

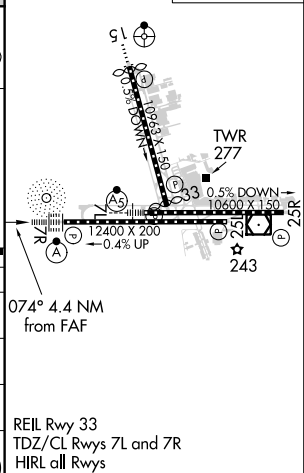
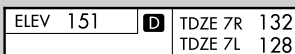
Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/05/2016	Task #: 2015121713110301002	Request #: 20151217131103
Procedure: ILS OR LOC RWY 7R AMDT 4			Airport ID: PANC	Airport: TED STEVENS ANCHORAGE INTL		Reimbursable #: NO
City: ANCHORAGE	ST: AK	GPS #:	Estimated Chart Date: 10/10/2019			FICO #:
Fac ID: ANC		Fac. Type: ILS			Specialist: TAYLOR GIBSON	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	03/12/2019	07/02/2019	CHRIS MCCARTHY	QUALITY		
QA:	07/02/2019			26		
Liaison:				CHECKED		
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 9/0905.						
HARD DATE DUE TO AMENDMENTS COINCIDING WITH 15/33 RWY EXTENSION.						
CONTACT DAVE DANNER 405-954-5077.						

QUALITY
21
CHECKED

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

CLNC DEL
119.4 323



DME required.

▼

Rwy 7L threshold 6140 feet east of Rwy 7R threshold.

⚠

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSIF-2

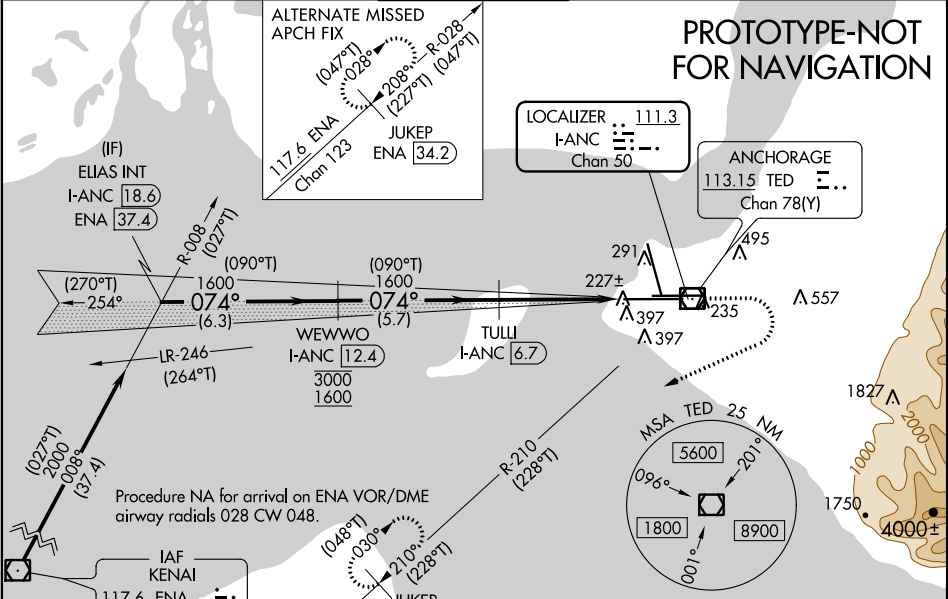
ⓘ

ⓘ

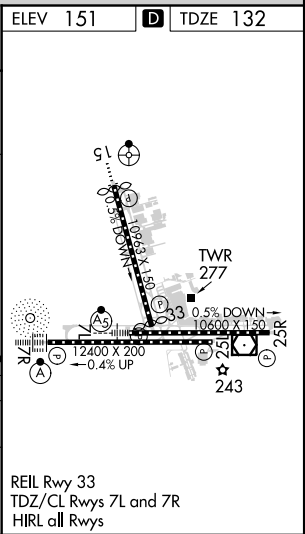
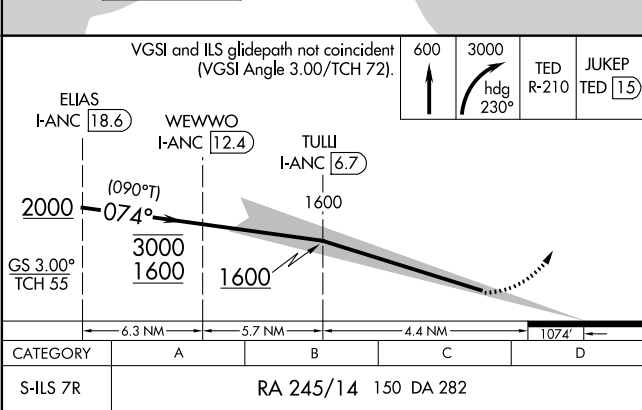
ⓘ

