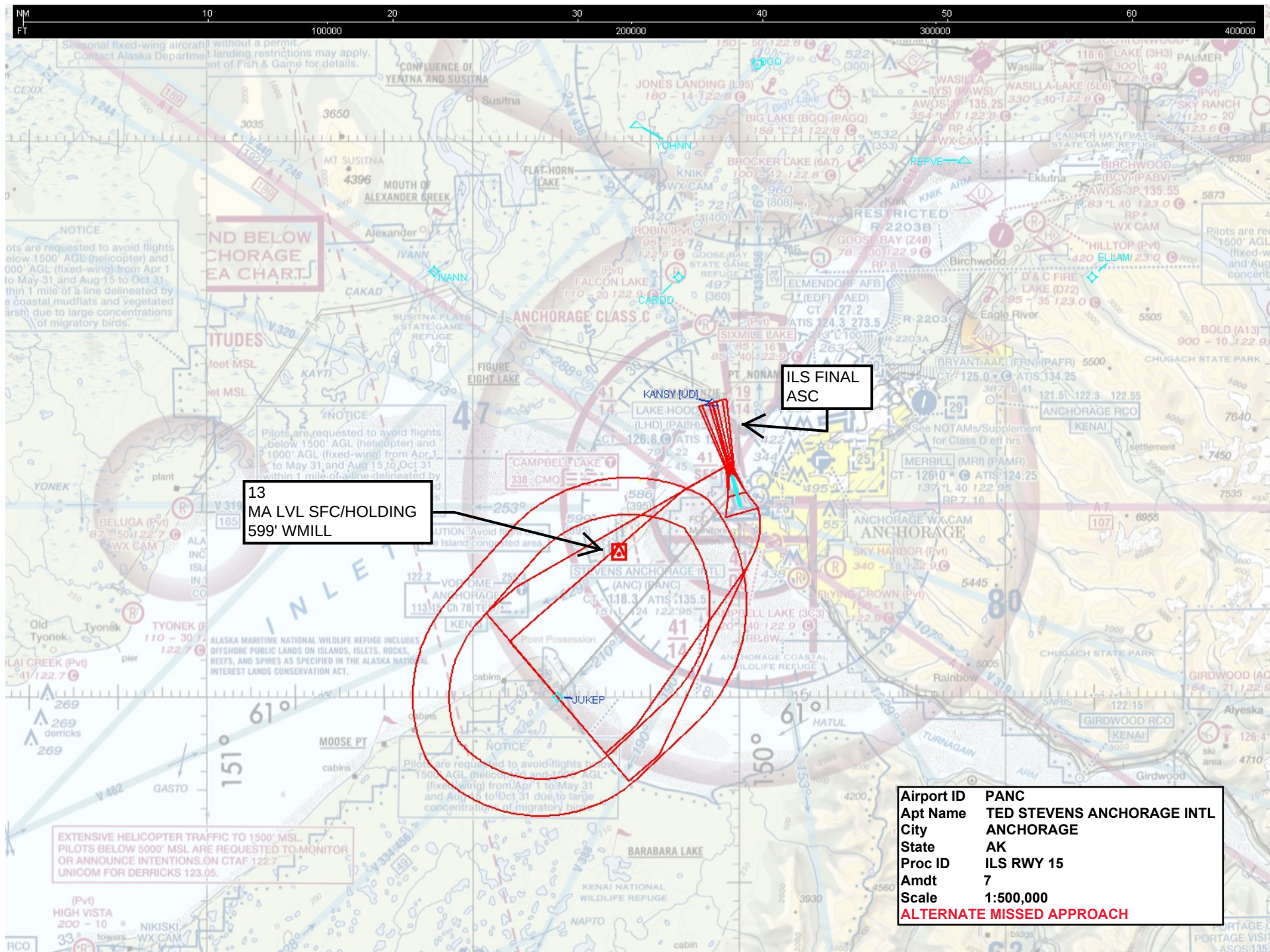


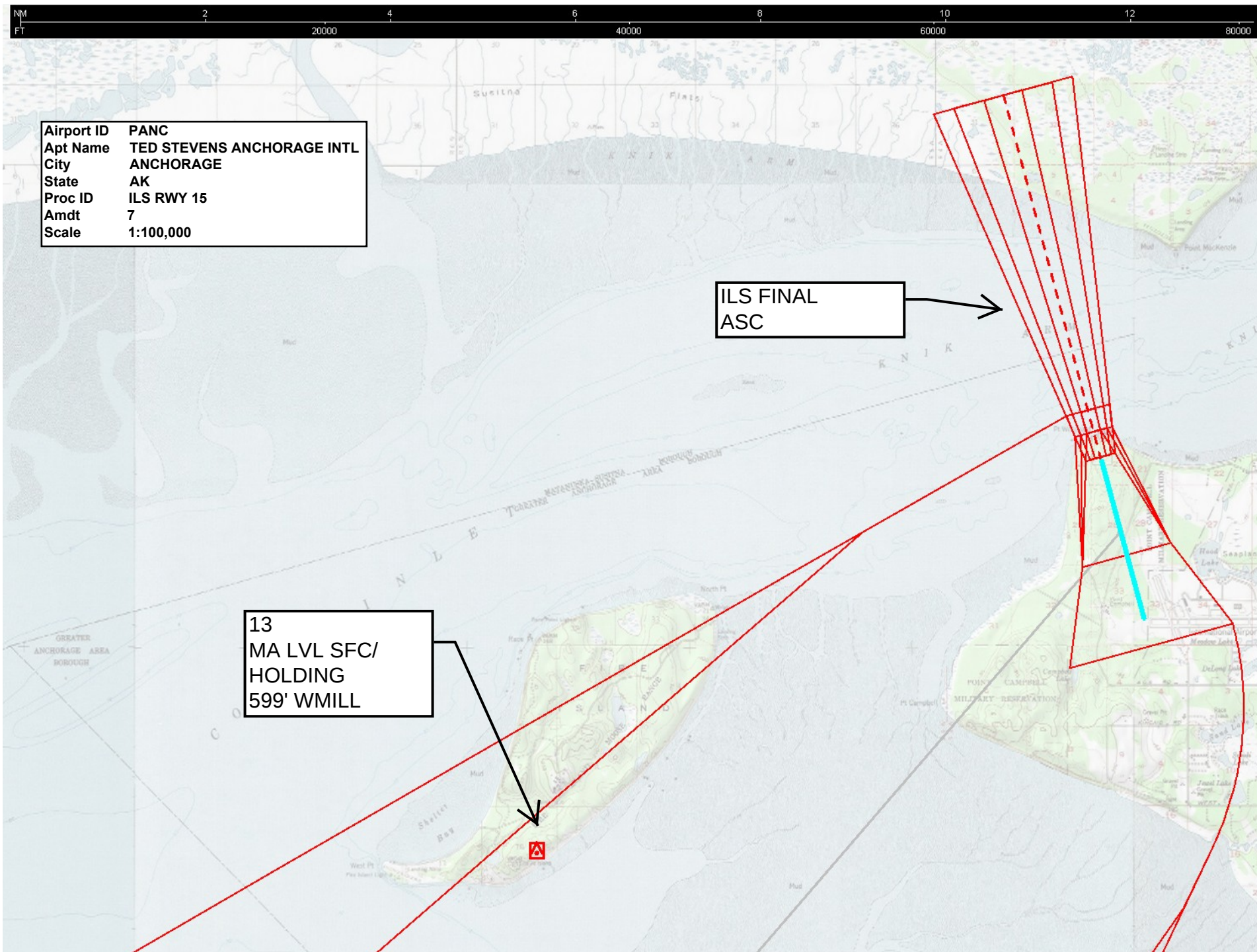
ANCHORAGE, ALASKA
Amdt 6E 19JUL18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
ILS RWY 15









Federal Aviation Administration Categorical Exclusion Declaration

Date: 02/25/2019

IFP: Christiansen, Kyle (kyle.r.christiansen@faa.gov)

Airport Contact: N/A

Request ID: PANC_190207_47

Single or Multiple Procedure:

Multiple

Procedure Name(s):

ILS RWY 15, RNAV (GPS) RWY 15

RNAV (RNP) RWY 33

ILS or LOC RWY 07L, ILS RWY 07L (SA CAT I & II), RNAV (GPS) RWY 07L

ILS or LOC RWY 07R, ILS RWY 07R (SA CAT I), ILS RWY 07R (CAT II & III), RNAV (RNP) Z RWY 07R, RNAV (GPS) Y RWY 07R

ANCHORAGE SID, TURNAGAIN SID, ANCHORAGE Textual Departure

Procedure Request Description:

Runway 15 threshold relocation and Runway 33 displaced threshold relocation require procedure amendments. Other minor changes also included in attached documentation.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusions are:

- 5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

5-6.5.j: Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Signed by: Katherin Matolcsy, Leidos, NISC III Contract Support
Signed for: Augustin Moses, Environmental Protection Specialist, WSC/OSG