

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**Airport Information****RFF:** FAA INDEX E / CAT 9/10,**PCN:** All RWYs: 81/F/A/W/T**Operation****Traffic Note**

Visual Separation Procedure: To inform pilots operating from Ted Stevens Anchorage AD of VIS separation PROC between TWR and Terminal Radar Approach Control (TRACON). Ted Stevens Anchorage TWR and Ted Stevens Anchorage TRACON are authorized to apply visual separation between ACFT under control of either facility in order to maintain efficiency.

**Transponder OPS**

ASSC in use, operate transponders with ALT reporting Mode and ADS-B (if equipped) enabled on all airport surfaces.

**Low Visibility Procedure**

LVP in force when RVR falls below 1200ft.

Primary RWY for ARR during LVP: 07R

Primary RWY for DEP during LVP: 33. TWY K will be used as DEP entry point for RWY 33

If RWY 07R is used for TKOF, TWY J will be used as DEP entry point.

Line up and wait PROC on RWY 07R prohibited.

Follow-me AVBL O/R

**RWY Restriction**

RWY 07R: For TKOF from TWY J backtrack prohibited.

**TWY Restriction**

TWY V MAX weight 5.7t / 12500lbs.

**Taxi/Parking**

No right turn out of ramp parking area R2-R4.

Standards for ACFT parking at the North Terminal gates (N1-N8), remote refueling ramp positions (R2-R4 and R7-R14) and remote refueling ramps south of TWY U (P1-P3):

The design ACFT for the North Terminal is the B747-300 with wingspan 60m / 196ft. Larger ACFT may be parked in these spaces provided the required restrictions as noted below are met. The design ACFT for R2-R4 and R7 is the B747-400 with wingspan 65m / 214ft. These four spots have no restrictions for any ACFT with wingspan 65m / 214ft or less. The design ACFT for R8-R14 is the B747-8 with wingspan 69m / 225ft. Larger ACFT may be parked in these spaces provided the required restrictions as noted below are met. The design ACFT for P1 is the B747-400 with a wingspan of 65m / 214ft. The design group for P2 and P3 is Group IV with wingspan 80m / 262ft.

Any additional Group VI parking requirements should be coordinated with AD OPS.

Additionally, use only MNM power in the ACFT parking areas.

12-JUL-2018

ANC-PANC

1-20

AOI

AOI

## GENERAL

Parking area	Design ACFT	Restrictions for Larger Design ACFT
North Terminal		
N1-7	B747-300	①, ②
N8	B747-300	③
Remote Parking Positions		
R2-4	B747-400 (Group V)	④
R7	B747-400 (Group V)	⑤
R8-14	B747-8	⑤
Remote Parking Positions south of TWY U		
P1	B747-400 (Group V)	⑥
P2, P3	Group VI	

**Restrictions**

North Terminal Gate Parking

- ① B747-400 or A330/340 ACFT can be parked adjacent to one another only if all the special procedures noted below are used.
- ② B747-400 or A330/340 ACFT can be parked adjacently on gates N2 and N4 but the ACFT on N2 must be last in and first out.
- ③ These are no normal parking restrictions for ACFT with a wingspan of 65m / 214ft or less.

Remote Refueling Ramp

- ④ ACFT may only execute a left turn out of remote parking positions R2-4.
- ⑤ ACFT larger than the design ACFT can only be parked adjacent to each other only if special procedures 2, 3, 4 and 5 are used.

Remote Refueling Ramp south of TWY U.

- ⑥ ACFT larger than the design ACFT can only be parked adjacent to each other only if special procedures 2, 3, 4 and 5 are used. Wingtip CLR of 8m / 25ft will be maintained with the tug road west of P-1.

**Special Procedures**

These procedures shall be used any time that wingtip CLR of 8m / 25ft cannot be maintained when parking ACFT adjacently. If no reasonable parking alternatives are AVBL, the following required precautions must be followed:

- Tow-in and pushback required for North Terminal gates.
- Wing walkers with wands and a signaling device are required.
- In addition to the tow vehicle driver (if under tow), a safety observer will be in charge and utilized in a position where he/she can immediately signal the vehicle operator/pilot to stop.
- Company/pilot in command concurrence required for both ACFT if unable to maintain 8m / 25ft wingtip CLR.
- Company making parking assignments will notify AD OPS, 266-2600 whenever the 8m / 25ft MNM wingtip CLR cannot be maintained.

**GENERAL****Warnings**

**TED VOR** portion unusable:

R040-R090 beyond 25NM below 15000ft.

R090-R095 beyond 20NM below 15000ft.

R095-R120 beyond 25NM below 12500ft.

R120-R145 beyond 25NM below 9000ft.

**TED DME** portion unusable:

R040-R090 beyond 25NM below 15000ft.

R090-R095 beyond 20NM below 15000ft.

R095-R120 beyond 25NM below 12500ft.

R120-R145 beyond 25NM below 9000ft.

Do not mistake TWY K with RWY 07L/R, 25R/L.

TWY K between TWY H and TWY J not visible from TWR.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR and in addition;

**KROTO**

- RWY 07L/R: After passing CULEN turn left HDG 165° to intercept either RWY 07L or 07R LOC, cleared ILS or LOC/DME RWY 07L or 07R APCH.
- RWY 15: After CARD D, intercept RWY 15 LOC, cleared ILS RWY 15 APCH .

**PTERS**

After LMP EE, turn left HDG 203°, maintain 3000ft intercept ILS RWY 15 LOC, cleared ILS RWY 15 APCH.

**WITTI**

After ANDDI, turn right HDG 021°, intercept RWY 07R or 07L LOC, maintain 3000ft, cleared ILS or LOC/DME RWY 07R or 07L APCH.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 07L and 15 right-hand circuit.

**Noise Abatement Procedures****Preferential RWY**

The AD has established a preferential RWY use program to minimize noise impacts on nearby residential areas. The normal flow of TFC operations, contingent upon weather is ARR to east or south.

**Priority Order**

Daytime (1600-0700±)

RWY 07R

RWY 07L, 15

RWY 33

RWY 25L/R

Nighttime (0700-1600±)

RWY 07R

RWY 07L, 15

RWY 33

RWY 25L/R

**ARRIVAL**

Selection of the next preferential RWY is allowed under any of the following conditions:

- If the RWY is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil, or other substances.
- When wind, including gusts, as recorded by AD wind sensors, exceed:
  - Crosswind components of 15KT, or
  - Tailwind components of 5KT.The wind parameters cited are used by the AD to determine compliance with the Preferential RWY Use Program. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for ACFT safety and the final decision on RWY selection.
- When windshear has been reported or forecast, or thunderstorms are expected to affect the APCH.
- When a preferred RWY is closed for snow removal, construction, maintenance, or other reasons, the next priority RWY should be used, if feasible, given air TFC and other considerations.

**Non-standard GP intercept position on****RWY 07L**

GP intercept RWY 07L at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *2917m / 9570ft*.

**RWY 07R**

GP intercept RWY 07R at *320m / 1049ft* after landing threshold.

Remaining DIST beyond GP is *3460m / 11351ft*.

**RWY 15**

GP intercept RWY 15 at *316m / 1037ft* after landing threshold.

Remaining DIST beyond GP is *2761m / 9057ft*.

## ANC-PANC

1-50

A0I

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## DEPARTURE

## Take-off Minima

RWY		25L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	-
3+4 ENG		0 - 2400R/0.5v	-
All ACFT		Not authorized	SID KNIK, SID NOEND, SID TURNAGAIN
RWY		15	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	MNM climb gradient 3.4% up to 400
3+4 ENG		0 - 2400R/0.5v	
All ACFT		Not authorized	SID KNIK, SID NOEND, SID TURNAGAIN
RWY		07R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	SID ANCHORAGE:
3+4 ENG		0 - 2400R/0.5v	MNM climb gradient 6.0% up to 3500
		All other departures	
1+2 ENG		0 - 5000R/1.0v	MNM climb gradient 4.7% up to 400
3+4 ENG		0 - 2400R/0.5v	
All ACFT		Not authorized	SID NOEND, SID TURNAGAIN
RWY		33	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0v	SID NOEND:
3+4 ENG		0 - 2400R/0.5v	MNM climb gradient 8.3% up to 2200, then 4.6% up to 10000
All ACFT		Not authorized	SID KNIK
RWY		07L	
	ft - ft/SM	SID ANCHORAGE	
1+2 ENG		0 - 5000R/1.0v	MNM climb gradient 6.5% up to 3500
3+4 ENG		0 - 2400R/0.5v	
		SID KNIK	
1+2 ENG		0 - 5000R/1.0v	MNM climb gradient 4.2% up to 400
3+4 ENG		0 - 2400R/0.5v	
		All other departures	
1+2 ENG		0 - 5000R/1.0v	MNM climb gradient 4.2% up to 500
3+4 ENG		0 - 2400R/0.5v	
		SID NOEND, SID TURNAGAIN	
All ACFT		Not authorized	-
RWY		25R	
1+2 ENG	ft-ft/SM	0 - 1.0v	-
3+4 ENG		0 - 0.5v	-
All ACFT		Not authorized	SID KNIK, SID NOEND, SID TURNAGAIN

**DEPARTURE****Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure****Noise Abatement Procedures**

RWY 07L/R, 15 ICAO Standard: TKOF PROC B.

RWYs 07L/R and 15 are noise sensitive RWYs for DEP. The AD Noise Program has indicated that DEP from these RWYs result in the most severe noise impacts. These RWYs should only be used for DEP when operational or safety considerations limit the use of RWYs 33 and 25L/R.

The AD has established a preferential RWY use program to minimize noise impacts on nearby residential areas. The normal flow of TFC operations, contingent upon weather is DEP to north or west.

**Preferential RWY**

Priority Order

Daytime (1600-0700‡)	Nighttime (0700-1600‡)
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RWY 33	RWY 33
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RWY 07R*	RWY 25L
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RWY 07L*	RWY 25R
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RWY 25L*	RWY 07R
----------	---------

RWY 25R	RWY 07L
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RWY 15	RWY 15
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\* RWY 25L should be used as the second priority DEP RWY during daytime hours if weather and TFC conditions allow. RWYs 07L/R are only listed as the second and third priority during daytime hours in recognition of air TFC considerations.

ATC will issue a noise sensitive advisory message for DEP from RWYs 07L/R or 15 when a pilot requests a noise sensitive RWY different from the ATC designated RWY.

Selection of the next preferential RWY is allowed under any of the following conditions:

- If the RWY is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil, or other substances.
- When wind, including gusts, as recorded by AD wind sensors, exceed:
  - Crosswind components of 15KT, or
  - Tailwind components of 5KT.

The wind parameters cited are used by the AD to determine compliance with the Preferential RWY Use Program. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for ACFT safety and the final decision on RWY selection.

- When windshear has been reported or forecast, or thunderstorms are expected to affect the APCH.
- When a preferred RWY is closed for snow removal, construction, maintenance, or other reasons, the next priority RWY should be used, if feasible, given air TFC and other considerations.
- When combined levels of TFC at PAED and PANC result in excessive AD TFC congestion and cause unacceptable departure delays.
- Delay alone does not constitute a reason to request a noise sensitive RWY for DEP.

17-MAY-2018

**ANC-PANC**

1-70

**A0I****A0I****DEPARTURE****Departure Notes****KNIK DEP**

RWYs 07L/R KNIK DEP is not AVBL during nighttime.

TWR is prohibited to taxi an ACFT into "Position and Hold" at any INT between SS and SR. (Exception RWY 33 TWY K).