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and on 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° and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME 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
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ELEV 151	TDZE 132
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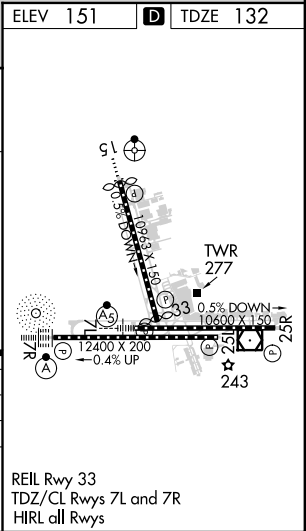
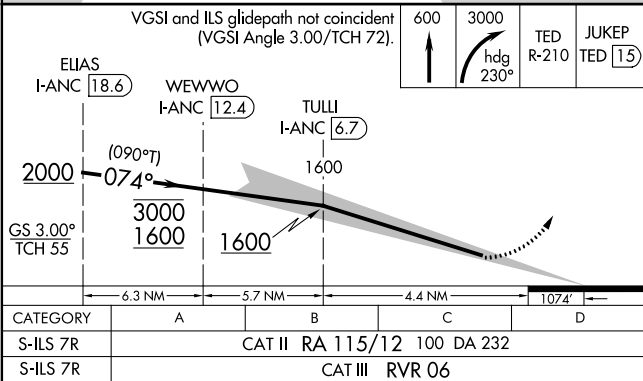
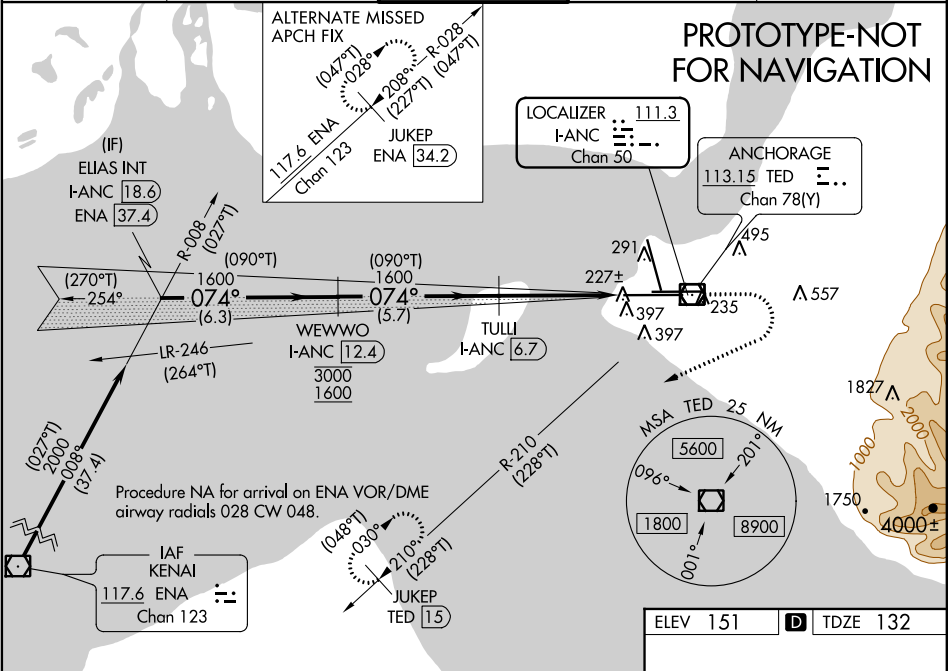


LOC/DME I-ANC	APP CRS	Rwy Idg	12400
111.3	074°	TDZE	132
Chan 50		Apt Elev	151

ILS RWY 7R (CAT II & III)
TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required.	ALSIF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 3000 on heading 230° and on 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° and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold).
▼ Rwy 7L threshold 6140 feet east of Rwy 7R threshold. ▲ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSIF-2	

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



CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

OLD

ANCHORAGE, ALASKA

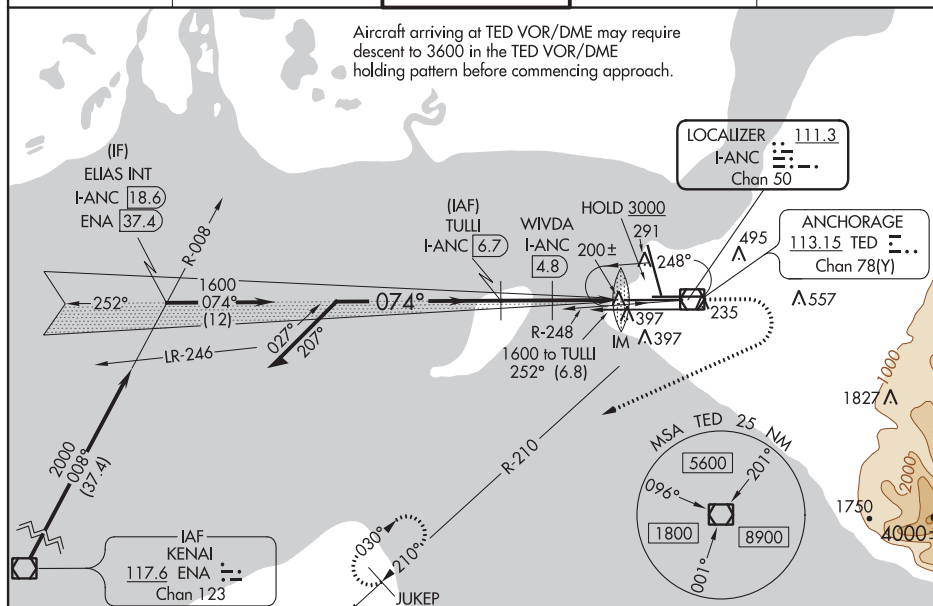
AL-1500 (FAA)

