
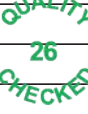
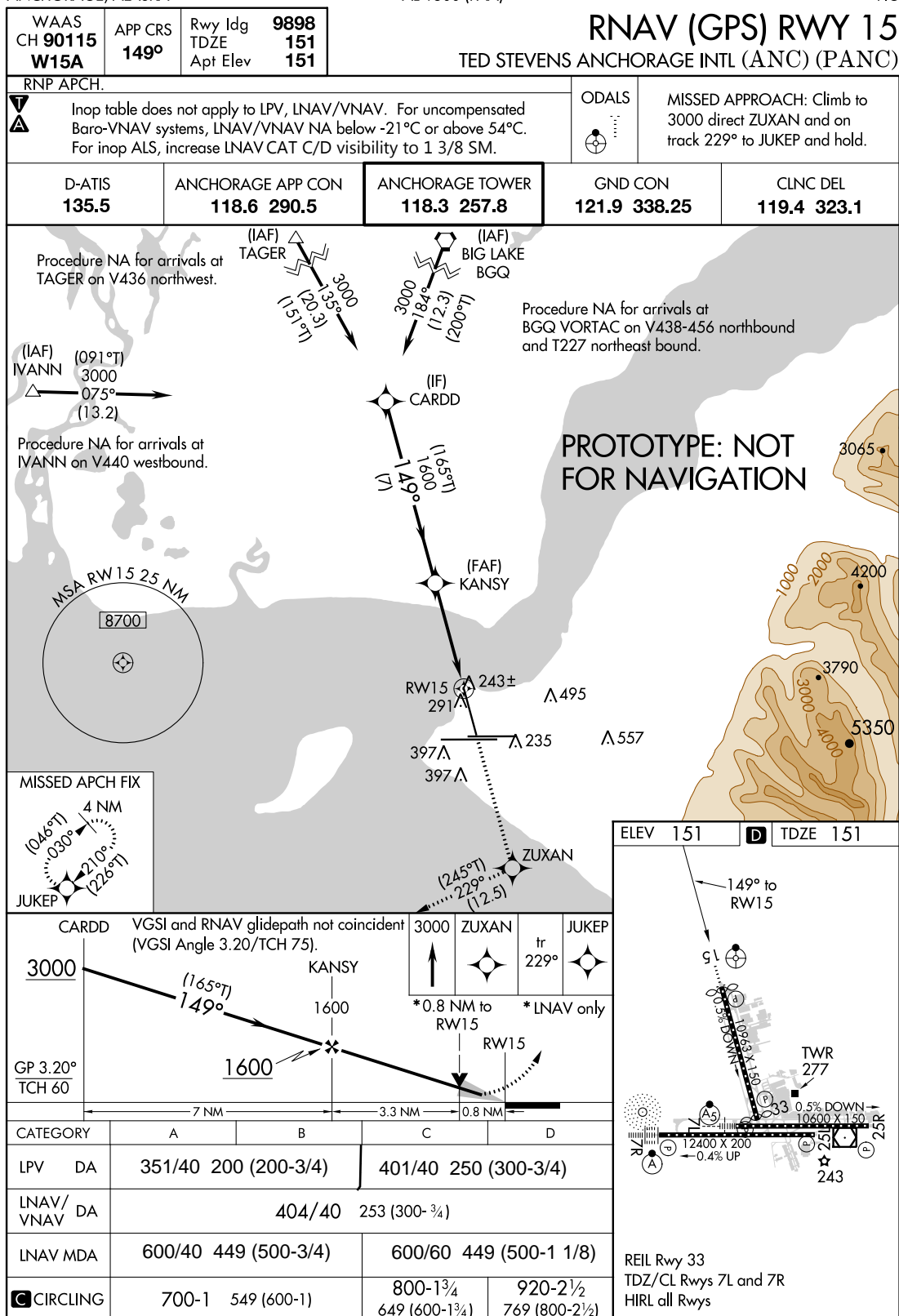


| | | | | | | |
|---|---------------|--------------------------------|---|--|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: FLIGHT CHECK | Task Type: IAP | Date Open: 02/05/2016 | Task #: 2015120219260901002 | Request #: 20151202192609 |
| Procedure: RNAV (GPS) RWY 15 AMDT 3 | | | Airport ID: PANC | Airport: TED STEVENS ANCHORAGE INTL | | Reimbursable #: NO |
| City: ANCHORAGE | ST: AK | GPS #: | Estimated Chart Date: 10/10/2019 | | FICO #: | |
| Fac ID: N/A | | Fac. Type: | | | 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 DISPLACED THRESHOLD MOVED FROM 611018.31N/1495955.94W TO 611020.16N/1495956.96W. 10/10/19 PENDING DATA USED FOR PANC. HARD DATE FOR CONSTRUCTION CONTACT DAVID DANNER 405-954-5077 | | | | | | |

