

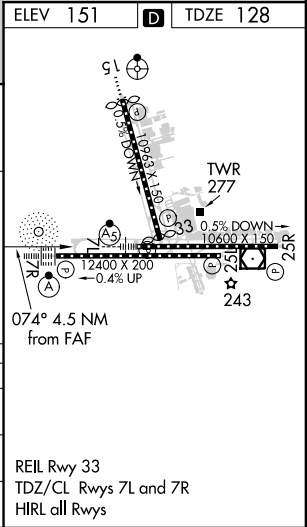
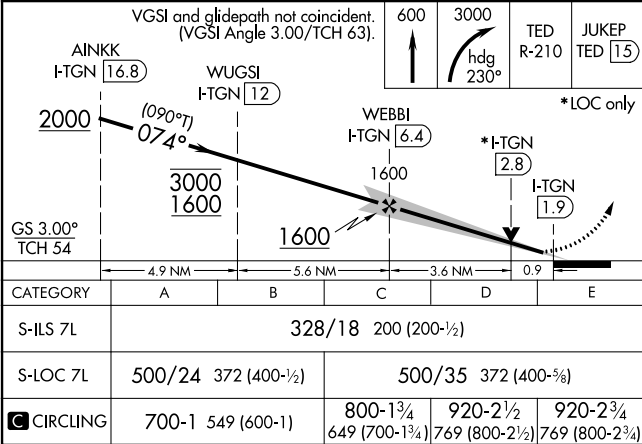
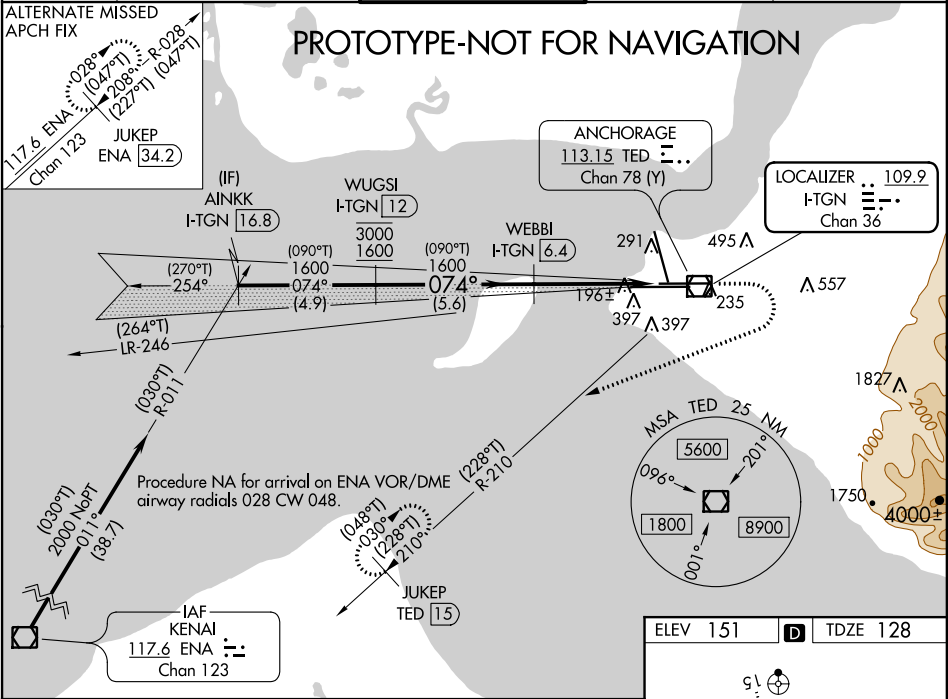
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/05/2016	Task #: 2015121713110301001	Request #: 20151217131103
Procedure: ILS OR LOC RWY 7L AMDT 4			Airport ID: PANC	Airport: TED STEVENS ANCHORAGE INTL		Reimbursable #: NO
City: ANCHORAGE	ST: AK	GPS #:	Estimated Chart Date: 10/10/2019		FICO #:	
Fac ID: TGN		Fac. Type: ILS			Specialist: TAYLOR GIBSON	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/12/2019	07/02/2019	CHRIS MCCARTHY			
QA:	07/02/2019					
Liaison:						
Procedure Comments: ENROUTE-NON Remark Type: INFORMATION						
APPROVAL LETTER REQUESTED FOR BLOCK ALTITUDE IN INTERMEDIATE SEGMENT. PENDING AIRPORT AND NAVAID DATA USED. CANCELS NOTAM FDC 9/0903. HARD DATE DUE TO AMENDMENTS COINCIDING WITH 15/33 RWY EXTENSION. CONTACT DAVE DANNER 405-954-5077.						



LOC/DME I-TGN	APP CRS	Rwy Idg
109.9	074°	10600
Chan 36		TDZE 128
		Apt Elev 151

ILS or LOC RWY 7L
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

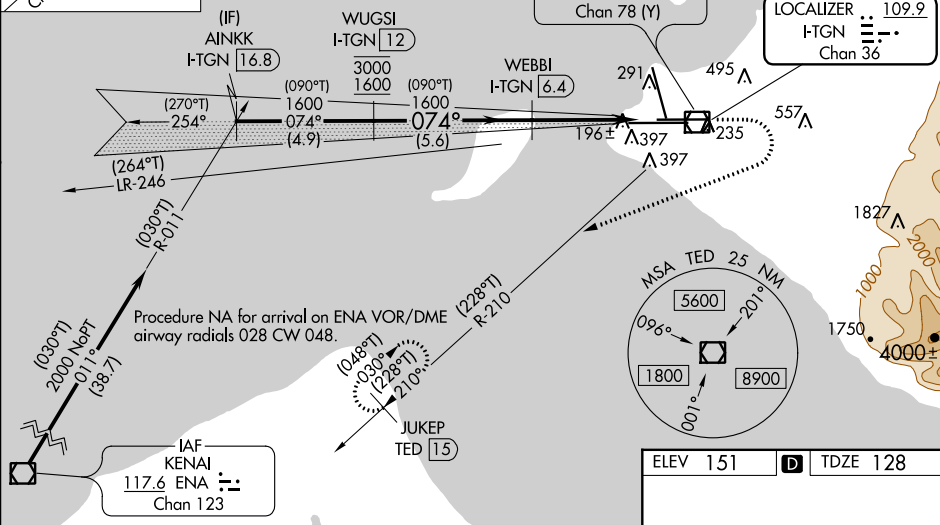
DME Required	MALS R	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).		
For inop ALS, increase S-ILS 7L Cat E visibility to RVR 4000, S-LOC 7L Cats C, D and E visibility to RVR 5500.				
D-ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
135.5	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



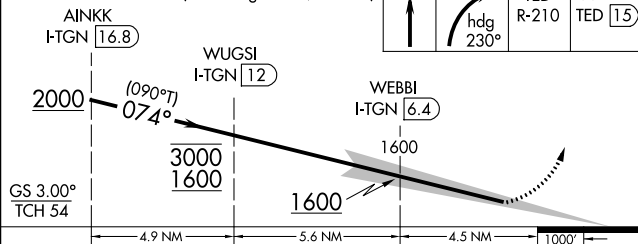
ILS RWY 7L (SA CAT I & II)
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 600 then climbing right turn to 3000 on heading 230° on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).