19059

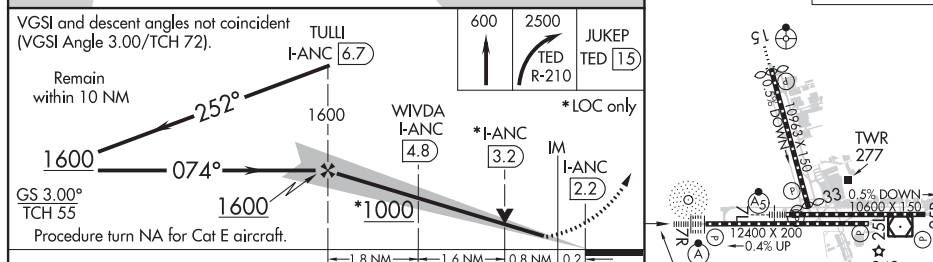
LOC/DME I-ANC	APP CRS	Rwy Idg	7R	7L	ILS or LOC RWY 7R	
111.3	074°		12400	10600		
Chan 50		TDZE	132	128		
		Apt Elev	151	151		
						TED STEVENS ANCHORAGE INTL (ANC) (PANC)

⚠ DME required. For inop ALS, increase S-ILS 7R Cat E visibility to RVR 4000, and S-LOC 7R Cat E visibility to RVR 6000. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. Inop table does not apply to Sidestep Rwy 7L Cat A, B and C.	ALS-2 Rwy 7R	MALSR Rwy 7L	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.

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



ELEV 151	TDZE 7R 132	TDZE 7L 128
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CATEGORY	A	B	C	D	E
S-ILS 7R	332/18 200 (200-1/2)				
S-LOC 7R	520/24 388 (400-1/2)				520/18 388 (400-1/2)
S-LOC SIDESTEP 7L	520/50 392 (400-1)	520-1 1/2 392 (400-1 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)	

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

ANCHORAGE, ALASKA

Amdt 3C 01FEB18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

61°10'N-150°00'W

ILS or LOC RWY 7R

AK, 28 FEB 2019 to 25 APR 2019

AK, 28 FEB 2019 to 25 APR 2019

OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19059

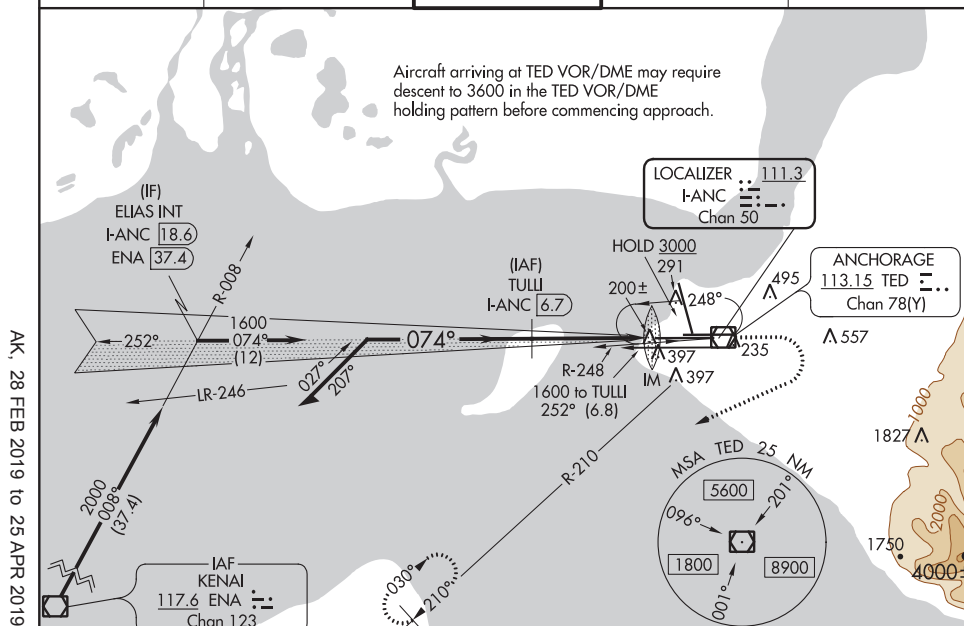
LOC/DME I-ANC	APP CRS	Rwy Idg
111.3	074°	12400
Chan 50		TDZE 132
		Apt Elev 151

ILS RWY 7R (SA CAT I)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

▼ DME required. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSIF-2	MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.
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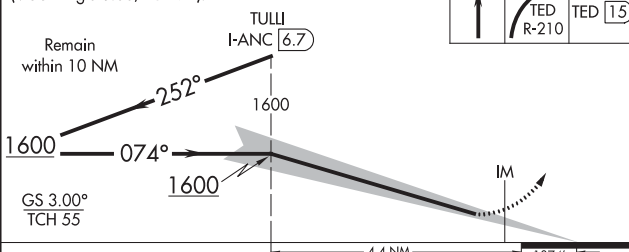
D-ATIS	ANCHORAGE APP CON	ANCHORAGE TOWER	GND CON	CLNC DEL
135.5	118.6 290.5	118.3 257.8	121.9 338.25	119.4 323.1



AK, 28 FEB 2019 to 25 APR 2019

AK, 28 FEB 2019 to 25 APR 2019

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).