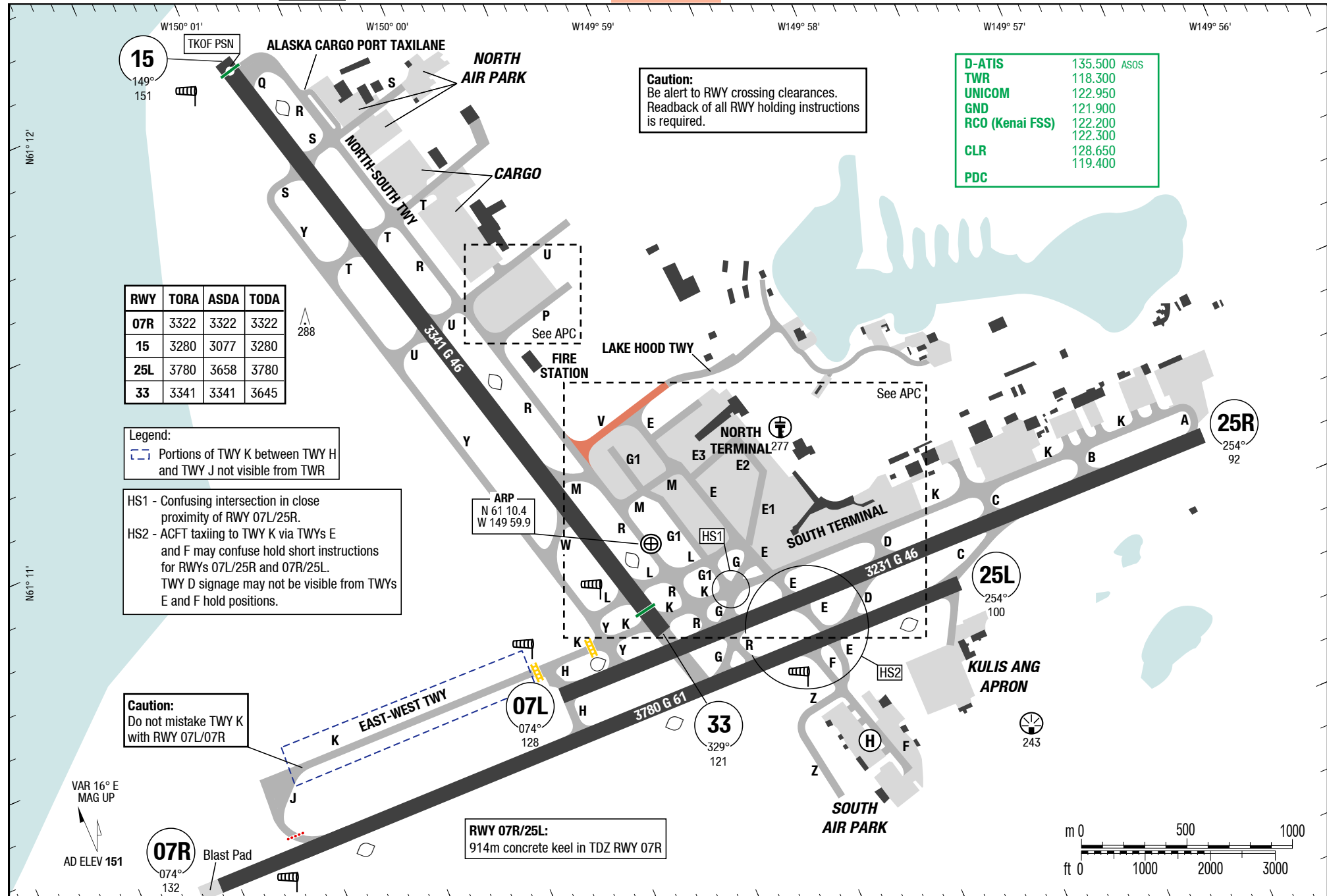
ACFT is allowed to taxi into "Position and Hold" at any INT if visible from TWR and the affected RWY is used for DEP only.

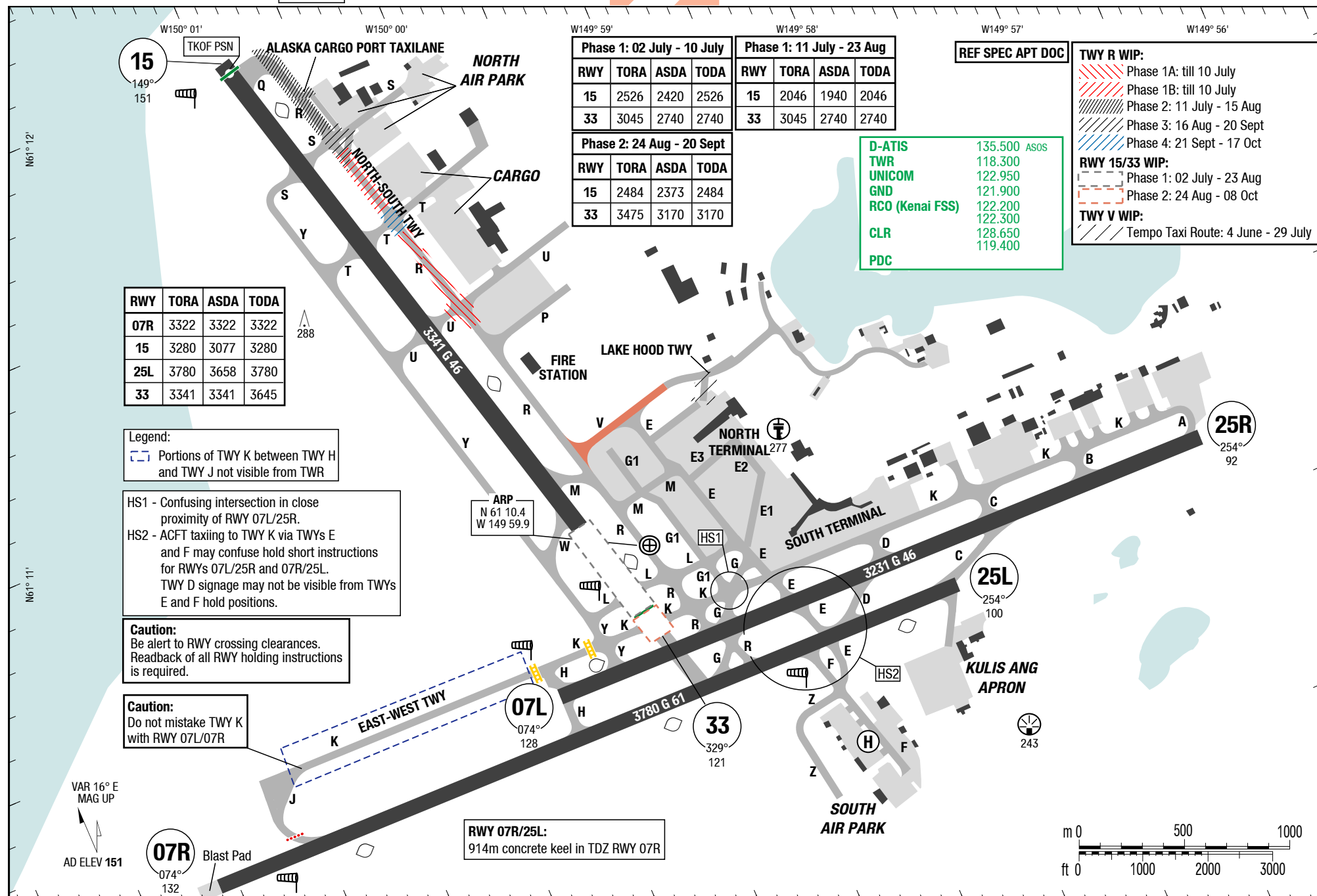
**RWY 33 Extension DEP policies**

Normally, only ACFT whose weight, stage length, or other condition necessitates an extended length DEP from RWY 33 may request the extension. ACFT requiring an extended DEP will notify ATC prior to taxi.









05-JUL-2018  
ANC-PANC

United States Anchorage Ted Stevens Anchorage Intl

RVR 1200ft to 500ft

APC

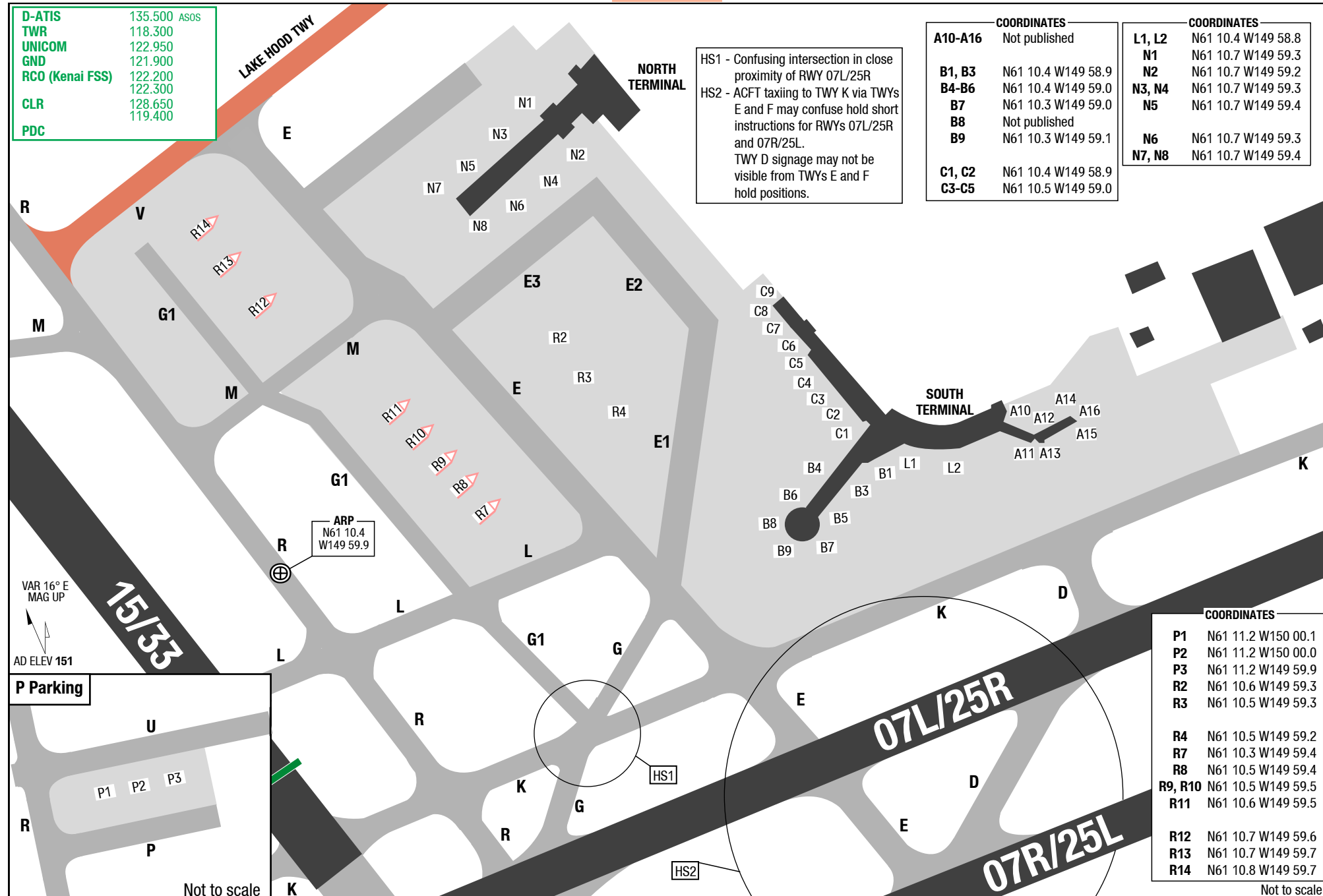
APC

APC

Ted Stevens Anchorage Intl Anchorage United States

RVR 1200ft to 500ft

APC



Changes: Parkingstand, standcoords

**05-JUL-2018**  
**ANC-PANC**

United States **Anchorage** Ted Stevens Anchorage Intl

**LVC**

# LVC

Ted Stevens Anchorage Intl **Anchorage** United States

3-40

## RVR 1200ft to 500ft


## RVR 1200ft to 500ft

**DEP RWYs 07R/33**  
**ARR RWY 07R**

D-ATIS	135.500	ASOS
TWR	118.300	
UNICOM	122.950	
GND	121.900	
RCO (Kenai FSS)	122.200	
	122.300	
CLR	128.650	
PDC	119.400	

<p>HS1 - Confusing intersection in close proximity of RWY 07L/25R.</p> <p>HS2 - ACFT taxiing to TWY K via TWYs E and F may confuse hold short instructions for RWYs 07L/25R and 07R/25L.          TWY D signage may not be visible from TWYs E and F hold positions.</p>
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Legend:

 Portions of TWY K between TWY H and TWY J not visible from TWR

**Caution:**  
Do not mistake TWY K  
with RWY 07L/07R

No back-taxi to THR RWY 07R  
will be permitted from TWY J.