LOCALIZER .. 109.9
I-TGN ≡ -.
Chan 36

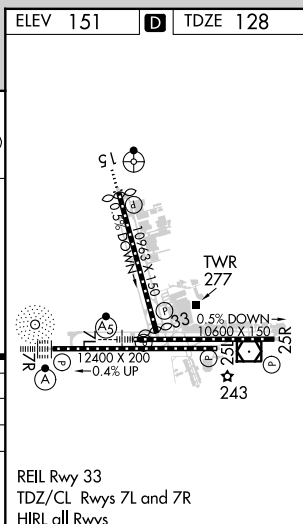


600 ↑	3000 hdg 230°	TED R-210	JUKEP TED 15
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CATEGORY	A	B	C	D
S-ILS 7L	SA CAT I	RA 158/14	150	DA 278
S-ILS 7L	SA CAT II	RA 108/12	100	DA 228

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19059

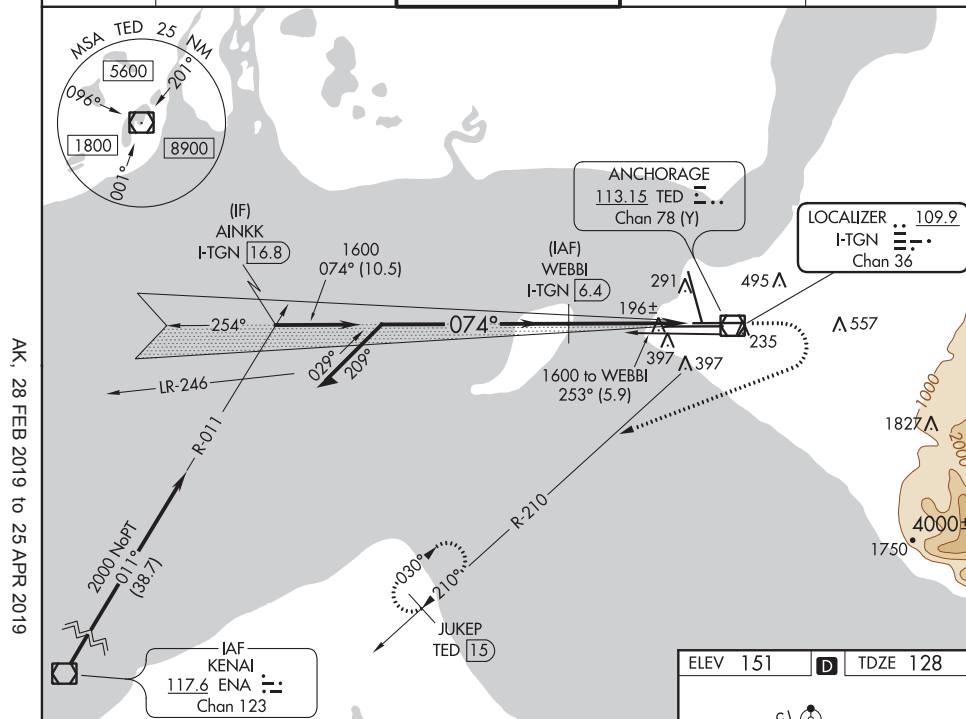
LOC/DME I-TGN 109.9 Chan 36	APP CRS 074°	Rwy Idg 10600 TDZE 128 Apt Elev 151
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ILS or LOC RWY 7L

TED STEVENS ANCHORAGE INTL (ANC)(PANC)

▼ 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.	MAISR 	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.
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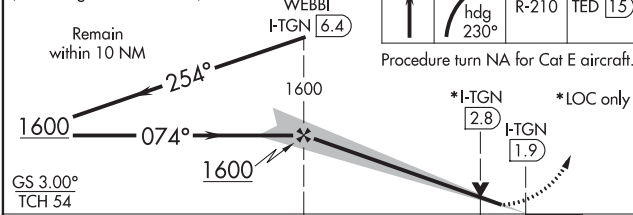
D-ATIS 135.5	ANCHORAGE APP CON 118.6 290.5	ANCHORAGE TOWER 118.3 257.8	GND CON 121.9 338.25	CLNC DEL 119.4 323.1
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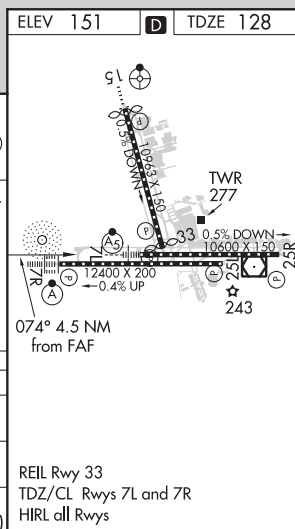
AK, 28 FEB 2019 to 25 APR 2019

AK, 28 FEB 2019 to 25 APR 2019

VGSI and descent angles not coincident.
(VGSI Angle 3.00/TCH 63).



CATEGORY	A	B	C	D	E
S-ILS 7L	328/18 200 (200-1/2)				
S-LOC 7L	500/24 372 (400-1/2)				
CIRCLING	700-1 549 (600-1)	700-1 1/2 549 (600-1 1/2)	800-2 649 (700-2)	920-2 3/4 769 (800-2 3/4)	