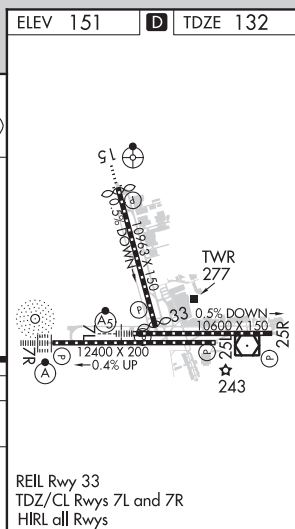


CATEGORY	A	B	C	D
S-ILS 7R		RA 245/14	150	DA 282

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ANCHORAGE, ALASKA
Amdt 3C 01FEB18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
ILS RWY 7R (SA CAT I)



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

OLD

ANCHORAGE, ALASKA

AL-1500 (FAA)

19059

LOC/DME I-ANC	APP CRS	Rwy Idg
111.3	074°	12400
Chan 50		TDZE 132
		Apt Elev 151

ILS RWY 7R (CAT II & III)

TED STEVENS ANCHORAGE INTL (ANC) (PANC)

⚠ DME required. Rwy 7L threshold 6140 feet east of Rwy 7R threshold. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSIF-2
(A)

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on TED VOR/DME R-210 to JUKEP/TED 15 DME and hold.

D-ATIS
135.5

ANCHORAGE APP CON
118.6 290.5

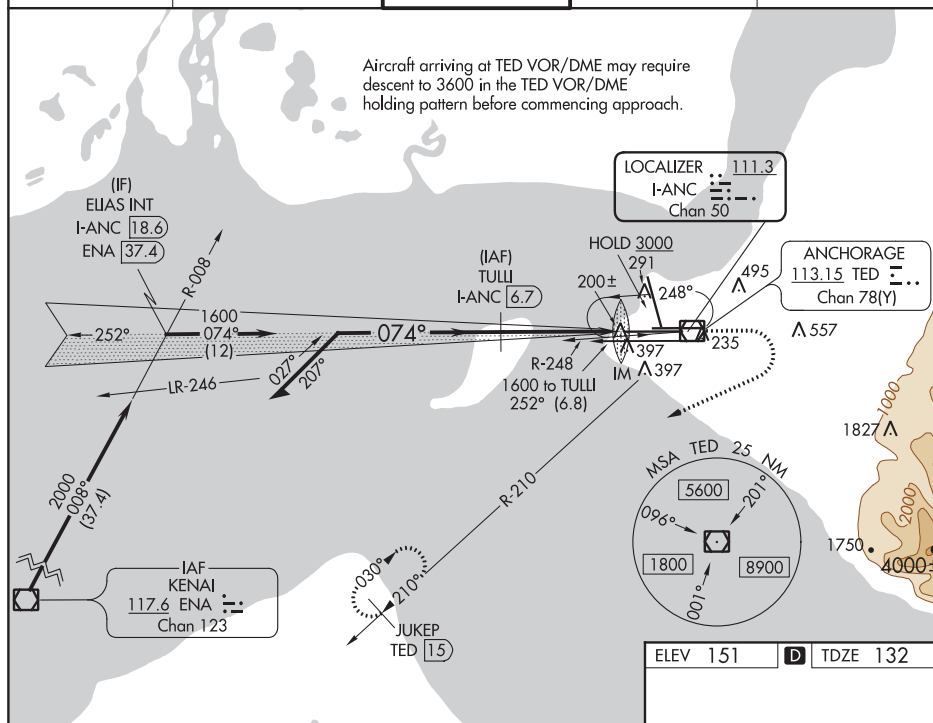
ANCHORAGE TOWER
118.3 257.8

GND CON
121.9 338.25

CLNC DEL
119.4 323.1

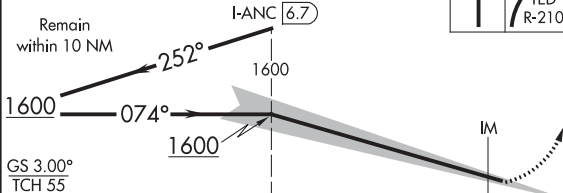
Aircraft arriving at TED VOR/DME may require descent to 3600 in the TED VOR/DME holding pattern before commencing approach.

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 72).