VAR 16° E  
MAG UP  
AD ELEV 15

Changes: Nil

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Effective 01-FEB-2018

25-JAN-2018

ANC-PANC

United States Anchorage Ted Stevens Anchorage Intl

NIL

SID

SID

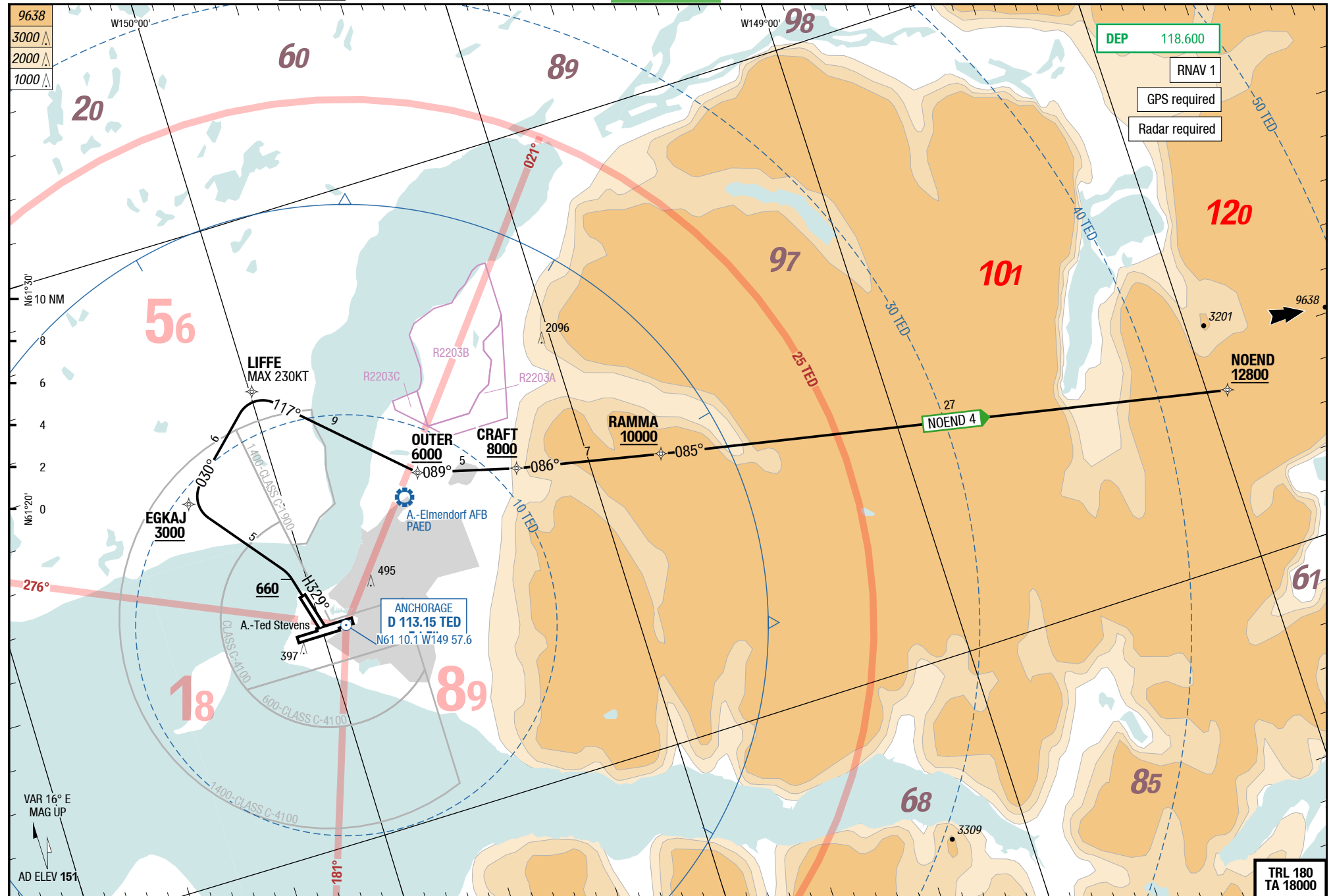
Ted Stevens Anchorage Intl Anchorage United States

NIL

NOEND 4 RNAV

4-10

NOEND 4 RNAV





Effective 01-FEB-2018

25-JAN-2018

ANC-PANC

United States Anchorage Ted Stevens Anchorage Intl

NIL

SID

SID

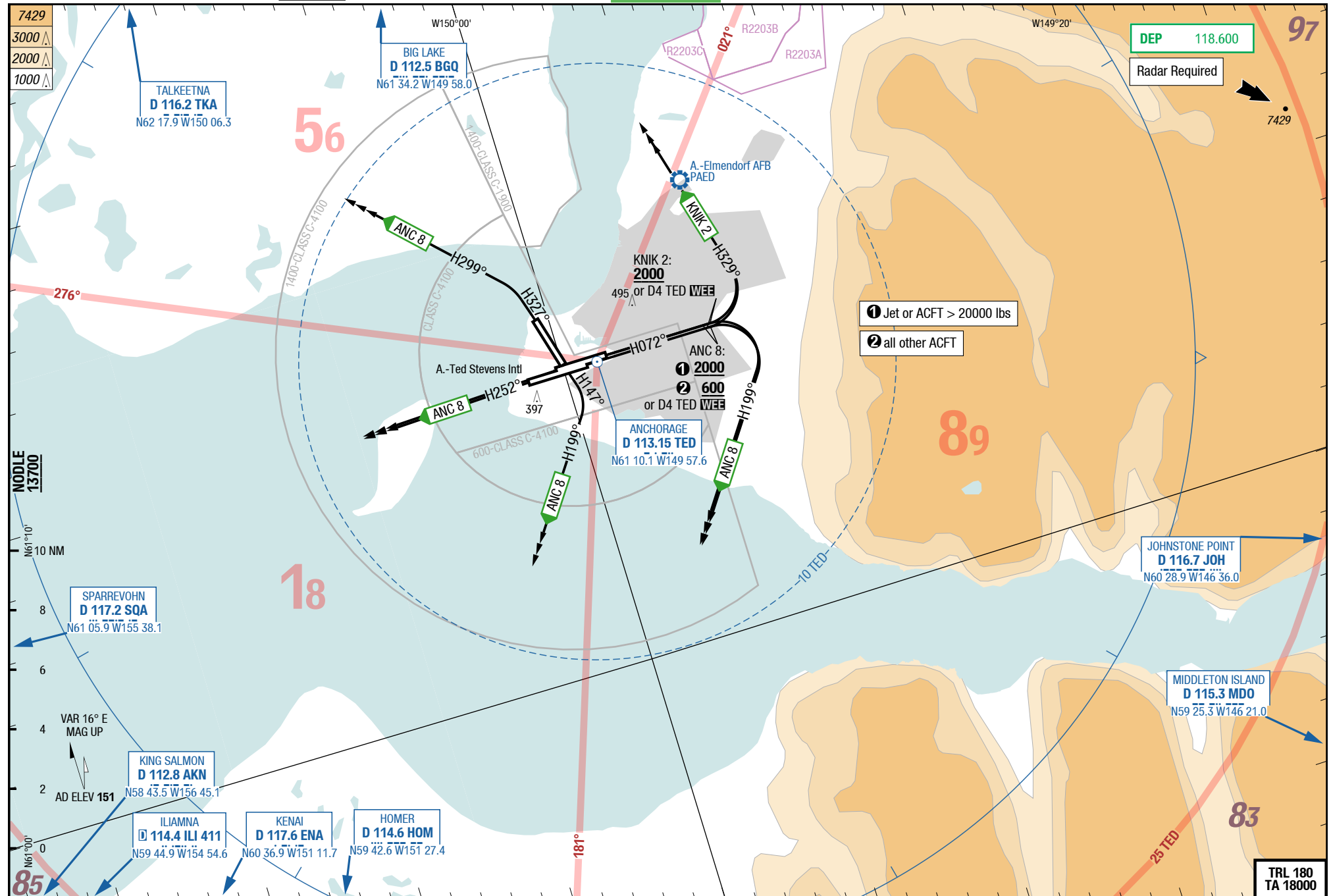
Ted Stevens Anchorage Intl Anchorage United States

NIL

4-30

ANCHORAGE 8 (ANC 8) / KNIK 2

ANCHORAGE 8 (ANC 8) / KNIK 2



Changes: VAR

TRL 180  
TA 18000

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## ANC-PANC

5-10

## NOEND 4 RNAV

## NOEND 4

RWY 33 (329°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
<b>NOEND 4</b> <b>118.600</b> ①	HDG 329° - at MNM <b>660 LT</b> direct EGKAJ - LIFFE (MAX 230KT) - OUTER - CRAFT - RAMMA - NOEND - expect vectors or direct next fix	EGKAJ MNM <b>3000</b> OUTER MNM <b>6000</b> CRAFT MNM <b>8000</b> RAMMA MNM <b>10000</b> NOEND MNM <b>12800</b>  <b>initial climb</b> FL200

① Expect filed altitude 10 minutes after departure.

## ANC-PANC

5-20

ANCHORAGE 8 (ANC 8) / KNIK 2

## ANC 8

RWYs 07L (074°) / 07R (074°) / 15 (149°) / 25L (254°) / 25R (254°) / 33 (329°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
<b>ANC 8</b> <b>118.600</b>		NODLE MNM <b>13700</b> <b>initial climb FL200</b>
<b>RWY 07L</b> ①②	<b>JET and ACFT &gt; 20000 lbs</b> at MNM <b>2000</b> or D4 <b>TED</b> , whichever is earlier, <b>RT</b> HDG 199° - expect vectors to assigned route/fix  <b>All other ACFT</b> at MNM <b>600</b> or D4 <b>TED</b> , whichever is earlier, <b>RT</b> HDG 199° - expect vectors to assigned route/fix	
<b>RWY 07R</b> ①②	<b>JET and ACFT 20000 lbs</b> at MNM <b>2000</b> or D4 <b>TED</b> , whichever is earlier, <b>RT</b> HDG 199° - expect vectors to assigned route/fix  <b>All other ACFT</b> at MNM <b>600</b> or D4 <b>TED</b> , whichever is earlier, <b>RT</b> HDG 199° - expect vectors to assigned route/fix	
<b>RWY 15</b> ②	at MNM <b>600</b> <b>RT</b> HDG 199° - expect vectors to assigned route/ fix	
<b>RWYs 25L/25R</b> ②	climb on RWY HDG - expect vectors to assigned route/fix	
<b>RWY 33</b> 6.6% to 3000 (ATC) ②	at MNM <b>600</b> <b>LT</b> HDG 299° - expect vectors to assigned route/ fix	

① Advise ATC prior to departure if unable to be established on HDG 199° by D4 TED.

② Expect filed altitude within 10 minutes after departure.



## ANC-PANC

5-30

ANCHORAGE 8 (ANC 8) / KNIK 2

## KNIK 2

RWYs 07L (074°) / 07R (074°)

	GS	120	150	180	210	240	270
7.6%	ft/MIN	1000	1200	1400	1700	1900	2100
9.3%	ft/MIN	1200	1500	1700	2000	2300	2600

DESIGNATOR	ROUTING	ALTITUDES
<b>KNIK 2</b> <b>118.600</b>		NODLE MNM <b>13700</b> <b>initial climb FL200</b>
<b>RWY 07L</b> 9.3% to 3000 (ATC) ②③④	at MNM <b>2000</b> or D4 <b>TED</b> , whichever is earlier, <b>LT HDG 329°</b> - expect vectors to assigned route/fix	
<b>RWY 07R</b> 7.6% to 3000 (ATC) ①②③④	at MNM <b>2000</b> or D4 <b>TED</b> , whichever is earlier, <b>LT HDG 329°</b> - expect vectors to assigned route/fix	

- ① Advise ATC prior to departure if unable to be established on HDG 199° by D4 TED.
- ② Advise ATC prior to departure if unable to reach 2000 by D4 TED.
- ③ Climb as rapidly as practical through 3000.
- ④ Expect filed altitude within 10 minutes after departure.