ANCHORAGE, ALASKA
Amdt 3C 01FEB18

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

ILS or LOC RWY 7L

OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19059

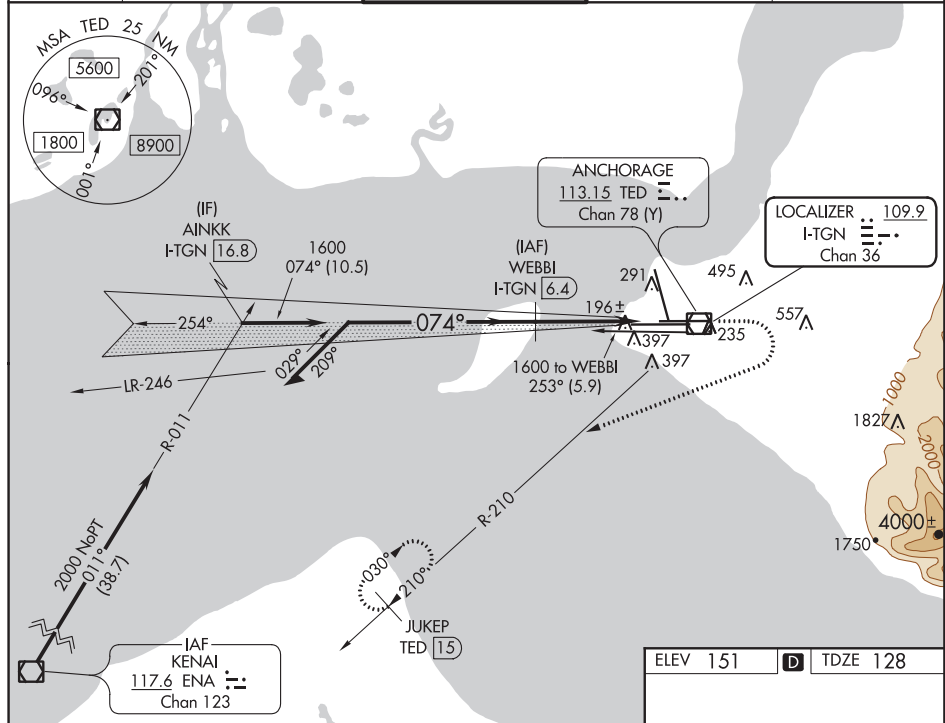
LOC/DME I-TGN	APP CRS	Rwy Idg
109.9	074°	10600
Chan 36		TDZE 128
		Apt Elev 151

ILS RWY 7L (SA CAT I & II)
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

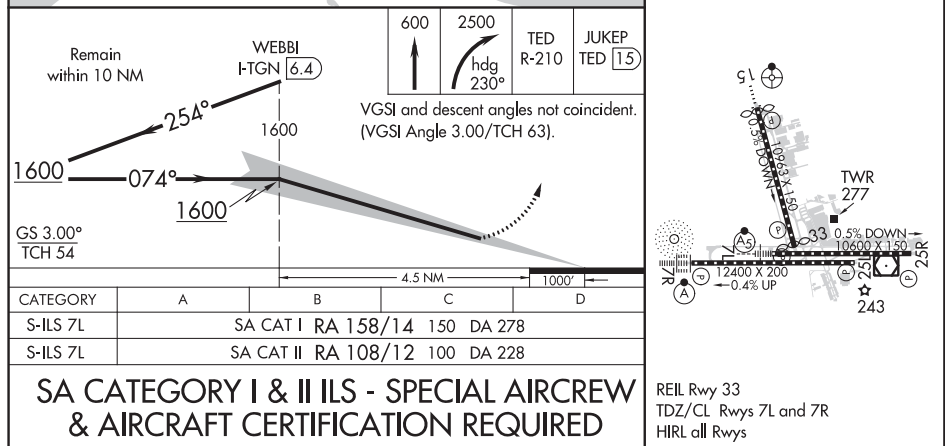
⚠ DME required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	MALSR 	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 230° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.
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D-ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
135.5	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1