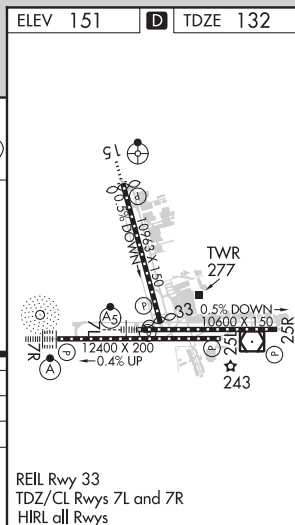


CATEGORY	A	B	C	D
S-ILS 7R		CAT II	RA 115/12 100 DA 232	
S-ILS 7R		CAT III	RVR 06	

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

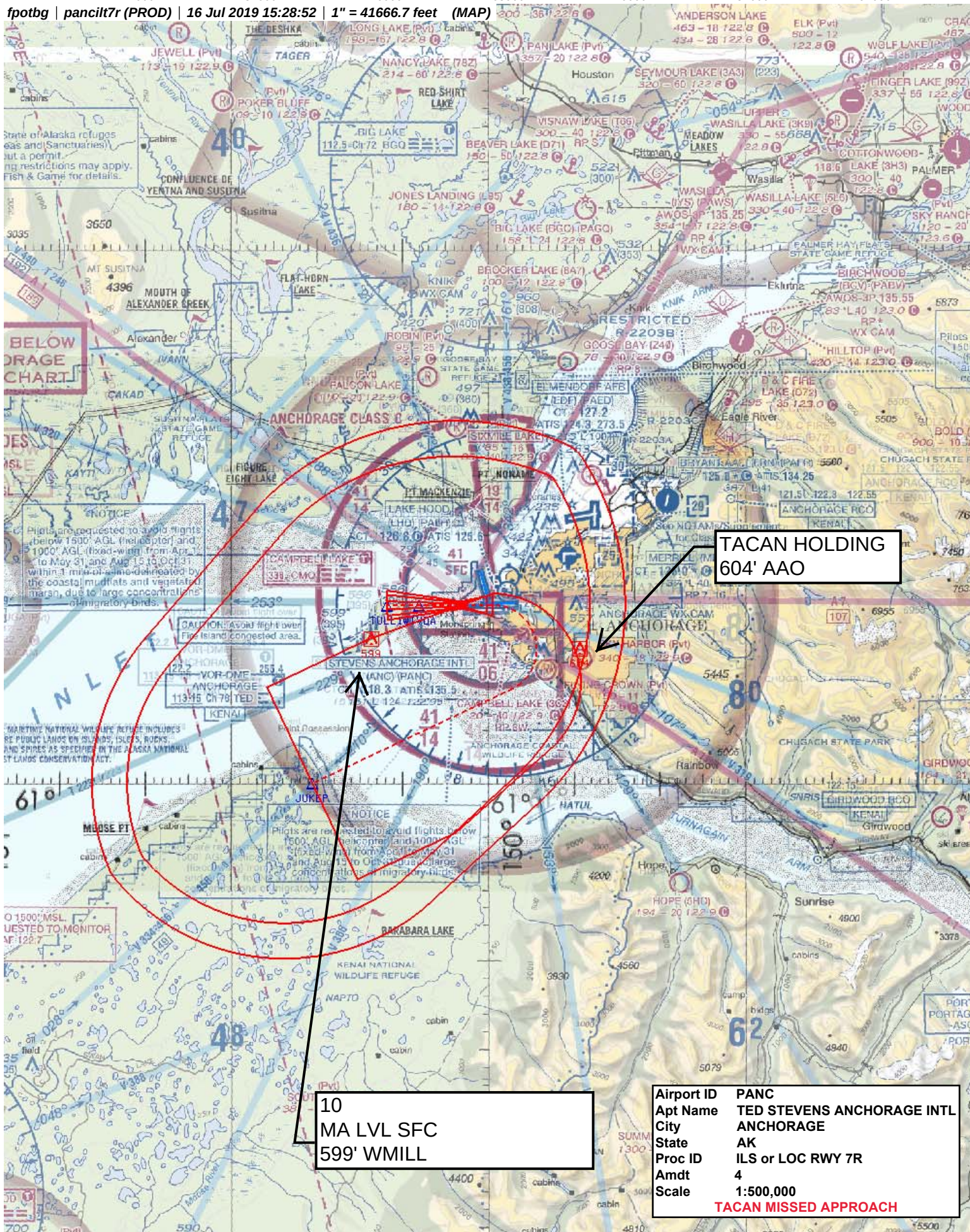
ANCHORAGE, ALASKA
Amdt 3C 01FEB18

TED STEVENS ANCHORAGE INTL (ANC) (PANC)
61°10'N-150°00'W
ILS RWY 7R (CAT II & III)



Genomic map of the 7p14.3 region. The map shows the relative positions of the NM and FT genes. The NM gene is located at approximately 42,000 bp, and the FT gene is located at approximately 49,000 bp. The map shows the relative positions of the genes and the scale of the genomic region in base pairs.

fspotbg | *pancilt7r (PROD)* | 16 Jul 2019 15:28:52 | 1" = 41666.7 feet (MAP)