## ANC-PANC

5-50

## Obstacle Departure 1

Obstacle Departure	
RWY	Routing
07L	climbing RT HDG 252° - intercept R210 TED/R028 ENA to ENA BPOC
07R	climbing RT HDG 252° - intercept R210 TED/R028 ENA to ENA BPOC
15	climbing RT HDG 252° - intercept R210 TED/R028 ENA to ENA BPOC
25L	climbing RT HDG 182° - intercept R210 TED/R028 ENA to ENA BPOC
25R	climbing RT HDG 182° - intercept R210 TED/R028 ENA to ENA BPOC
33	climbing RT HDG 162° - intercept R210 TED/R028 ENA to ENA BPOC
RWY	Notes
07L	<p>Vegetation 10ft from DER, 492ft right of centerline, 95ft MSL.</p> <p>Navaid 10ft from DER, 55ft left of centerline, 10ft AGL/92ft MSL.</p> <p>Tree 789ft from DER, 590ft left of centerline, 133ft MSL.</p> <p>Trees beginning 934ft from DER, 535ft left of centerline, up to 142ft MSL.</p> <p>Trees and poles beginning 1037ft from DER, 546ft left of centerline, up to 148ft MSL.</p> <p>Tree 1172ft from DER, 738ft right of centerline, 148 ft MSL.</p> <p>Trees, poles and transmission line beginning 1366ft from DER, 8ft right of centerline, up to 158ft MSL.</p> <p>Trees beginning 1625ft from DER, 100ft left of centerline, up to 152ft MSL.</p> <p>Trees beginning 1983ft from DER, 32ft left of centerline, up to 174ft MSL.</p> <p>Pole 3636ft from DER, 1249ft right of centerline, 92ft AGL/184ft MSL.</p> <p>Pole 5244ft from DER, 1181ft left of centerline, 174ft AGL/257ft MSL.</p> <p>Pole 5756ft from DER, 761ft left of centerline, 171ft AGL/259ft MSL.</p>
25R	Navaid 9ft from DER, 55ft right of centerline, 6ft AGL/128ft MSL.

**ANC-PANC**

5-60

**Obstacle Departure 2**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Notes</b>
<b>07R</b>	<p>Terrain beginning 10ft from DER, 167ft right of centerline, up to 103ft MSL.  Sign 106ft from DER, 462ft right of centerline, 9ft AGL/11ft MSL.  Pole, terrain and vegetation beginning 204ft from DER, 537ft right of centerline, up to 12ft AGL/117ft MSL.  Poles beginning 816ft from DER, 698ft right of centerline, up to 30ft AGL/132ft MSL.  Trees beginning 1039ft from DER, 599ft right of centerline, up to 159ft MSL.  Trees beginning 1242ft from DER, 573ft right of centerline, up to 172ft MSL.  Trees beginning 3121ft from DER, 1220ft right of centerline, up to 183ft MSL.  Tree 3334ft from DER, 1277ft right of centerline, up to 189ft MSL.  Tree 3497ft from DER, 1203ft right of centerline, 192ft MSL.  Trees beginning 3921ft from DER, 1003ft right of centerline, up to 221ft MSL.  Trees beginning 4209ft from DER, 1415ft right of centerline, up to 224ft MSL.  Trees beginning 4274ft from DER, 1209ft right of centerline, up to 236ft MSL.  Tree 4325ft from DER, 1401ft right of centerline, 237ft MSL.  Tree 4363ft from DER, 1479ft right of centerline, 246ft MSL.  Trees, tower and tanks beginning 4378ft from DER, 1139ft right of centerline, up to 255ft MSL.</p>
<b>25L</b>	<p>Navaid 4ft from DER, on centerline, 11ft AGL/135ft MSL.  Vegetation 17ft from DER, 500ft left of centerline, 143ft MSL.  Fence 422ft from DER, 601ft left of centerline, 13ft AGL/166ft MSL.  Fence 454ft from DER, 530ft left of centerline, 14ft AGL/168ft MSL.  Trees and vegetation beginning 843ft from DER, 524ft left of centerline, up to 174ft MSL.  Trees beginning 1196ft from DER 601ft left of centerline, up to 193ft MSL.  Trees beginning 1301ft from DER, 576ft left of centerline, up to 194ft MSL.  Trees beginning 1438ft from DER, 771ft left of centerline, up to 196ft MSL.</p>

**ANC-PANC****5-70****Obstacle Departure 3**

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Notes</b>
<b>15</b>	<p>Terrain and sign beginning 45ft from DER, 421ft right of centerline, up to 125ft MSL.</p> <p>Sign 63ft from DER, 366ft right of centerline, 10ft AGL/126ft MSL.</p> <p>Trees beginning 1780ft from DER, 383ft right of centerline, up to 183ft MSL.</p> <p>Trees beginning 1882ft from DER, 186ft right of centerline, up to 187ft MSL.</p> <p>Tree 2014ft from DER, 813ft right of centerline, 189ft MSL.</p> <p>Tree 2014ft from DER, 216ft left of centerline, 172ft MSL.</p> <p>Trees beginning 2018ft from DER, 33ft left of centerline, 179ft MSL.</p> <p>Trees beginning 2023ft from DER, 1ft right of centerline, up to 200ft MSL.</p> <p>Tree 2076ft from DER, 804ft right of centerline, 201ft MSL.</p> <p>Trees beginning 2079ft from DER, 4ft right of centerline, up to 205ft MSL.</p> <p>Trees beginning 2341ft from DER, 100ft right of centerline, up to 206ft MSL.</p> <p>Tree 2476ft from DER, 934ft left of centerline, 187ft MSL.</p> <p>Tree 2510ft from DER, 1004ft left of centerline, 193ft MSL.</p> <p>Trees beginning 2527ft from DER, 776ft left of centerline, up to 195ft MSL.</p> <p>Trees beginning 2662ft from DER, 785ft left of centerline, up to 196ft MSL.</p> <p>Trees beginning 2671ft from DER, 243ft left of centerline, up to 198ft MSL.</p> <p>Tree 2822ft from DER, 259ft left of centerline, 212ft MSL.</p> <p>Water tower 2833ft from DER, 1070ft left of centerline, 97ft AGL/222ft MSL.</p> <p>Tower and tree beginning 2833ft from DER, 179ft left of centerline, 106ft AGL/227ft MSL.</p> <p>Antenna, tower and trees beginning 2857ft from DER, 84ft left of centerline, up to 108ft AGL/233ft MSL.</p> <p>Trees beginning 3025ft from DER, 486 ft right of centerline, up to 209ft MSL.</p> <p>Tree 3116ft from DER, 485ft right of centerline, 213ft MSL.</p> <p>Tree 3137ft from DER, 589ft left of centerline, 214ft MSL.</p> <p>Trees beginning 3166ft from DER, 457ft right of centerline, up to 217ft MSL.</p> <p>Trees beginning 4059ft from DER, 608ft left of centerline, up to 247ft MSL.</p> <p>Tree 4486ft from DER, 1515ft right of centerline, 238ft MSL.</p> <p>Tree 5183ft from DER, 396ft right of centerline, 254ft MSL.</p> <p>Tree 5415ft from DER, 656ft right of centerline, 261ft MSL.</p> <p>Trees beginning 5507ft from DER, 589ft right of centerline, up to 270ft MSL.</p> <p>Trees beginning 5535ft from DER, 588ft right of centerline, up to 273ft MSL.</p> <p>Tree 1.2NM from DER, 2431ft right of centerline, 310ft MSL.</p>
<b>33</b>	<p>Navaid 10ft from DER, 85ft left of centerline, 6ft AGL/152ft MSL.</p> <p>Tree 219ft from DER, 551 ft left of centerline, 159 ft MSL.</p> <p>Tree 892 ft from DER, 580ft right of centerline, 177ft MSL.</p> <p>Tree 1019ft from DER, 708ft right of centerline, 178ft MSL.</p> <p>Tree 1093ft from DER, 511ft right of centerline, 181ft MSL.</p>