ANCHORAGE, ALASKA

AL-1500 (FAA)

FIG


 AUTOMATED AL-1500 RNAV (GPS) RWY 15
 AUTOMATED AL-1500 RNAV (GPS) RWY 15

AK

9 JULY 2019

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

ANCHORAGE, ALASKA

Amdt 3 FIG

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

RNAV (GPS) RWY 15

OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19115

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 90115 W15A | APP CRS 149° | Rwy Idg TDZE Apt Elev | 9898 151 151 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 15

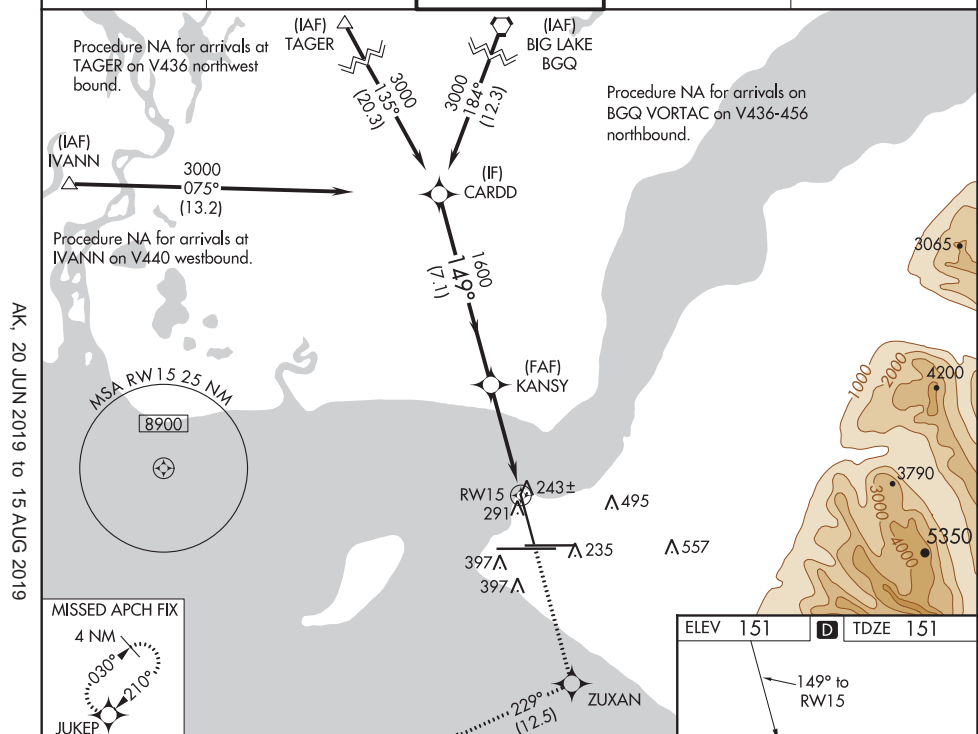
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

▼ Inop table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 54°C (130°F). Rwy 15 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP-0.3 NA. For inop ODALS, increase LPV all Cats visibility to RVR 4500, and LNAV Cats C/D visibility to RVR 5500.