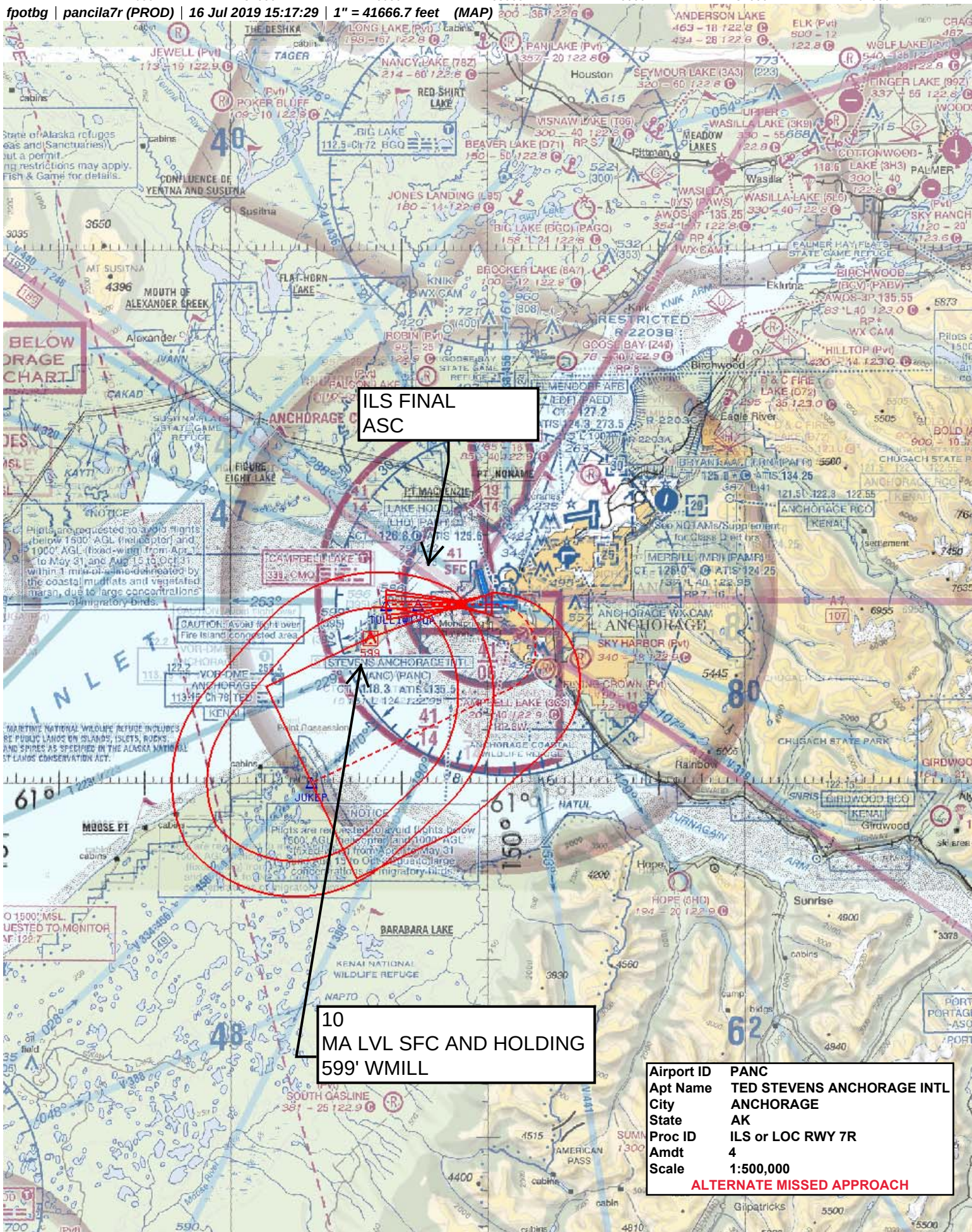


TACAN HOLDING
604' AAO

10
MA LVL SFC
599' WMILL

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

fspotbg | *pancila7r (PROD)* | 16 Jul 2019 15:17:29 | 1" = 41666.7 feet (MAP)

