

ILS Y or LOC/DME Y RWY 6

LOC I-EDF <u>110.3</u>	APCH CRS 065°	Rwy Idg 10,001 TDZE 175 Arpt Elev 213
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[USAF]

ELMENDORF AFB (PAED)

T * When TDLZ/RCLS lights inop increase RVR to 24.
When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.



MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-310 to HOBBS and hold.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5	TOWER 127.2 352.05	GND CON 121.8 275.8	PAR
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**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.**

*** Circling not authorized
S of Rwy 6-24.

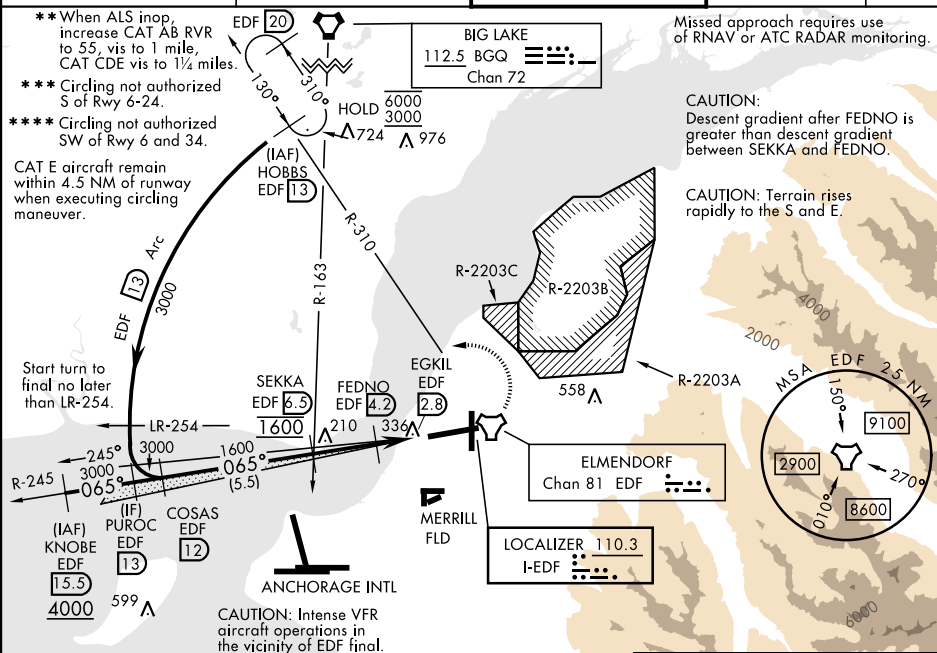
**** Circling not authorized
SW of Rwy 6 and 34.

CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

Missed approach requires use of RNAV or ATC RADAR monitoring.

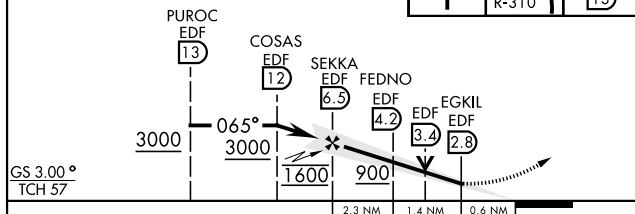
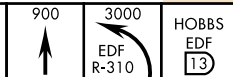
CAUTION:
Descent gradient after FEDNO is greater than descent gradient between SEKKA and FEDNO.

CAUTION: Terrain rises rapidly to the S and E.



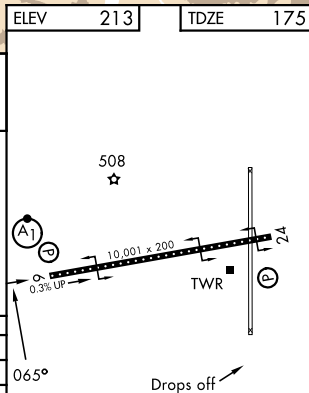
EMERG SAFE ALT 100 NM 15.300

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D	E
S-LS 6 *	375/18		200	(200-½)	
S-LOC 6 **	600/24	425 (400-½)	600/40	425	(400-¾)
CIRCLING ***	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)
RWY 34 CIRCLING MINIMUMS					
CIRCLING ****	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)

HIRL Rwy 6-24
TDZL/RCLS Rwy 6



ILS Y or LOC/DME Y RWY 6