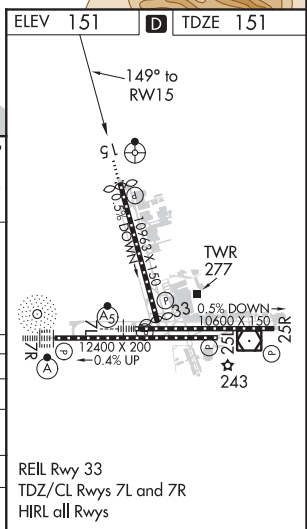


MISSED APPROACH: Climb to 2500 direct ZUXAN on track 229° to JUKEP and hold.

| | | | | |
|------------------------|---|---------------------------------------|--------------------------------|--------------------------------|
| D-ATIS 135.5 | ANCHORAGE APP CON 118.6 290.5 | ANCHORAGE TOWER 118.3 257.8 | GND CON 121.9 338.25 | CLNC DEL 119.4 323.1 |
|------------------------|---|---------------------------------------|--------------------------------|--------------------------------|



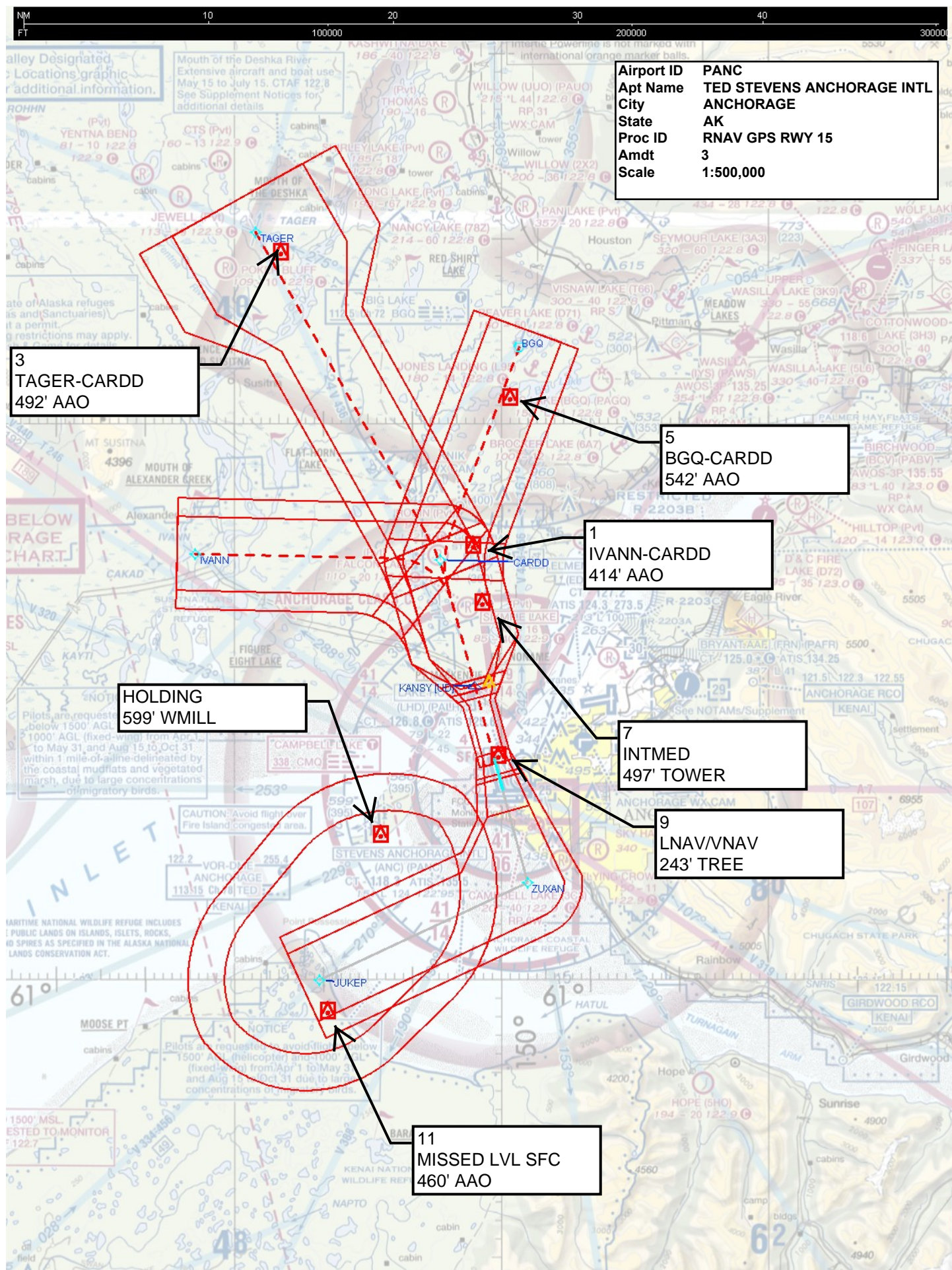
| | | | | |
|---|--------|-------------|-------------------|-------------|
| CARD KANSY VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 75). | | | | |
| 3000 | 1600 | 2500 | ZUXAN | JUKEP |
| GP 3.20° | 149° | 1600 | *0.8 NM to RWY 15 | *LNAV only |
| TCH 58 | 7.1 NM | 3.3 NM | 0.8 NM | |
| CATEGORY | A | B | C | D |
| LPV DA | 418/40 | | 267 (300-¾) | |
| LNAV/VNAV DA | 401/40 | | 250 (300-¾) | |
| LNAV MDA | 500/40 | 349 (400-¾) | 500/45 | 349 (400-¾) |
| CIRCLING | 700-1 | 549 (600-1) | 700-1½ | 800-2 |
| | | | 549 (600-1½) | 649 (700-2) |