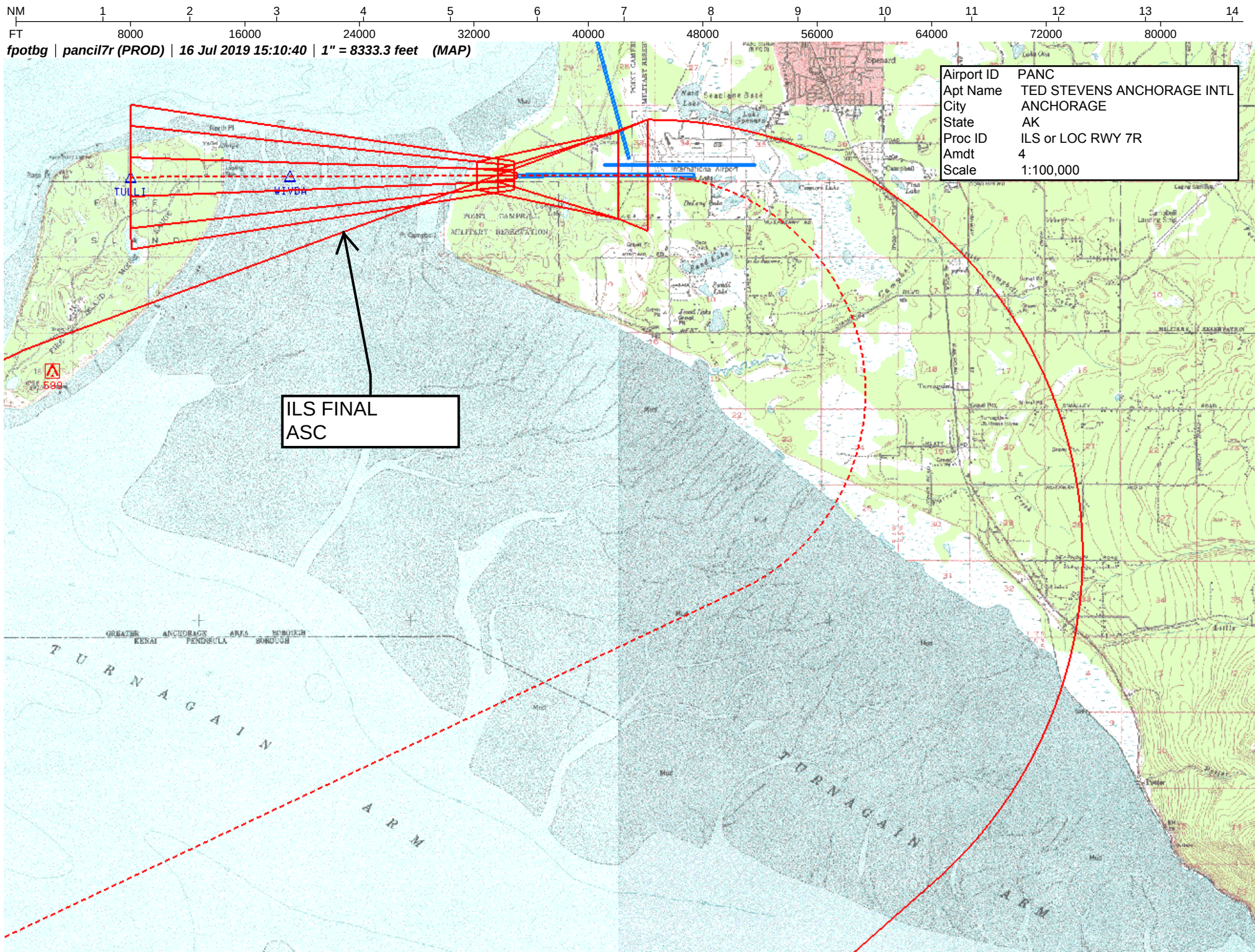


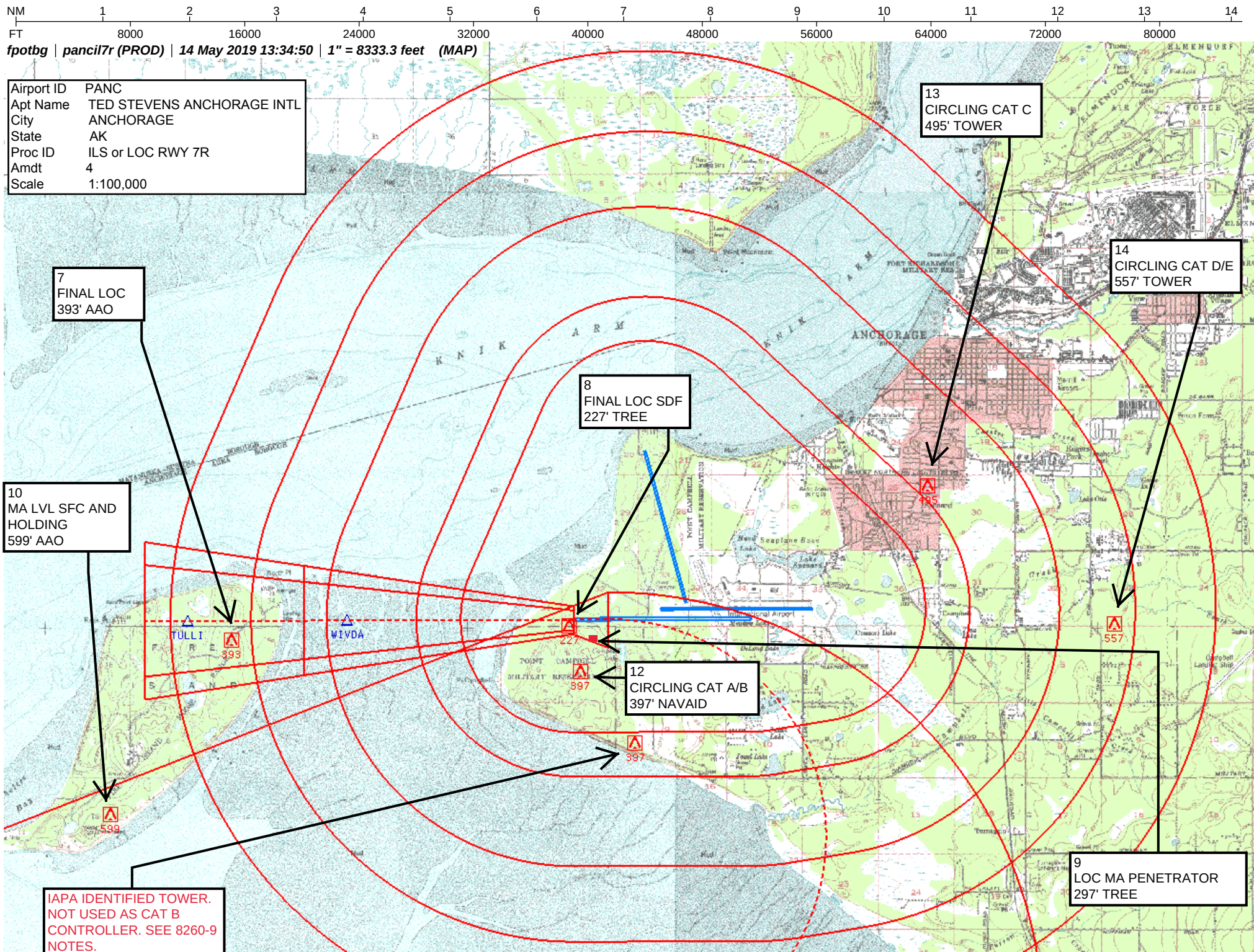
ILS FINAL
ASC

10
MA LVL SFC AND HOLDING
599' WMILL

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

ALTERNATE MISSED APPROACH





SIDESTEP TO RWY 7L

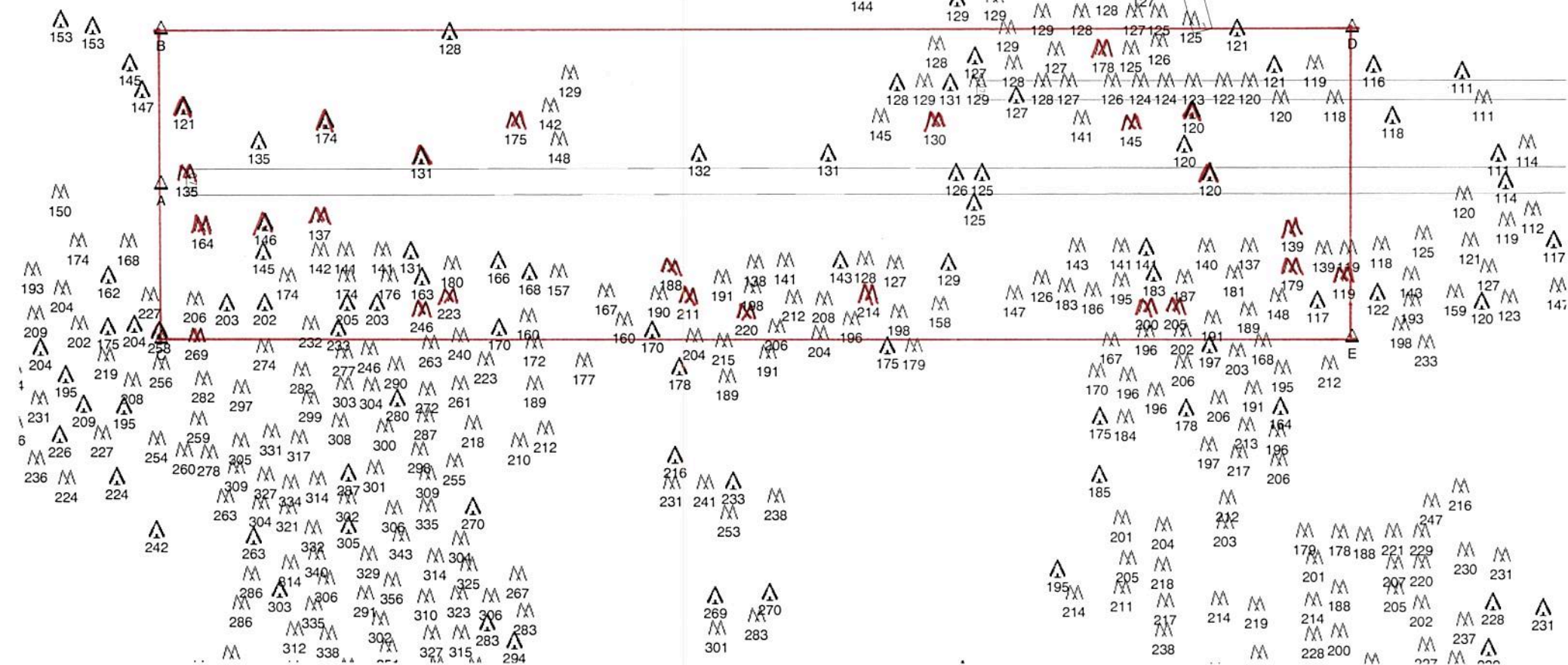
NM 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8
FT 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000

fpotbg | pancil7r (PROD) | 14 May 2019 08:15:48 | 1" = 1120.0 feet (MAP)

PANC ILS RWY 7R CAT II/III

MA OBS EVAL