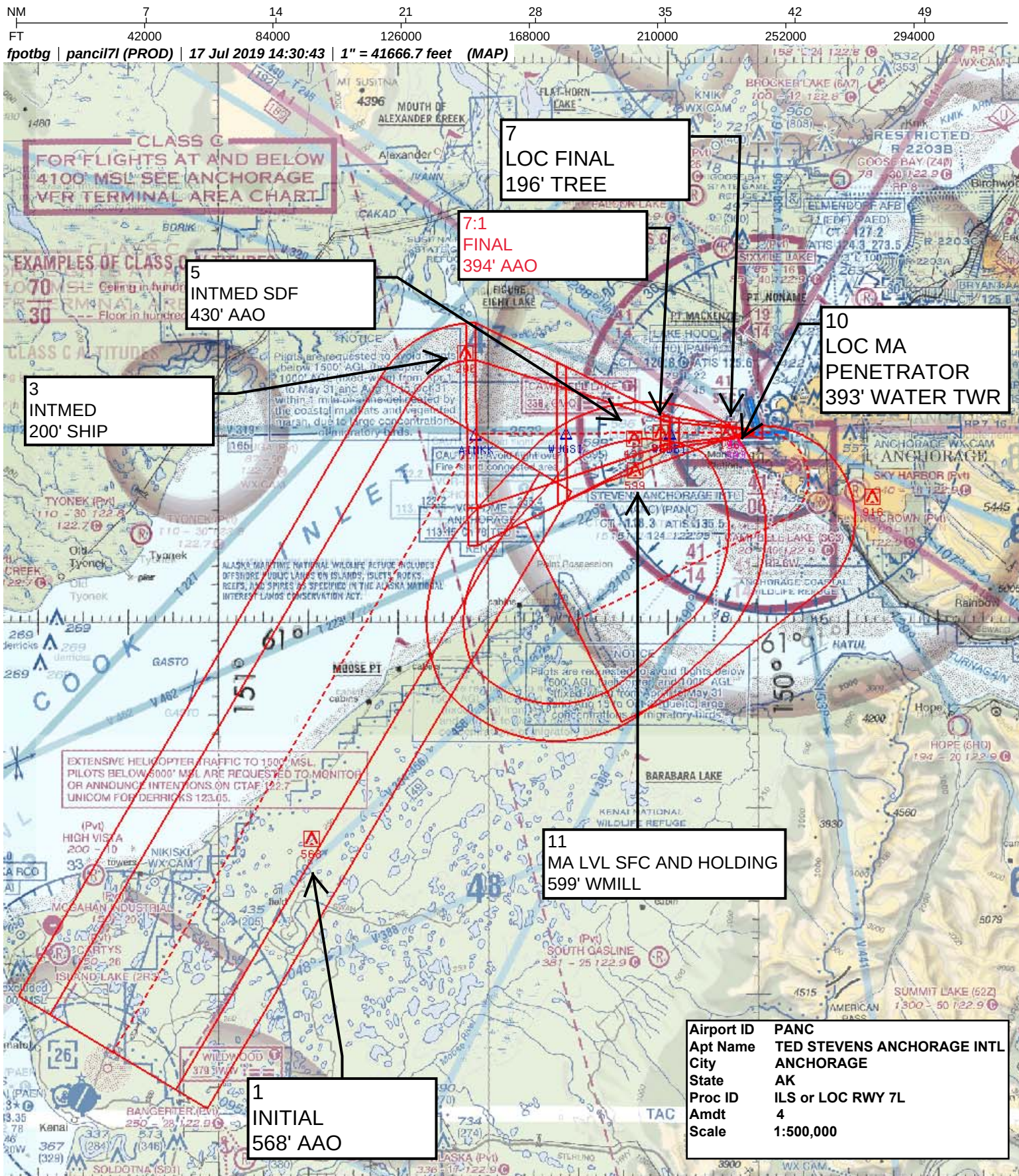
AK, 28 FEB 2019 to 25 APR 2019



AK, 28 FEB 2019 to 25 APR 2019

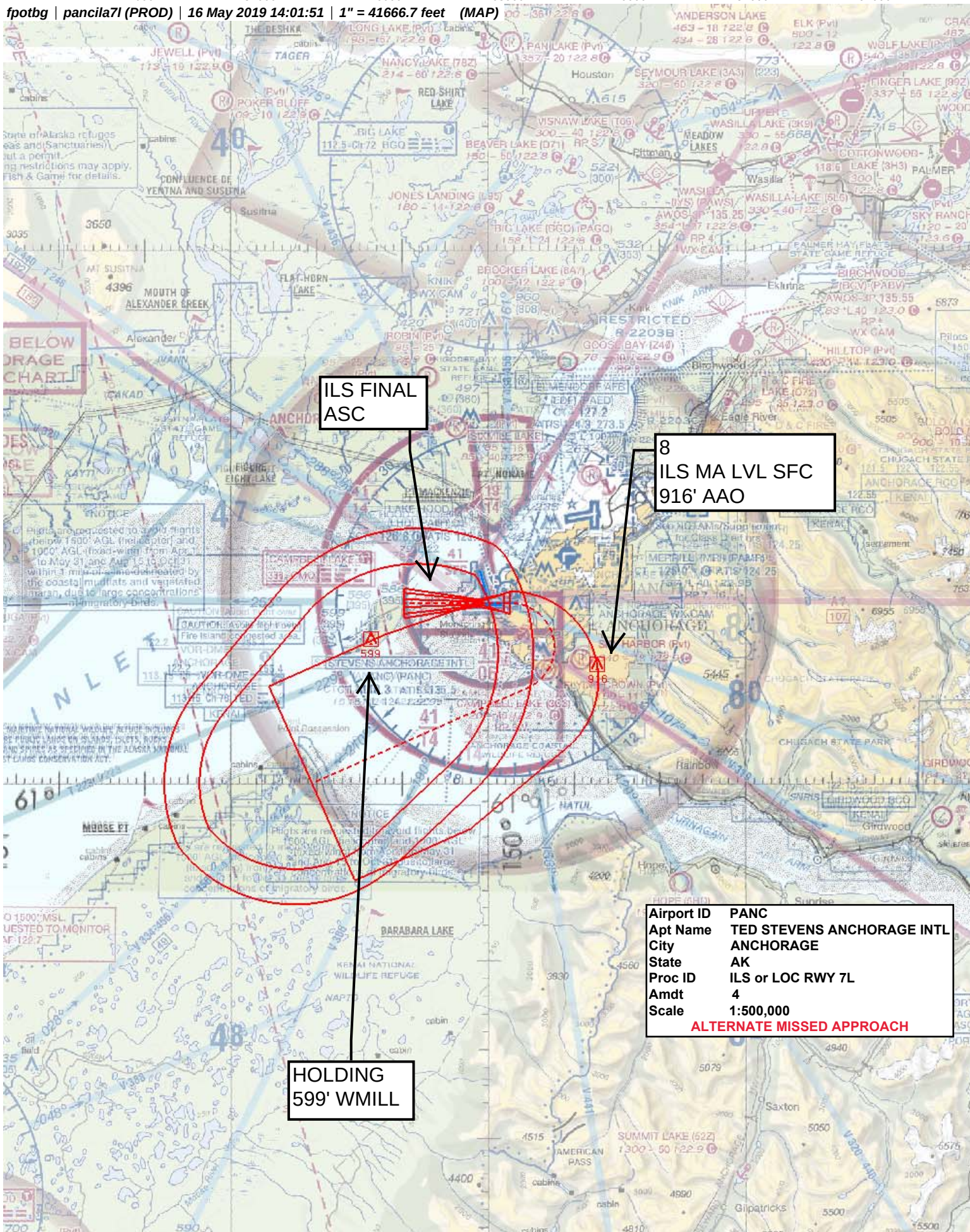


ANCHORAGE, ALASKA	TED STEVENS ANCHORAGE INTL (ANC)(PANC)
Amdt 3C 01FEB18	ILS RWY 7L (SA CAT I & II)



Genomic map of the 28S rDNA region. The map shows a horizontal line with tick marks at positions 7, 14, 21, 28, 35, 42, and 49. Above the line, 'NM' is at the start, and 'FT' is below the line. Below the line, positions 42000, 84000, 126000, 168000, 210000, 252000, and 294000 are marked.

fspotbg | *pancila7l* (PROD) | 16 May 2019 14:01:51 | 1" = 41666.7 feet (MAP)