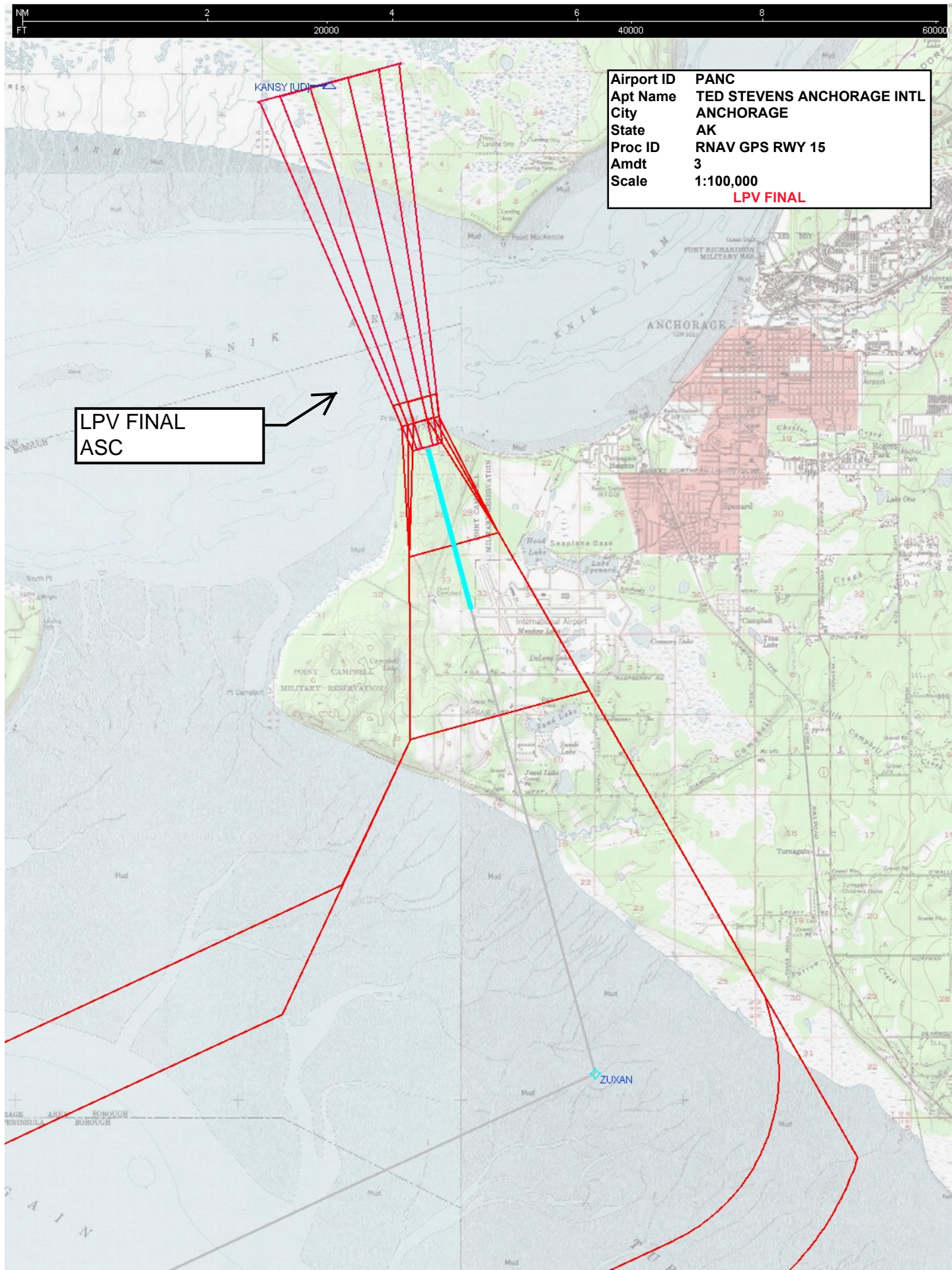


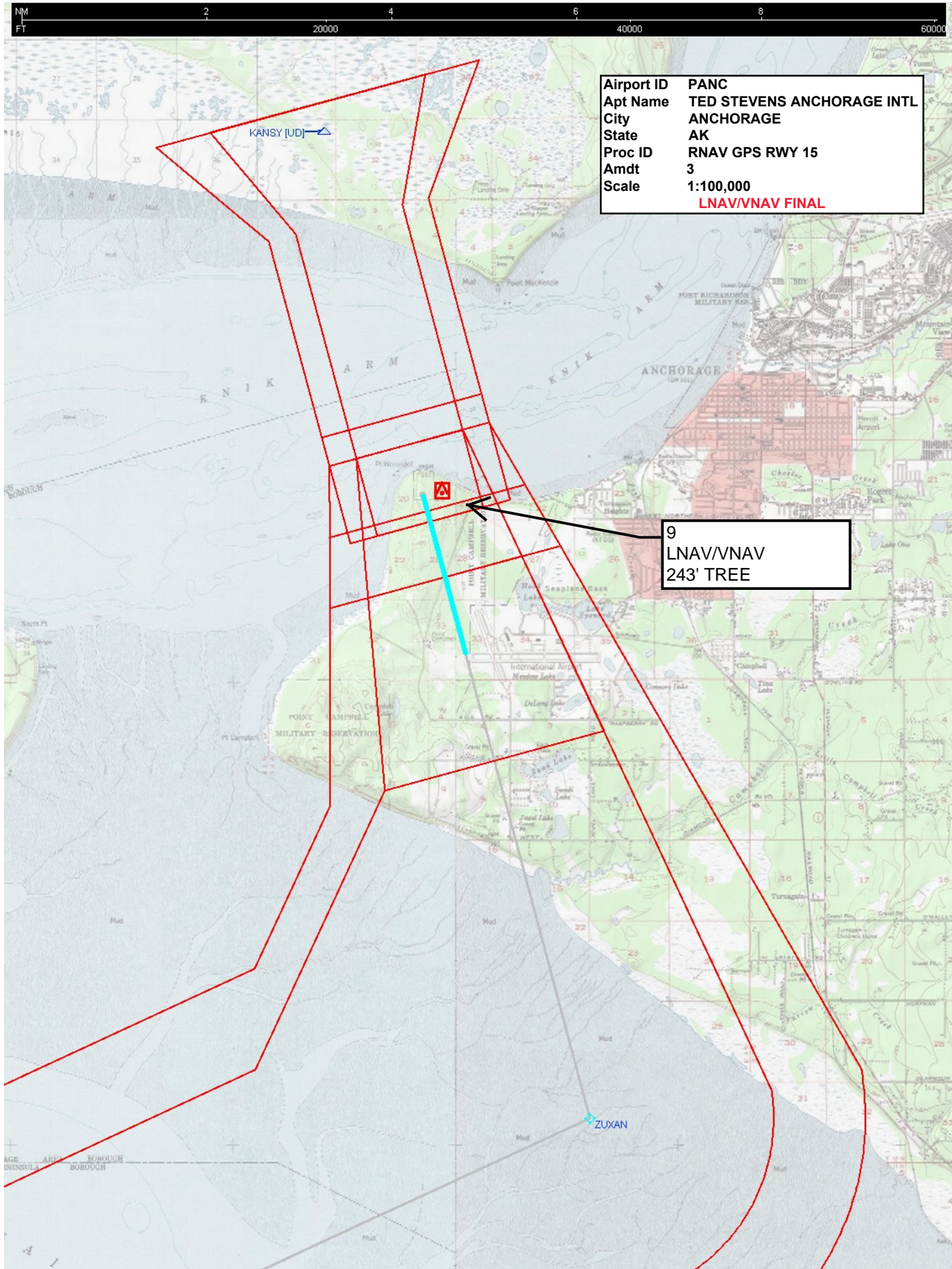
ANCHORAGE, ALASKA
Amdt 2D 01FEB18