## ANC-PANC

NEELL 6 RNAV

**6-10**

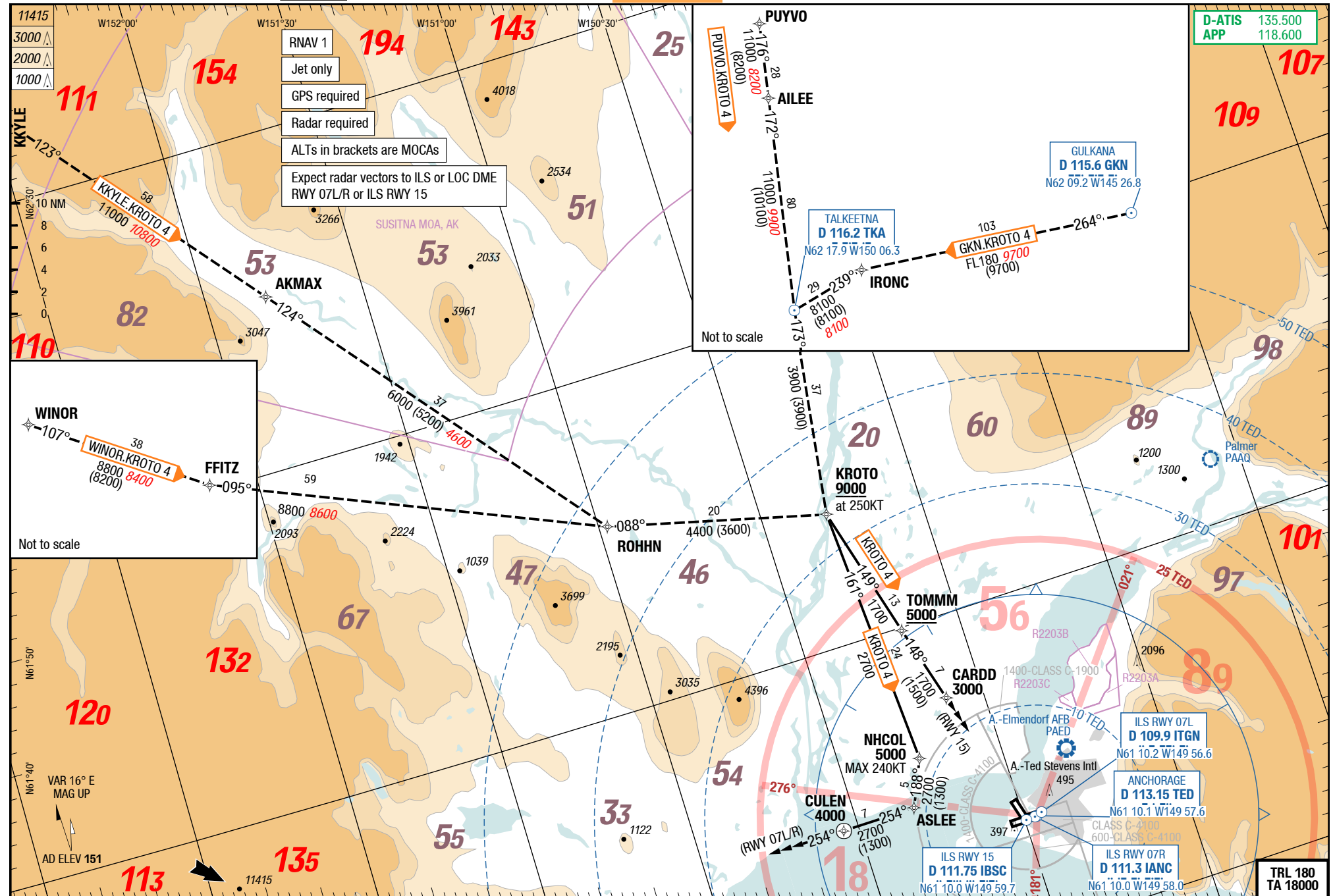
## KROTO 4 RNAV

# STAR

# STAR

NEELL 6 RNAV

## KROTO 4 RNAV



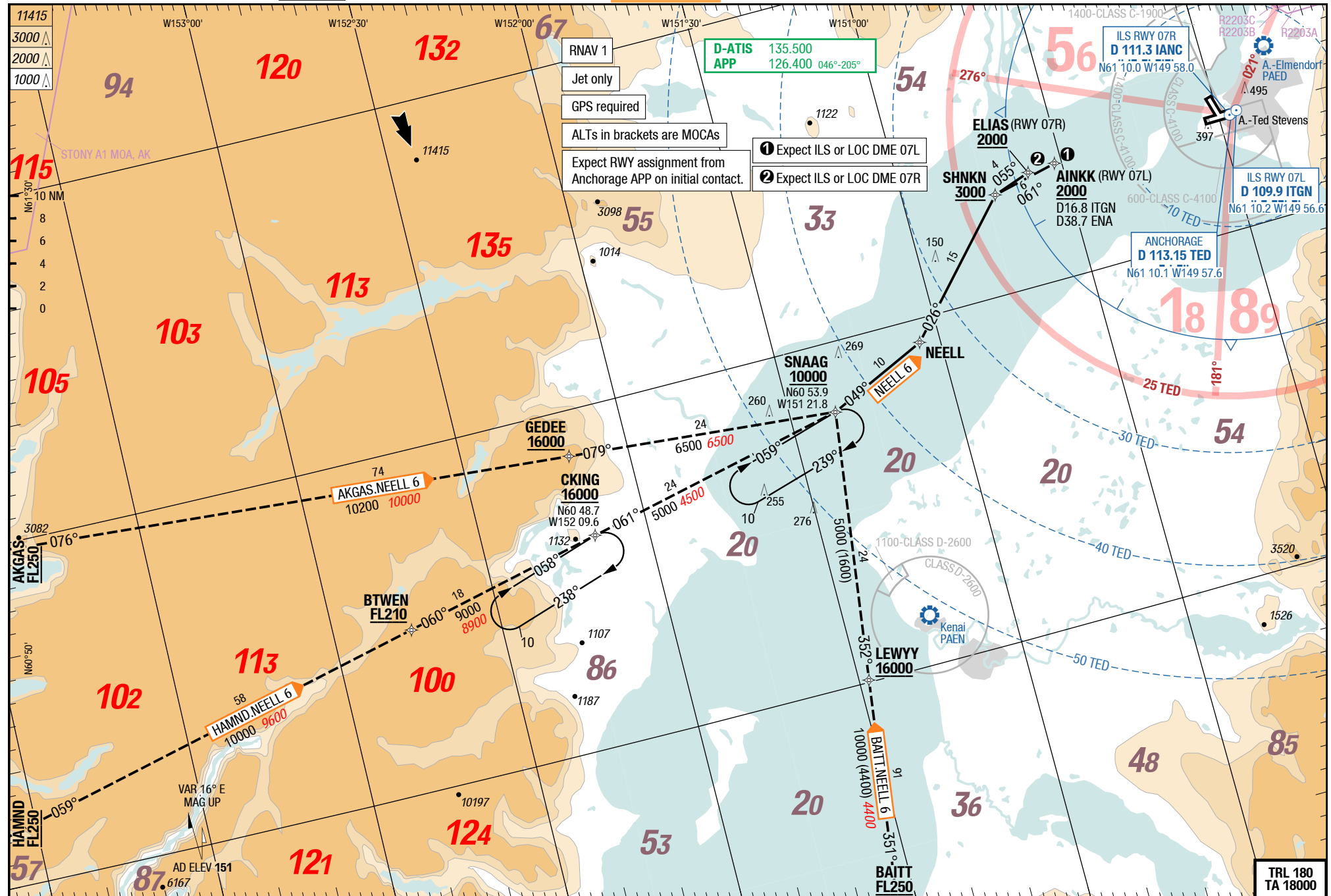
Changes: Track, PROC renumbered, VAR, MEA, MOCA