ILS FINAL
ASC

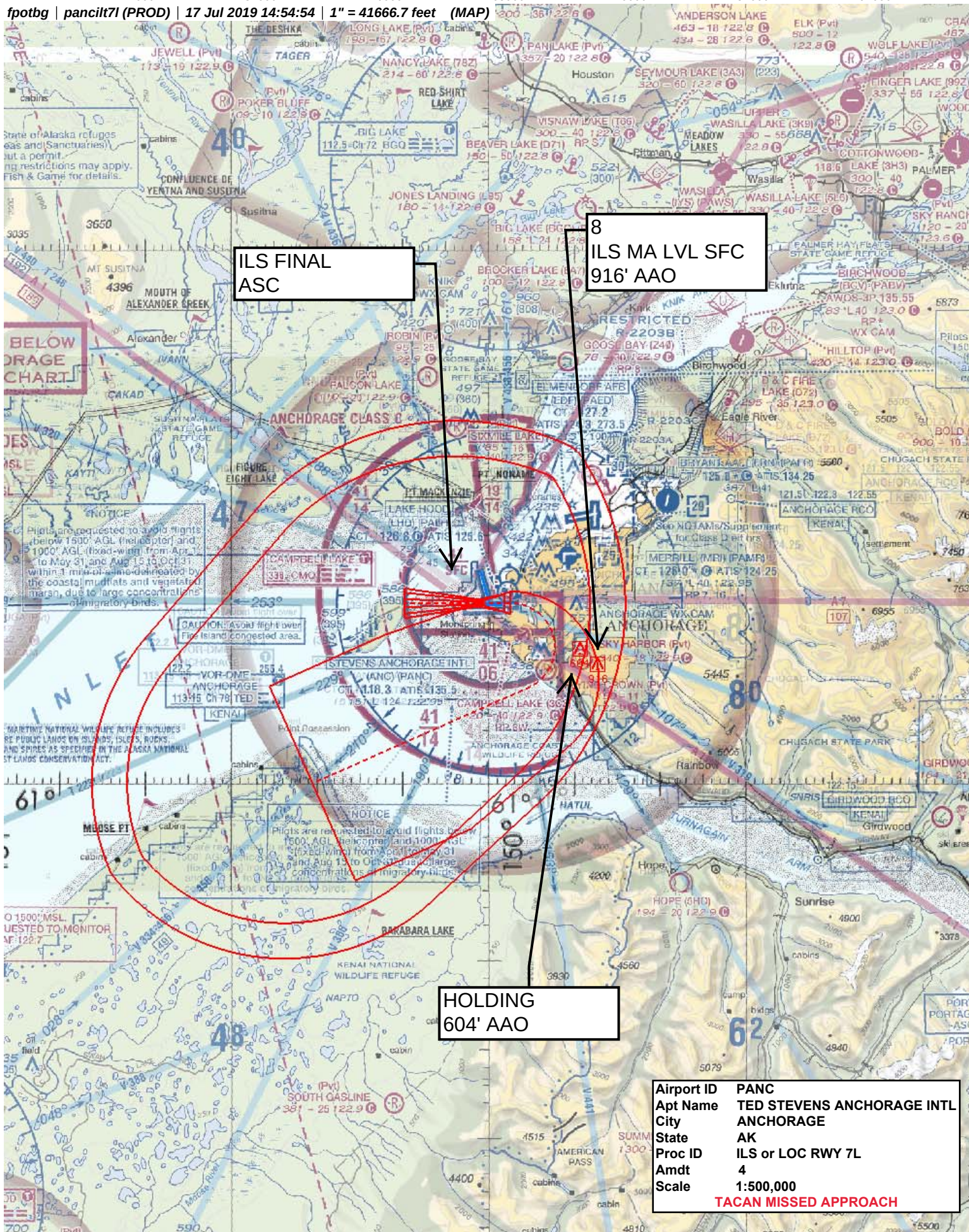
8
ILS MA LVL SFC
916' AAO

HOLDING
599' WMILL

Airport ID	PANC
Apt Name	TED STEVENS ANCHORAGE INTL
City	ANCHORAGE
State	AK
Proc ID	ILS or LOC RWY 7L
Amdt	4
Scale	1:500,000

ALTERNATE MISSED APPROACH

fspotbg | *pancilt7l* (PROD) | 17 Jul 2019 14:54:54 | 1" = 41666.7 feet (MAP)