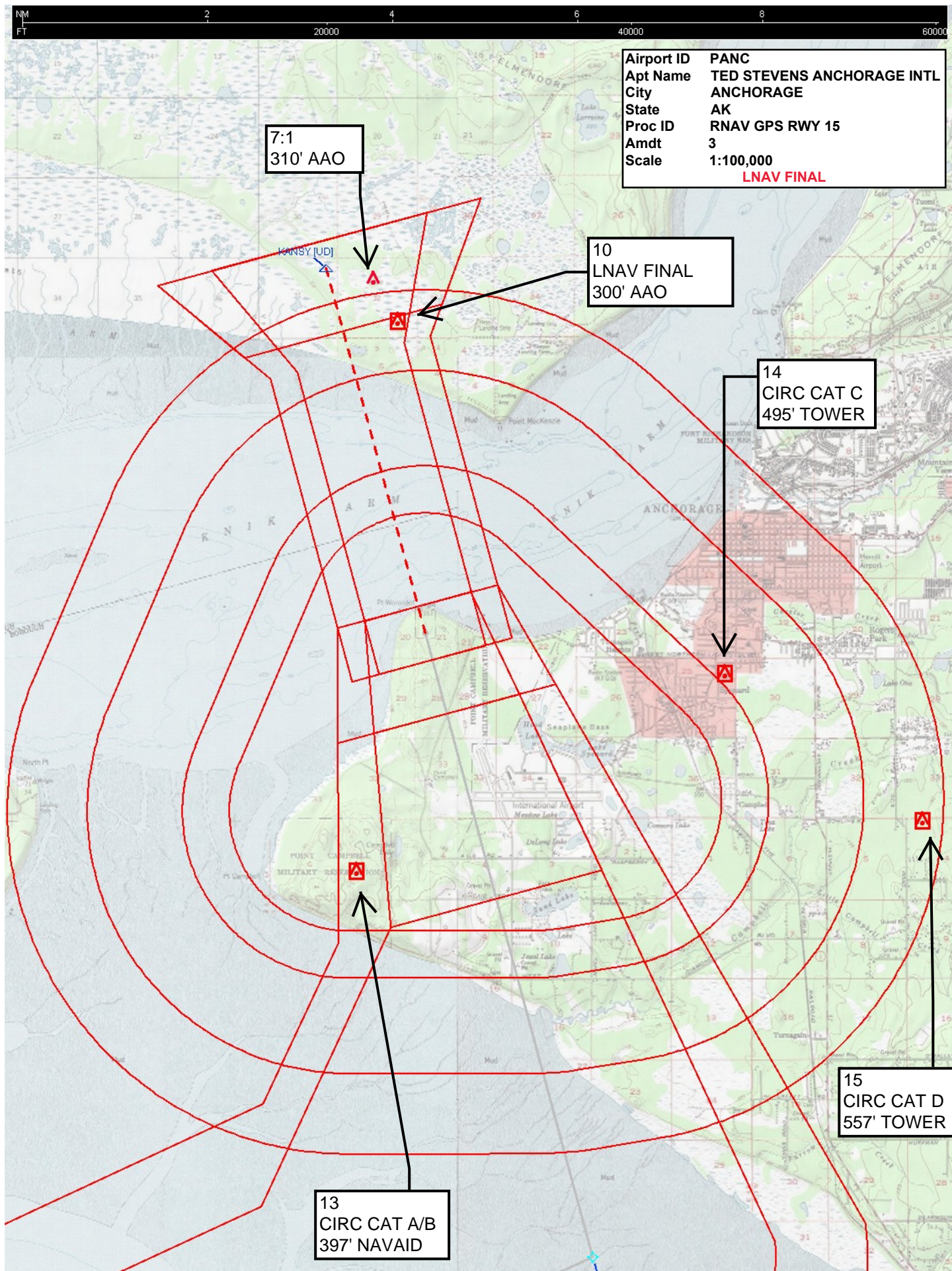
TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
RNAV (GPS) RWY 15

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









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