© Lido 2018

6-20

NEELL 6 RNAV

NEELL 6 RNAV



## ANC-PANC

WITTI 4 RNAV

6-30

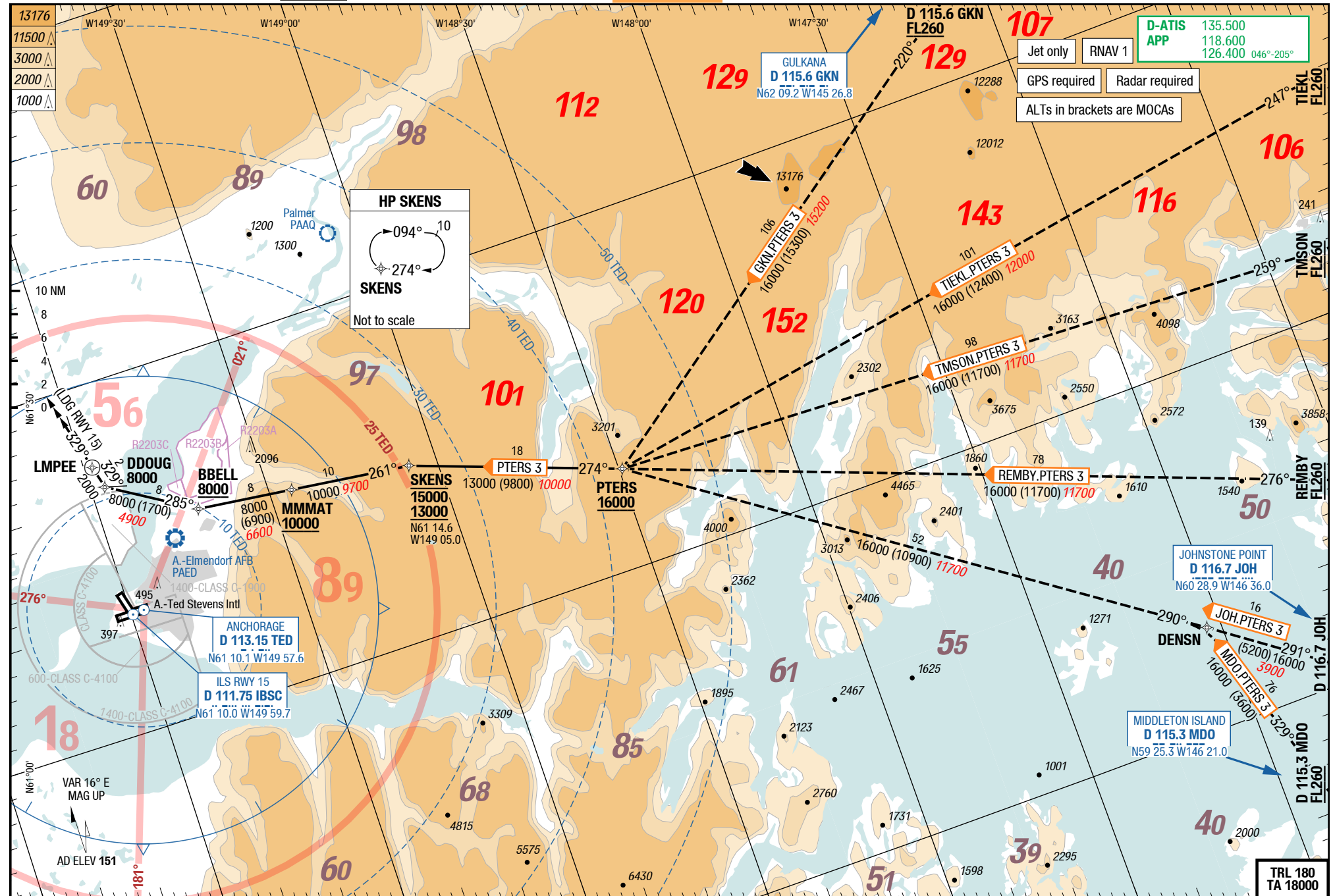
## PTERS 3 RNAV

# STAR

# STAR

WITTI 4 RNAV

## PTERS 3 RNAV



Changes: Track, PROC renumbered, VAR, MOCA

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## ANC-PANC

6-40

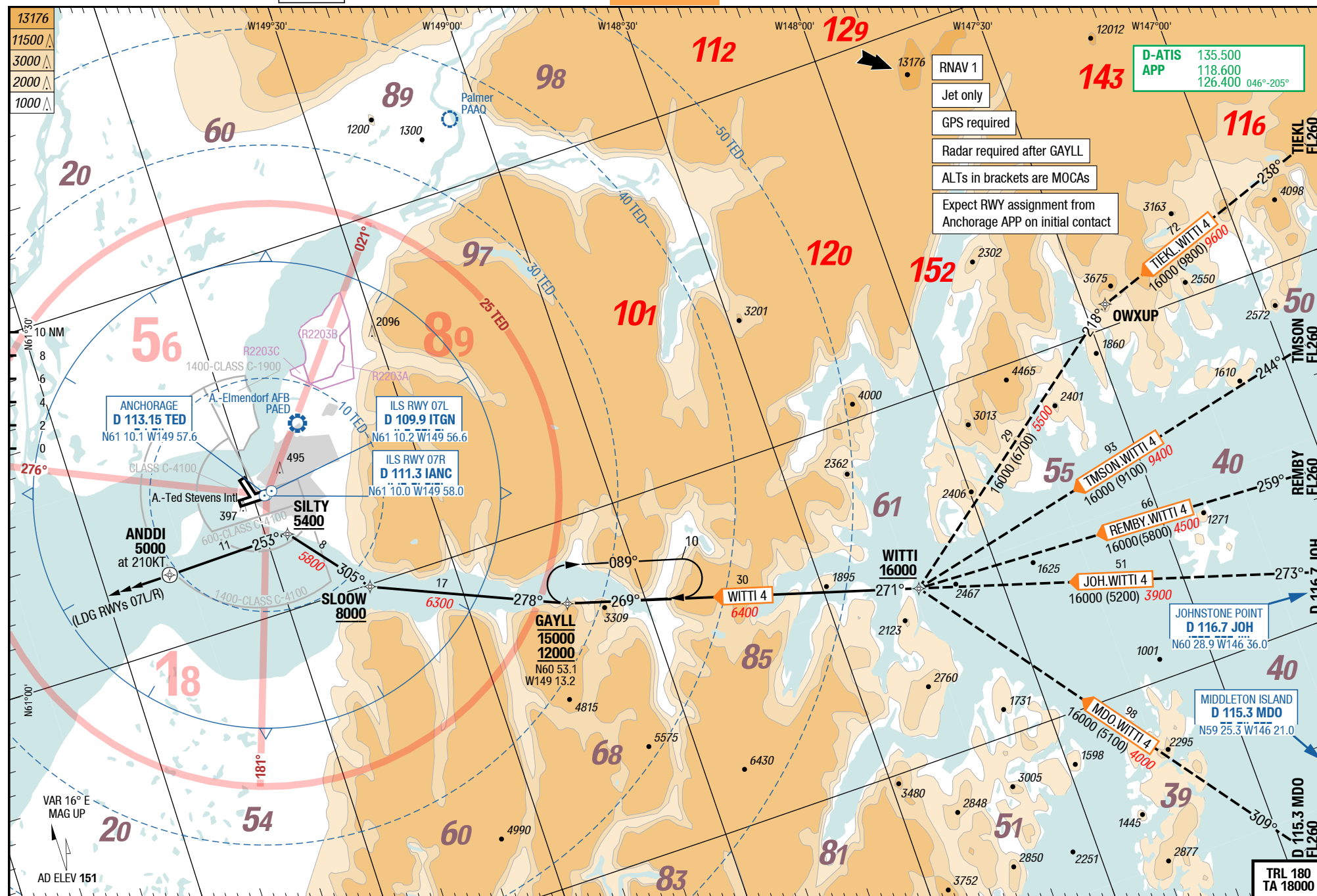
## WITTI 4 RNAV

# STAR

# STAR

Ted Stevens Anchorage Intl **Anchorage** United States

## WITTI 4 RNAV



Changes: Track, PROC renumbered, VAR

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Effective 29-MAR-2018

22-MAR-2018

ANC-PANC

United States Anchorage Ted Stevens Anchorage Intl

ELLAM 5 / YESKA 6

AMOTT 4

STAR

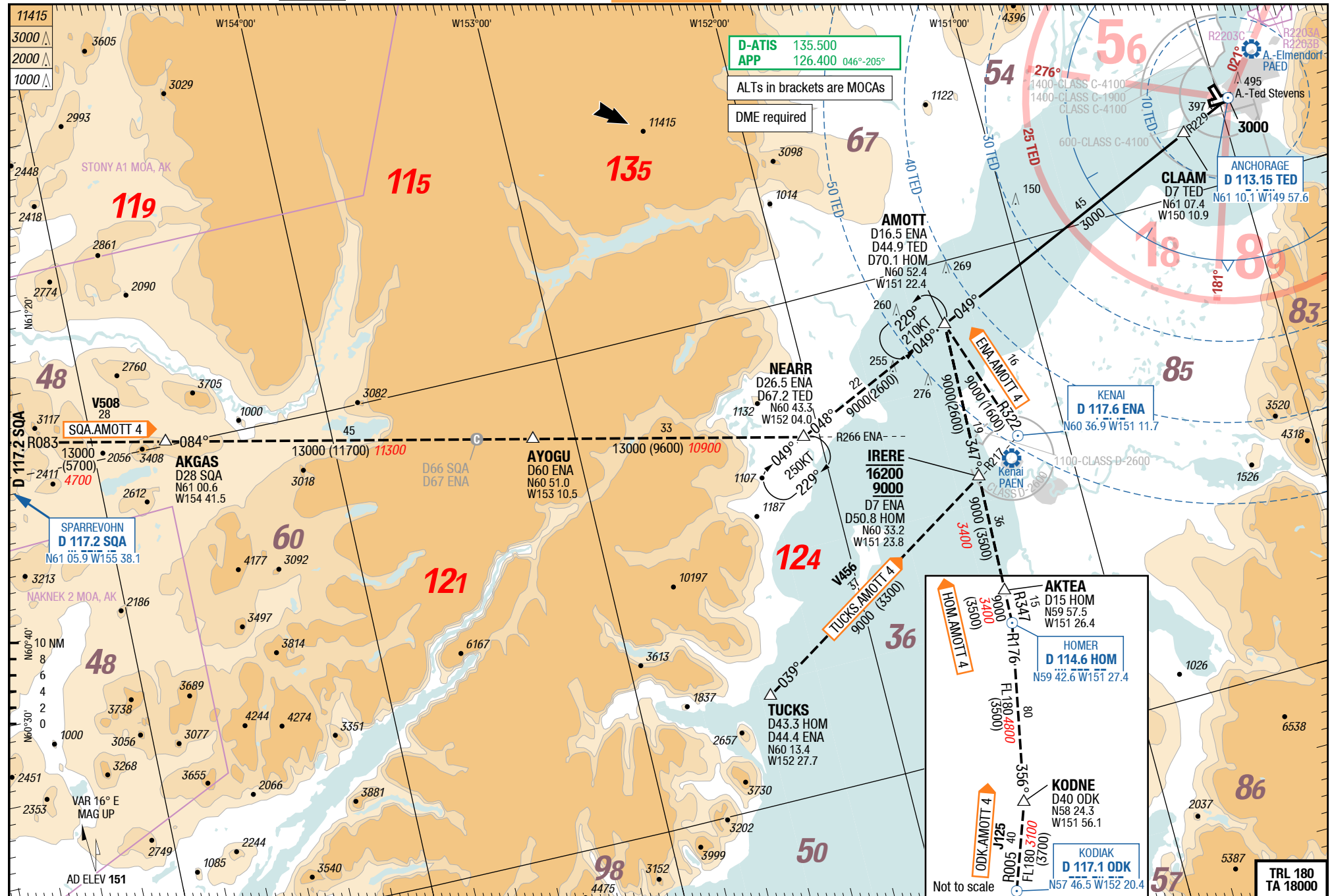
STAR

Ted Stevens Anchorage Intl Anchorage United States

ELLAM 5 / YESKA 6

AMOTT 4

6-50



Changes: Track, PROC renubered, Editorial

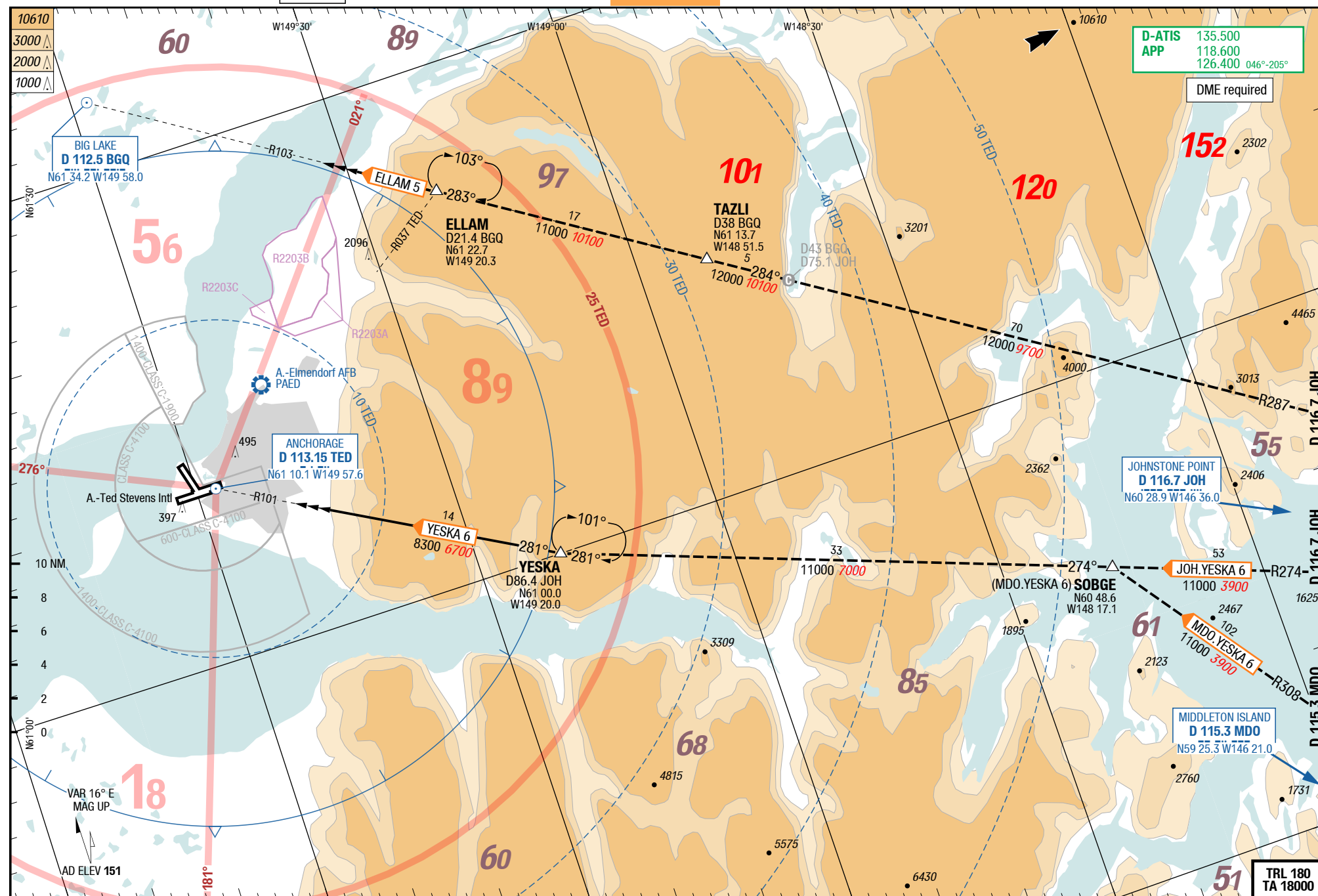
## ANC-PANC

6-60

**ELLAM 5 / YESKA 6**

# STAR

**STAR**

**ELLAM 5 / YESKA 6**

Changes: Nil

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## ANC-PANC



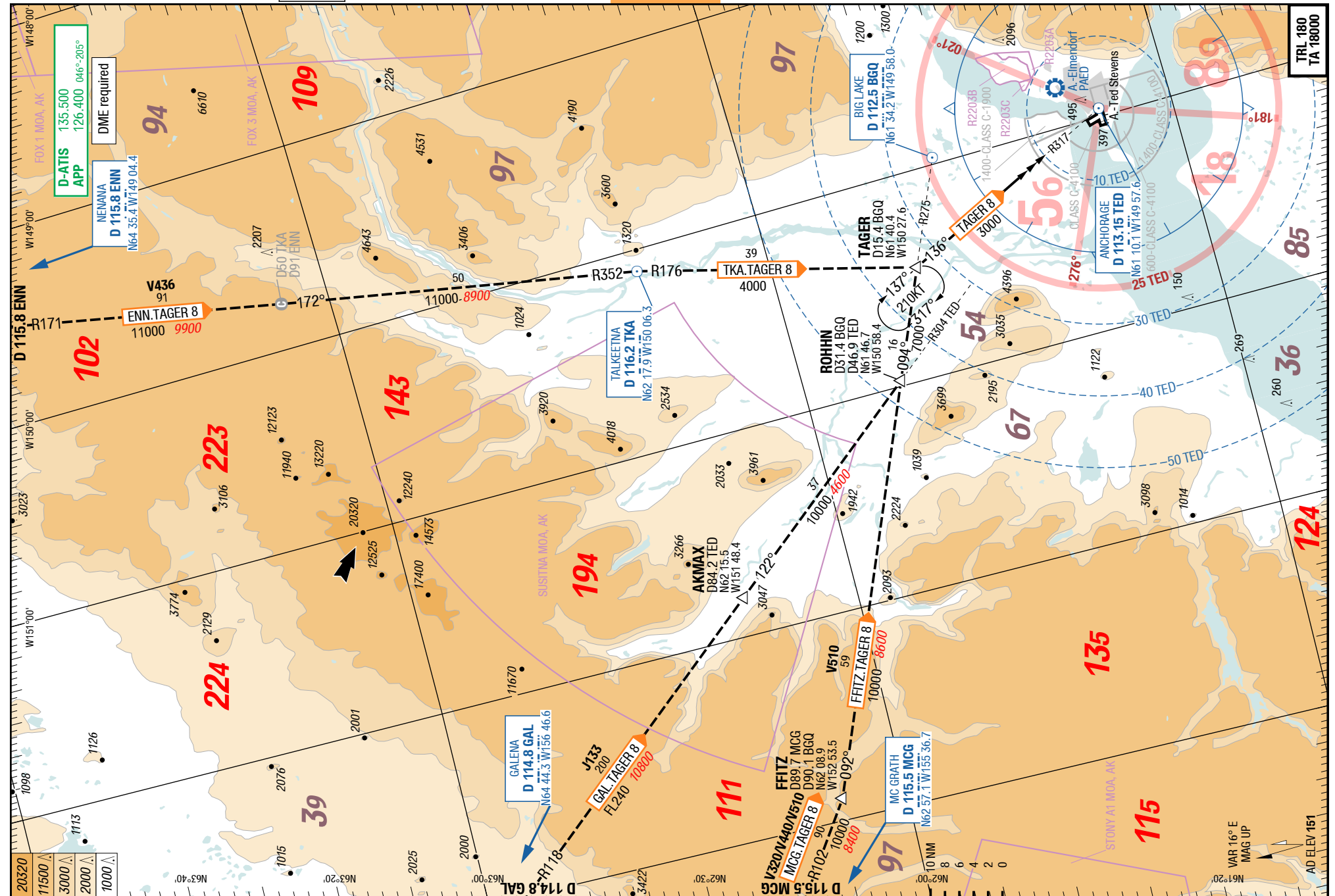
## TAGER 8

# STAR

**STAR**

NIL

## TAGER 8



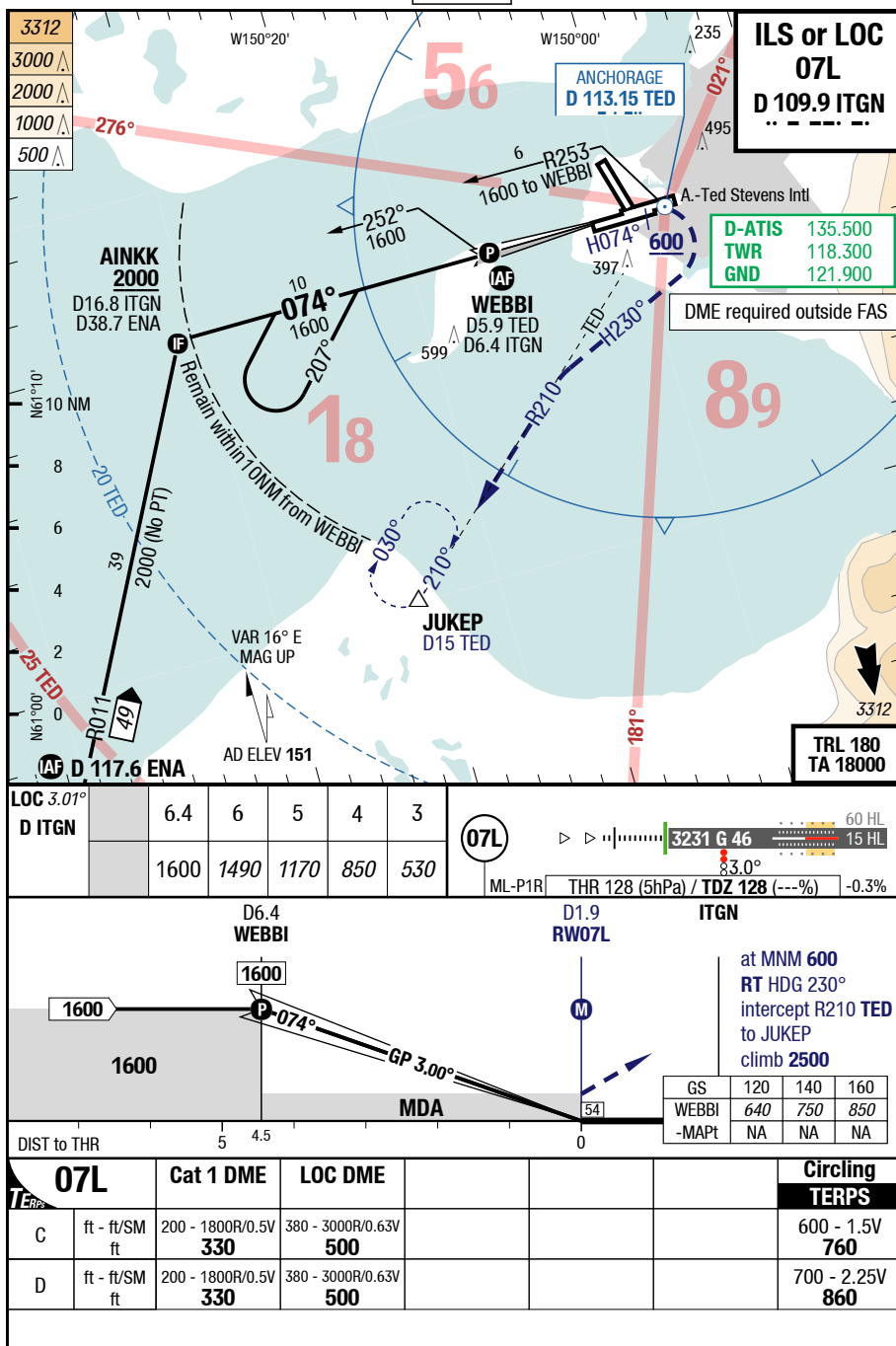
© Lido 2018



## ANC-PANC

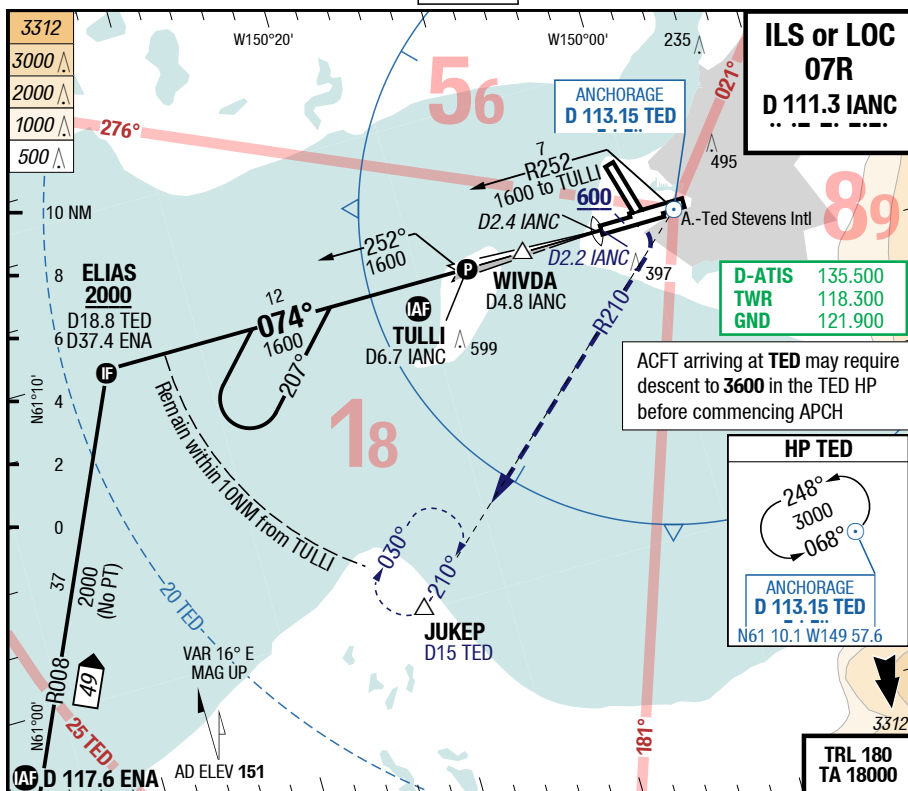
**7-10**



**ILS or LOC 07L**

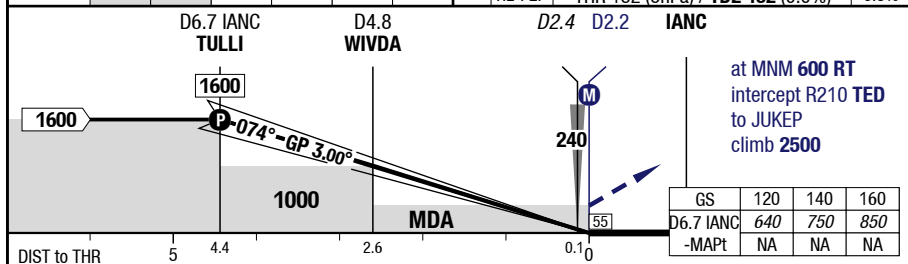


## ANC-PANC

7-20