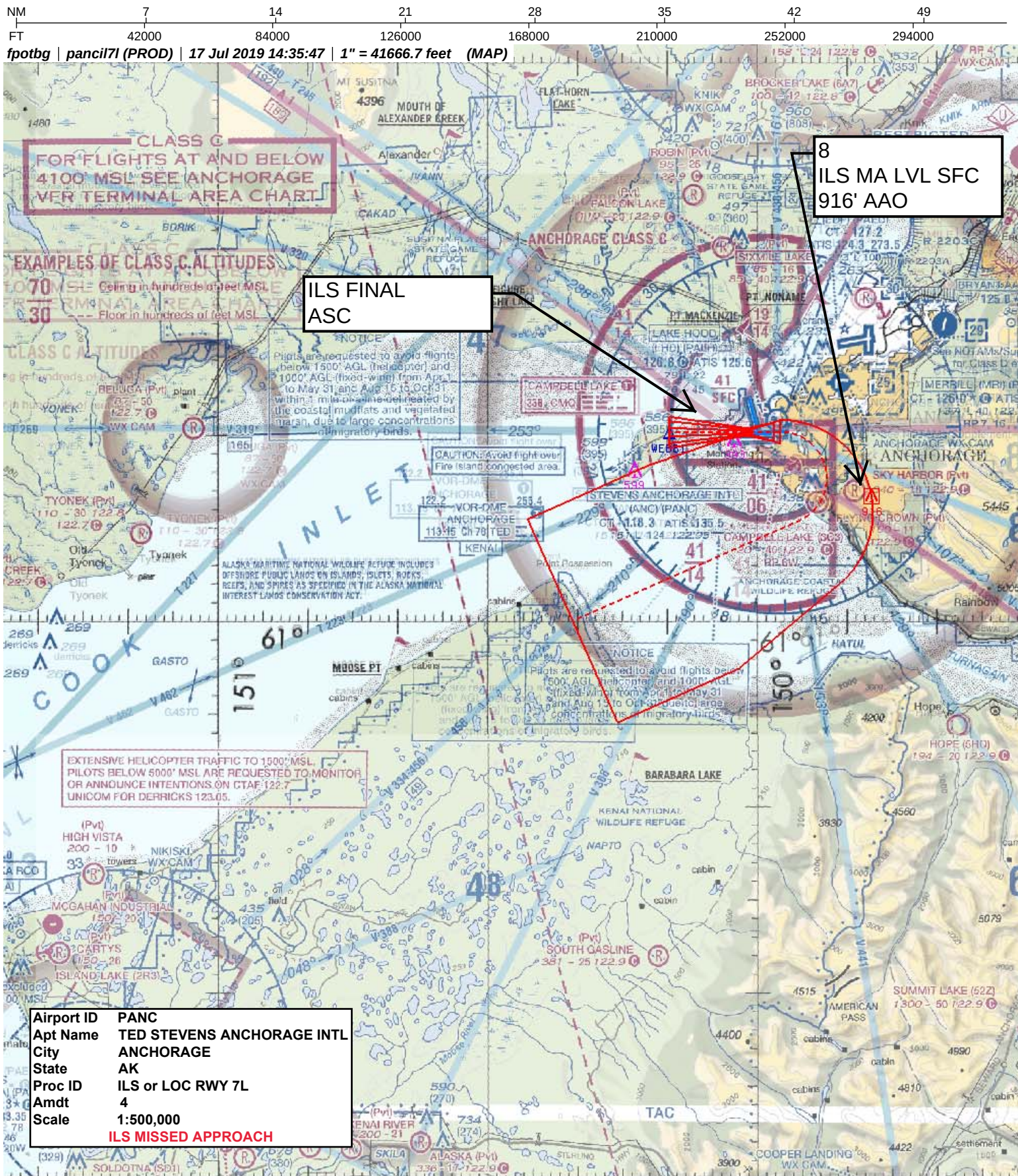


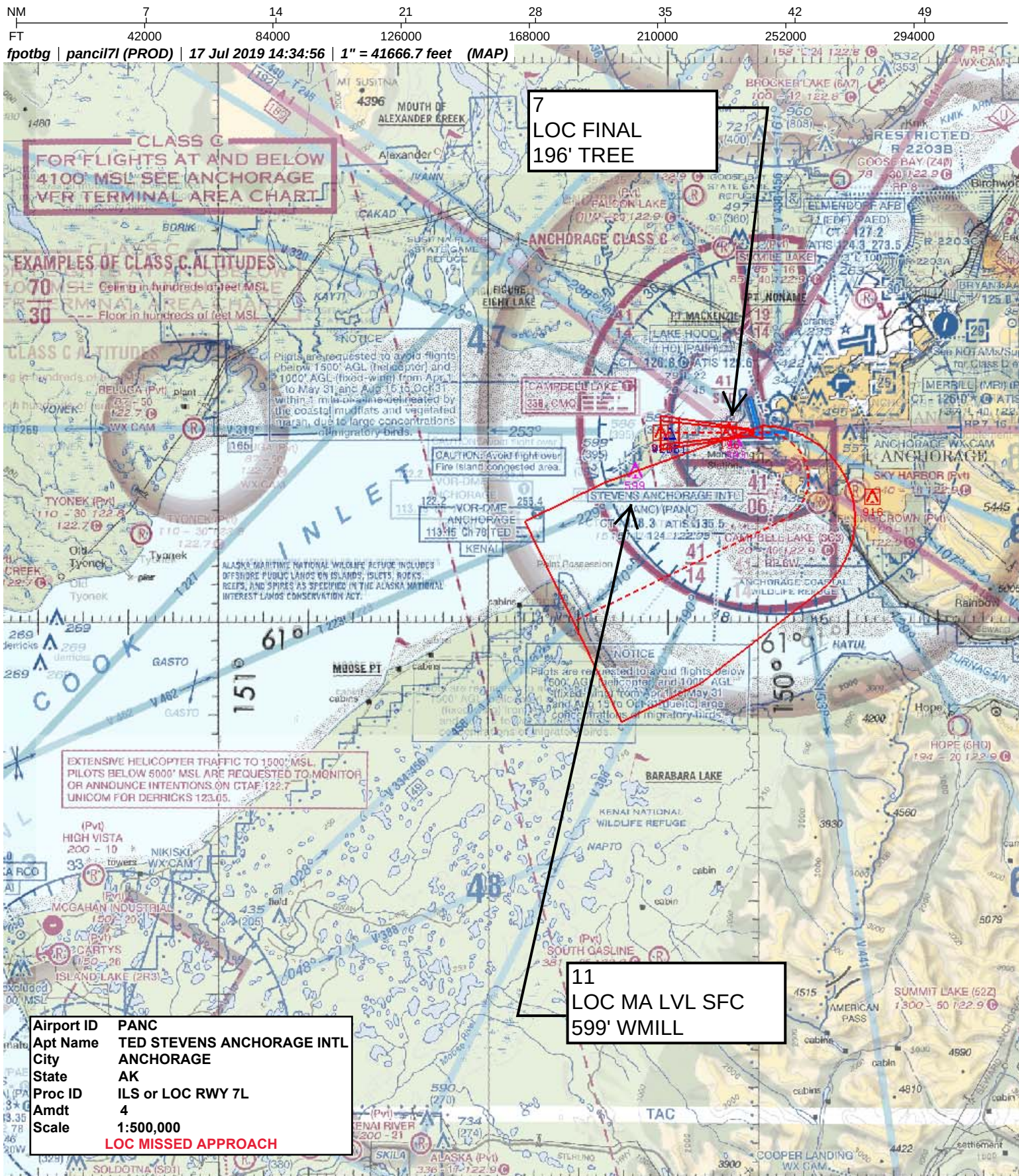
8
ILS MA LVL SFC
916' AAO

ILS FINAL
ASC

HOLDING
604' AAO

Airport ID	PANC
Apt Name	TED STEVENS ANCHORAGE INTL
City	ANCHORAGE
State	AK
Proc ID	ILS or LOC RWY 7L
Amdt	4
Scale	1:500,000
TACAN MISSED APPROACH	