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

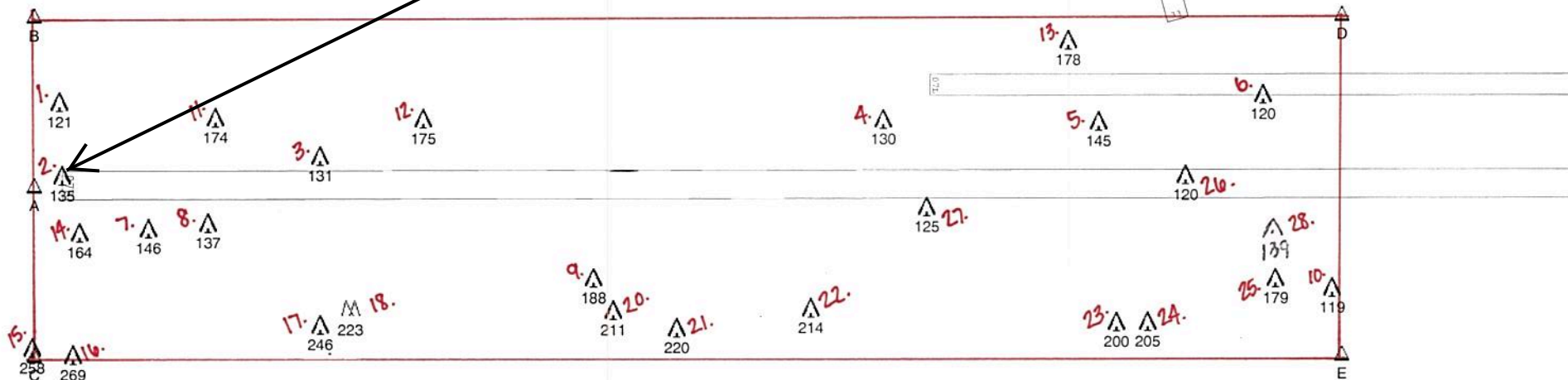




fpotbg | pancil7r (PROD) | 14 May 2019 08:23:53 | 1" = 1120.0 feet (MAP)

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

2. 135' NAVAID
(02-0205970)
611004.13N/1500234.42W
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 7R, ILS RWY 7R SA CAT I and ILS RWY 7R CAT II/III. 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 (ELIAS) and a new intermediate stepdown fix (WEWWO).

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