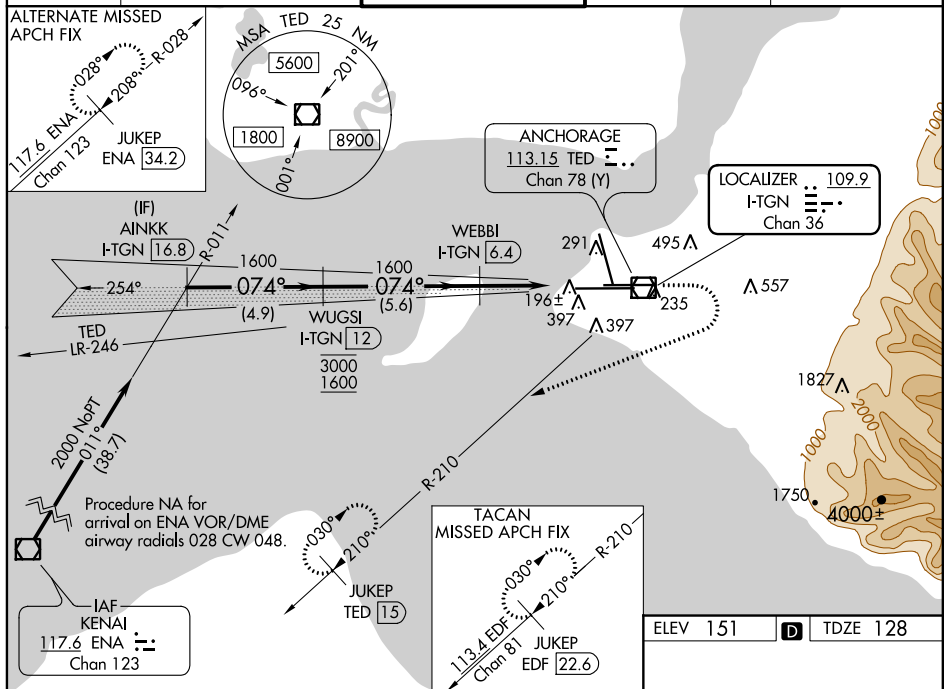


LOC/DME I-TGN 109.9 Chan 36	APP CRS 074°	Rwy Idg 10600 TDZE 128 Apt Elev 151
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ILS RWY 7L (SA CAT I & II)
TED STEVENS ANCHORAGE INTL (ANC)(PANC)

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 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).		
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	



VGSI and ILS glidepath not coincident.
(VGSI Angle 3.00/TCH 63).

AINKK
I-TGN 16.8

WUGSI
I-TGN 12

WEBBI
I-TGN 6.4

600
↑
3000
hdg R-210
230°

JUKEP
TED 15

2000
074°

3000
1600

1600

GS 3.00°
TCH 54

4.9 NM 5.6 NM 4.5 NM 1000'

CATEGORY	A	B	C	D
S-ILS 7L	SA CAT I	RA 158/14	150	DA 278
S-ILS 7R	SA CAT II	RA 108/12	100	DA 228

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