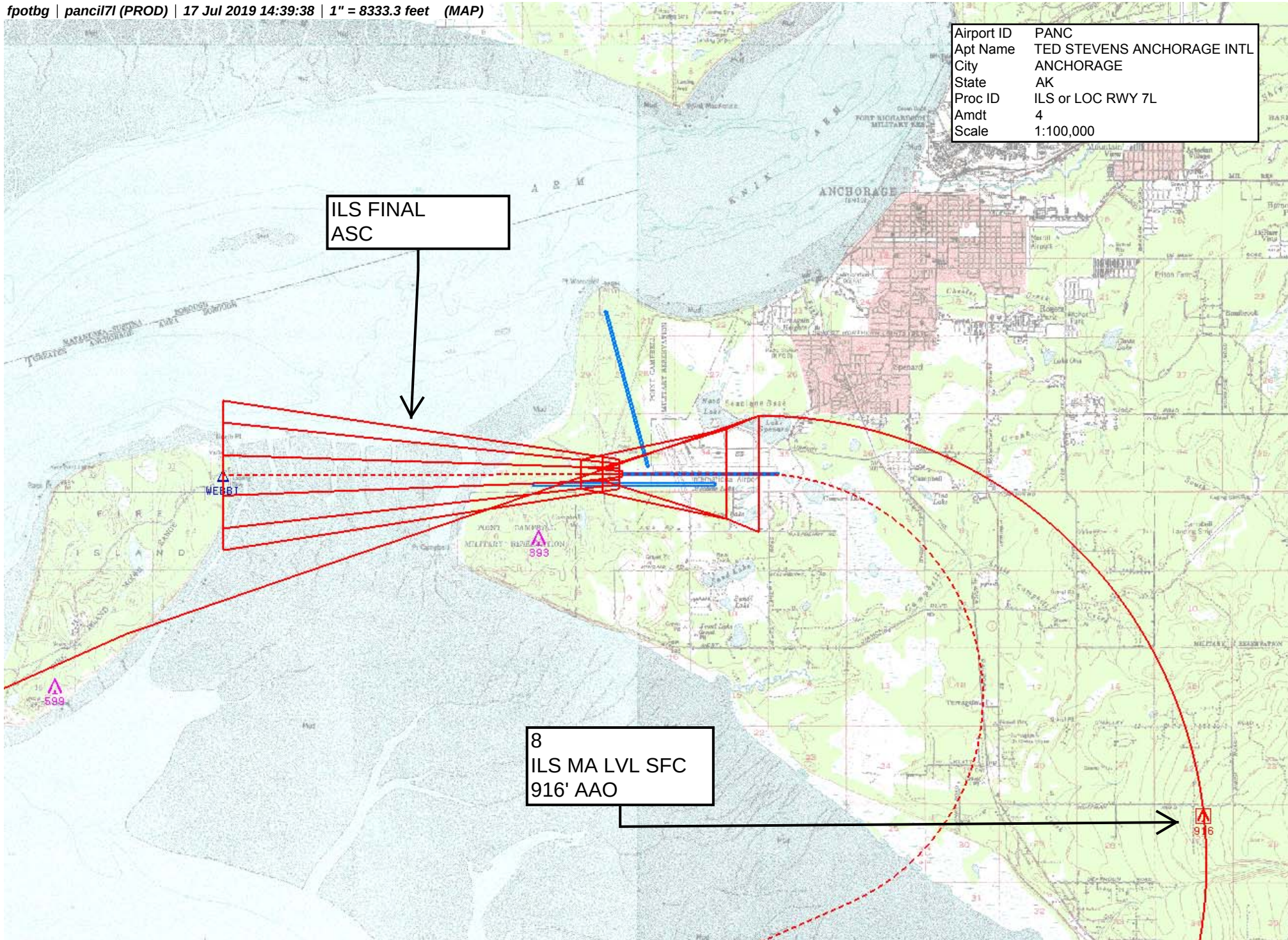


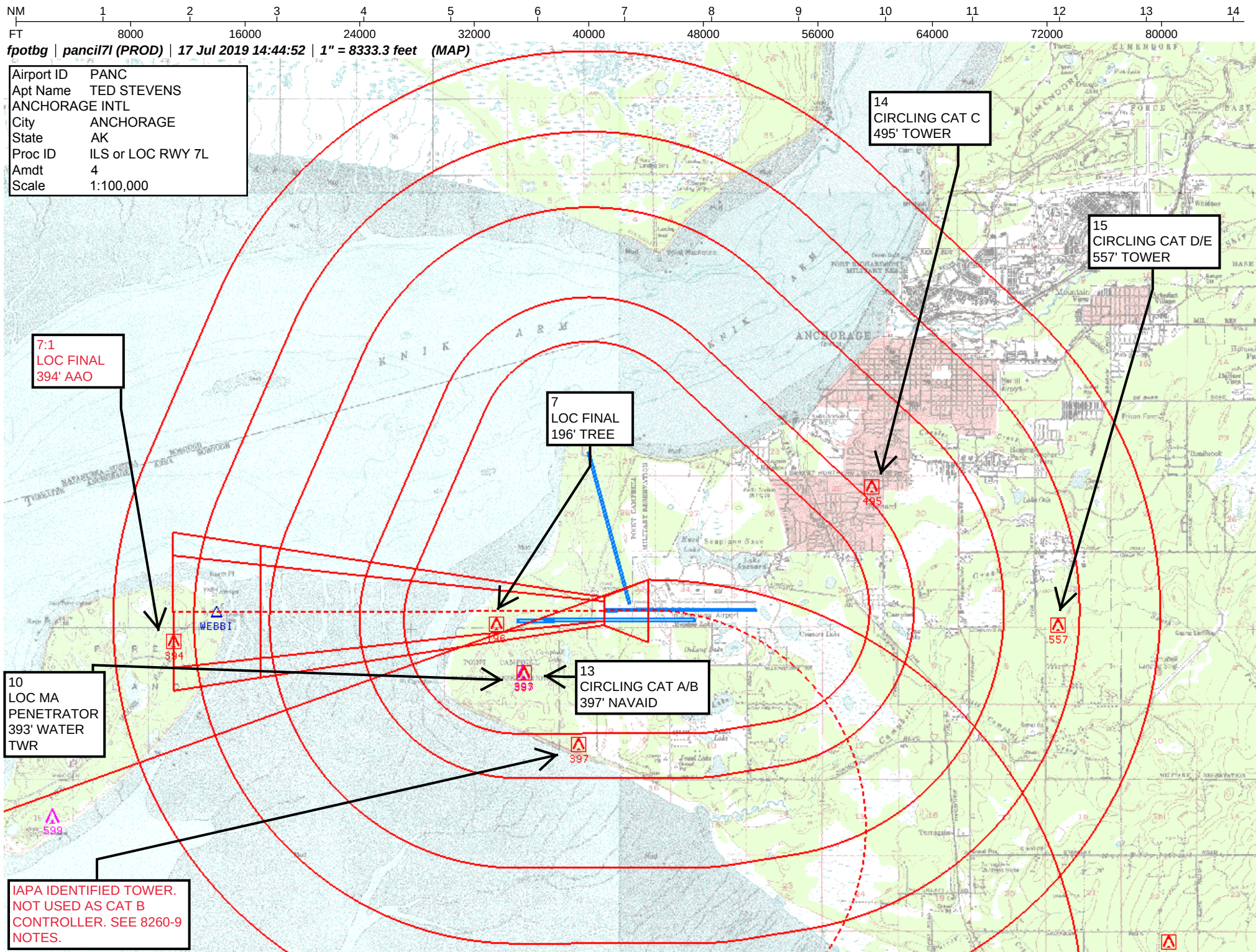
fspotbg | *pancil7l* (PROD) | 17 Jul 2019 14:39:38 | 1" = 8333.3 feet (MAP)

Airport ID	PANC
Apt Name	TED STEVENS ANCHORAGE INTL
City	ANCHORAGE
State	AK
Proc ID	ILS or LOC RWY 7L
Amdt	4
Scale	1:100,000