**ILS or LOC 07R**

LOC 3.01° D IANC			6.7	6	5	4	 
			1600	1390	1070	750	



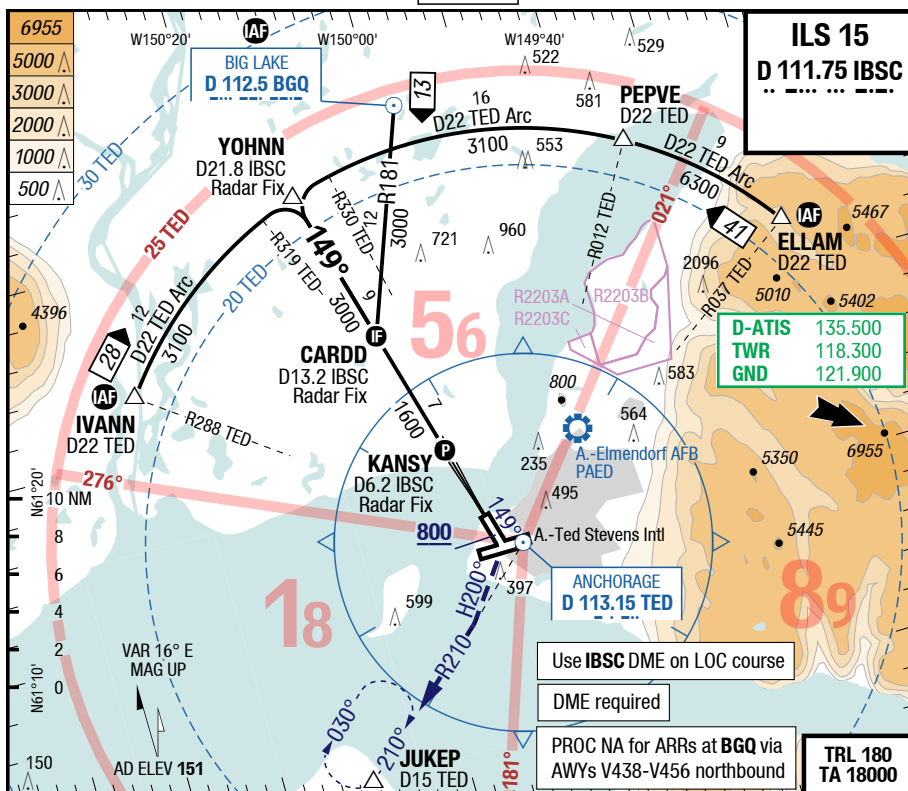
07R		Cat 3b	Cat 2 1)	Cat 1 2) LTS	Cat 1 3)	LOC DME	Circling TERPS
C	ft - ft/SM ft	0 - 600R Company	100 - 1000R 115 RA	200 - 1400R 340	200 - 1800R/0.5V 340	390 - 3500R/0.63V 520	600 - 1.5V 760
D	ft - ft/SM ft	0 - 600R Company	100 - 1000R 115 RA	200 - 1400R 340	200 - 1800R/0.5V 340	390 - 3500R/0.63V 520	700 - 2.25V 860

1) Special OpSpec approval and AL or HUD to TDZ required, else RVR 1200ft 2) With EVS RVR 1200ft 3) With EVS RVR 1200ft/ VIS 0.2SM

## ANC-PANC

7-30

## ILS 15



D IBSC	10.3	9	7	5	4	3	<div><div>15</div><div>L-N</div></div>	<div><div><div><div><div>83.2°</div><div>61</div><div>3077</div><div>G 46</div></div><div><div>60 HL</div><div>15 HL</div></div></div><div><div>427</div><div>THR 151 (6hPa)</div><div>TDZ 151 (---%)</div><div>-0.3%</div></div></div></div>
	3000	2570	1890	1210	870	530		

D13.2 IBSC  
CARD D

D10.3

D6.2  
KANSY

D2.1  
RW15

IBSC

3000

IF

D

149°

1600

P

GP 3.20°

DA

58

149°  
at MNM 800 RT  
HDG 200°  
intercept R210 TED  
to JUKEP  
climb 2500

DIST to displaced THR 10

5

4.1

0

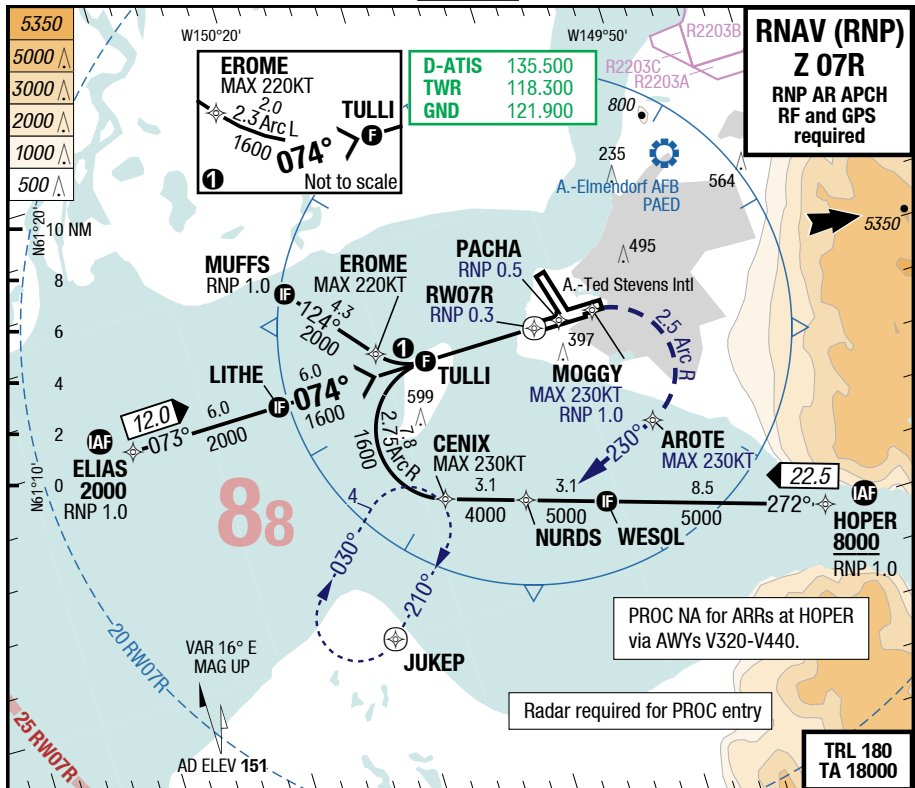
GS	120	140	160
	680	790	910

15		Cat 1 1)	LOC DME					Circling TERPS
C	ft - ft/SM ft	250 - 4000R/0.75V 410	Not published					Not published
D	ft - ft/SM ft	250 - 4000R/0.75V 410	Not published					Not published