ILS FINAL
ASC

8
ILS MA LVL SFC
916' AAO



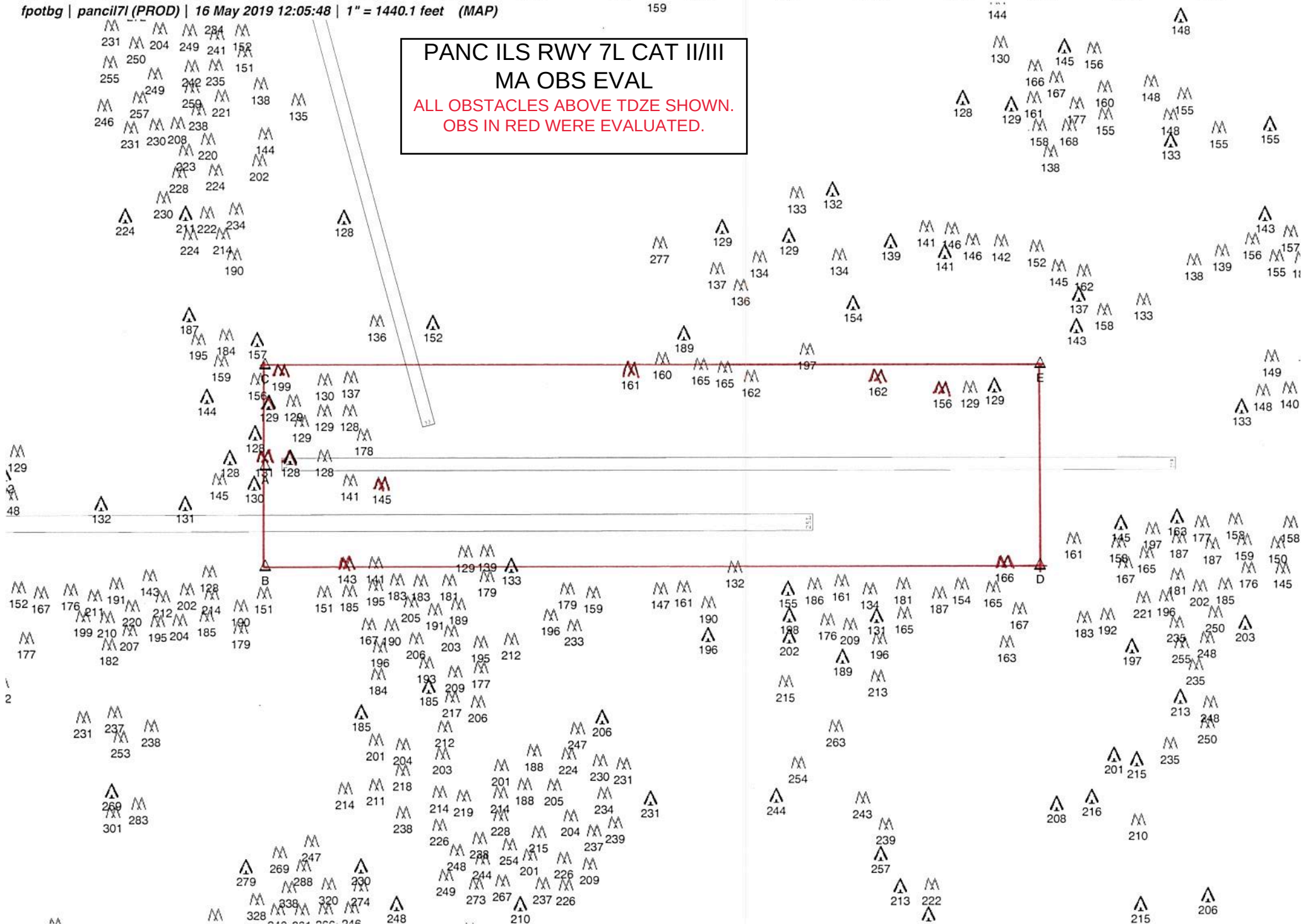


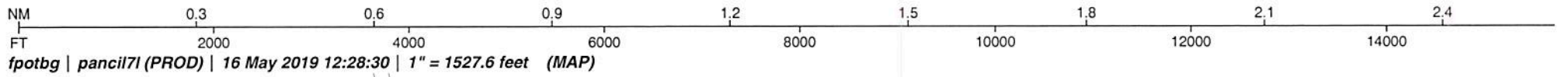
NM 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8 2.0 2.2 2.4
FT 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000

fpotbg | pancil7l (PROD) | 16 May 2019 12:05:48 | 1" = 1440.1 feet (MAP)

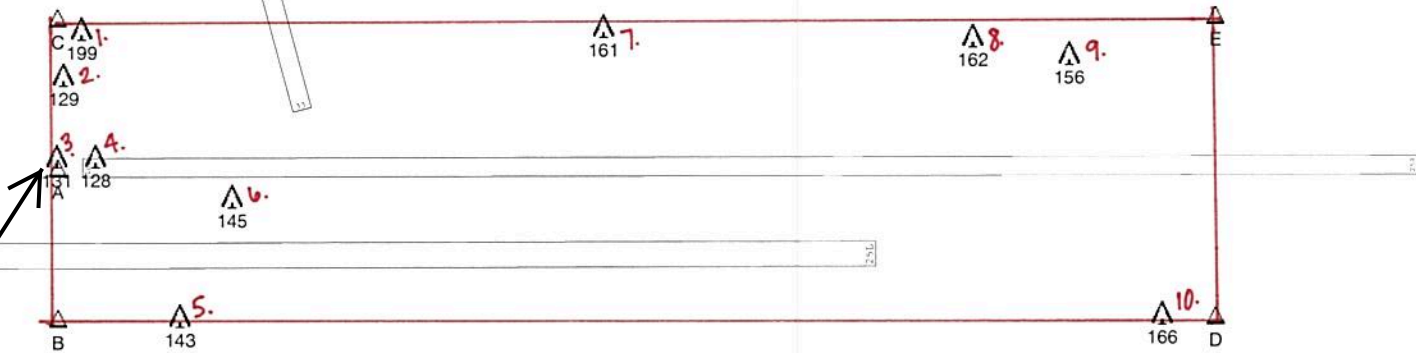
PANC ILS RWY 7L CAT II/III
MA OBS EVAL

ALL OBSTACLES ABOVE TDZE SHOWN.
OBS IN RED WERE EVALUATED.





PANC ILS RWY 7L CAT II/III
MA OBS EVAL
EVALUATED OBSTACLES



3. 131' NAVAID
(02-020574)
611011.13N/1500034.24W
3 foot penetration, FRANGIBLE
See MEMO 190 for further clarification

[illegible]

Request approval for the addition of a block altitude of 1600-3000 in the intermediate segments for ILS or LOC RWY 7L and ILS RWY 7L SA CAT I/II. Ted Stevens Anchorage Intl, Anchorage, AK, (PANC).

FAAO 8260.19H PARA 8-6-10, o. Note 1: Maximum, mandatory, or block altitudes in the intermediate, final and/or missed approach segment requires Flight Standards approval from the Flight Procedure Implementation and Oversight Branch, prior to forwarding for publication.

The current intermediate segment does not contain a block altitude. Request to establish a block altitude of 1600-3000 between the intermediate fix (AINKK) and a new intermediate stepdown fix (WUGSI).

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