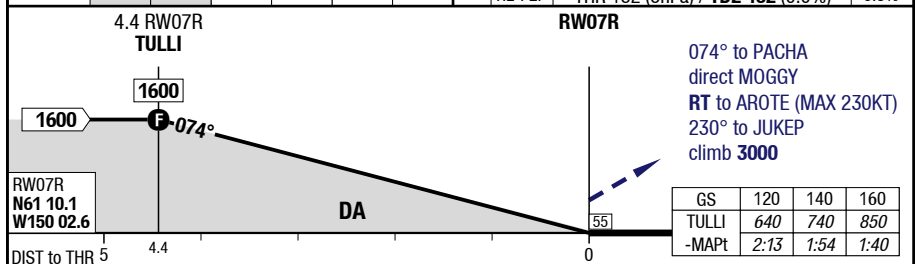
1) INOP table does not apply

## ANC-PANC

**7-50**

**RNAV (RNP) Z 07R**

3.00"			4.4	4	3	2	
<b>RW07R</b>			1600	1460	1150	830	



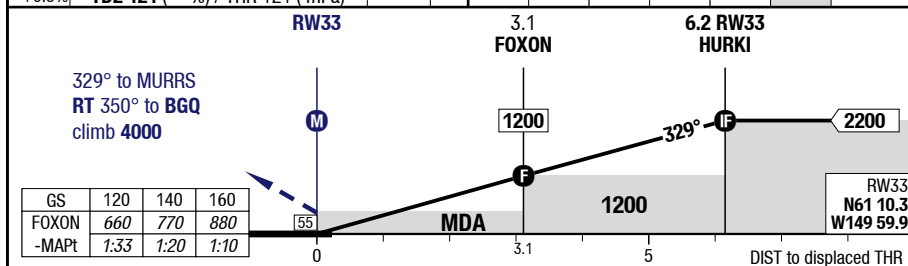
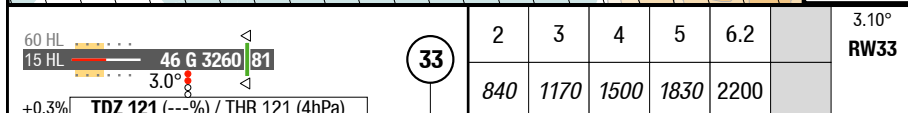
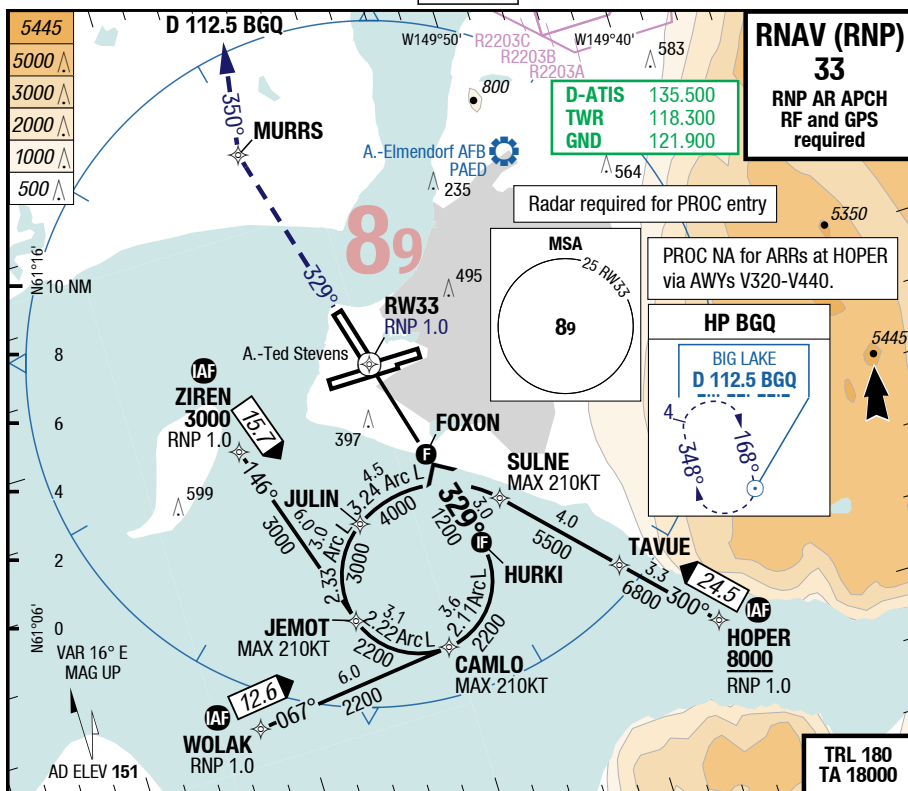
07R		RNAV	RNAV				Circling
		RNP 0.30 VNAV 1) 2)	RNP 0.30 VNAV APL U/S 1) 2)				TERPS
C	ft - ft/SM ft	430 - 5000R/1.0V <b>570</b>	430 - 1.38V <b>570</b>				Not published
D	ft - ft/SM ft	430 - 5000R/1.0V <b>570</b>	430 - 1.38V <b>570</b>				Not published

1) Uncompensated Baro VNAV NA below -18°C (0°F) or above 54°C (130°F)  
2) MISAP requires RNP less than 1.0

## ANC-PANC

**7-60**

## RNAV (RNP) 33



<b>33</b>		<b>RNAV</b> RNP 0.11 VNAV 1)	<b>RNAV</b> RNP 0.20 VNAV 1)	<b>RNAV</b> RNP 0.30 VNAV 1)		<b>Circling TERPS</b>
C	ft - ft/SM ft	430 - 1.38V <b>550</b>	540 - 1.75V <b>660</b>	610 - 2.0V <b>730</b>		Not published
D	ft - ft/SM ft	430 - 1.38V <b>550</b>	540 - 1.75V <b>660</b>	610 - 2.0V <b>730</b>		Not published

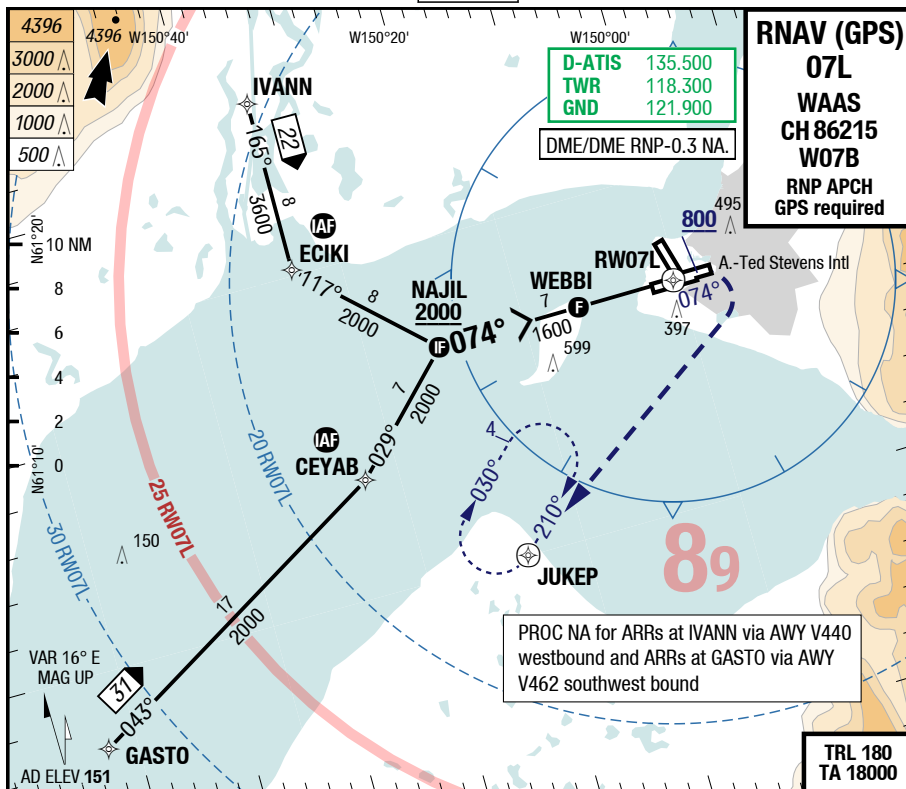
1) Uncompensated BARO VNAV NA below -23°C (-9°F) or above 47°C (117°F)



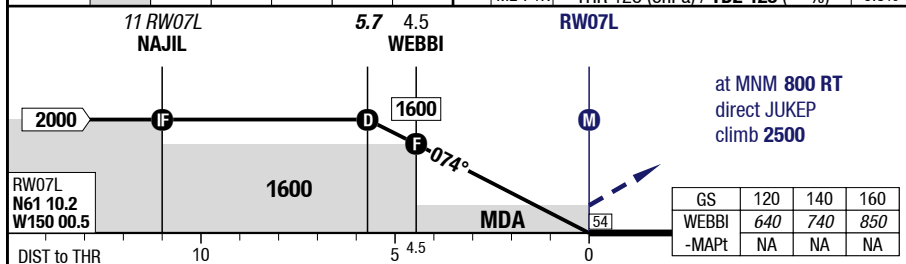
## ANC-PANC

7-70

## RNAV (GPS) 07L



3.00° RW07L	5.7	5	4	3	2	
	2000	1780	1460	1140	820	



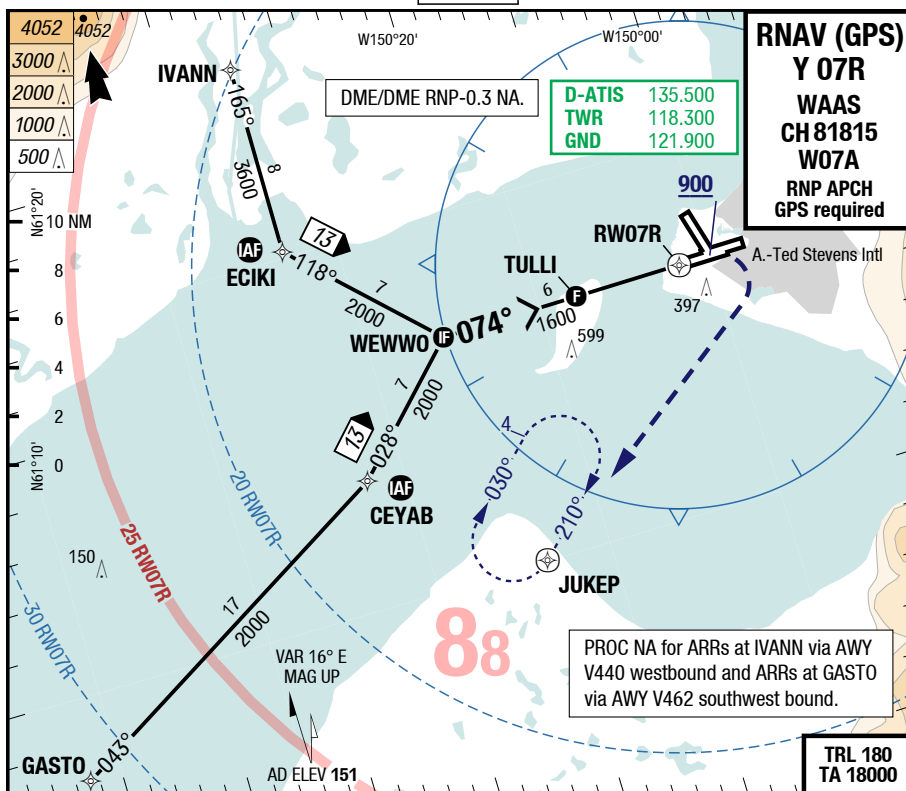
<div> <div>07L</div> <div>TERPS</div> </div>		RNAV GPS LPV	RNAV GPS VNAV 1) 2)	RNAV GPS LNAV		Circling
						TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V <b>330</b>	480 - 6000R/1.25V <b>610</b>	480 - 5000R/1.0V <b>600</b>		600 - 1.5V <b>760</b>
D	ft - ft/SM ft	200 - 1800R/0.5V <b>330</b>	480 - 6000R/1.25V <b>610</b>	480 - 5000R/1.0V <b>600</b>		700 - 2.25V <b>860</b>

1) Uncompensated BARO VNAV NA below -24°C (-12°F) or above 42°C (107°F)

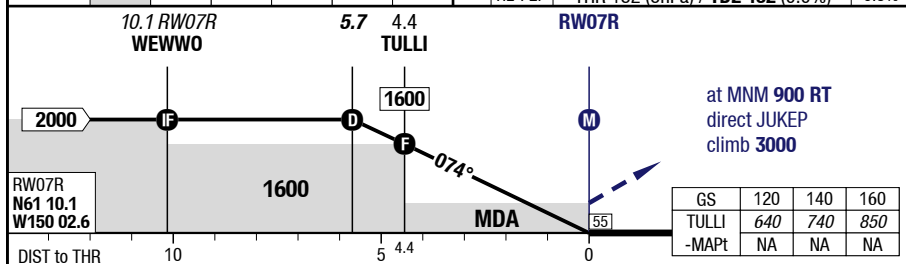
2) Inop table does not apply

## ANC-PANC

7-80

**RNAV (GPS) Y 07R**

3.00° RW07R	5.7	5	4	3	2	
	2000	1780	1460	1150	830	



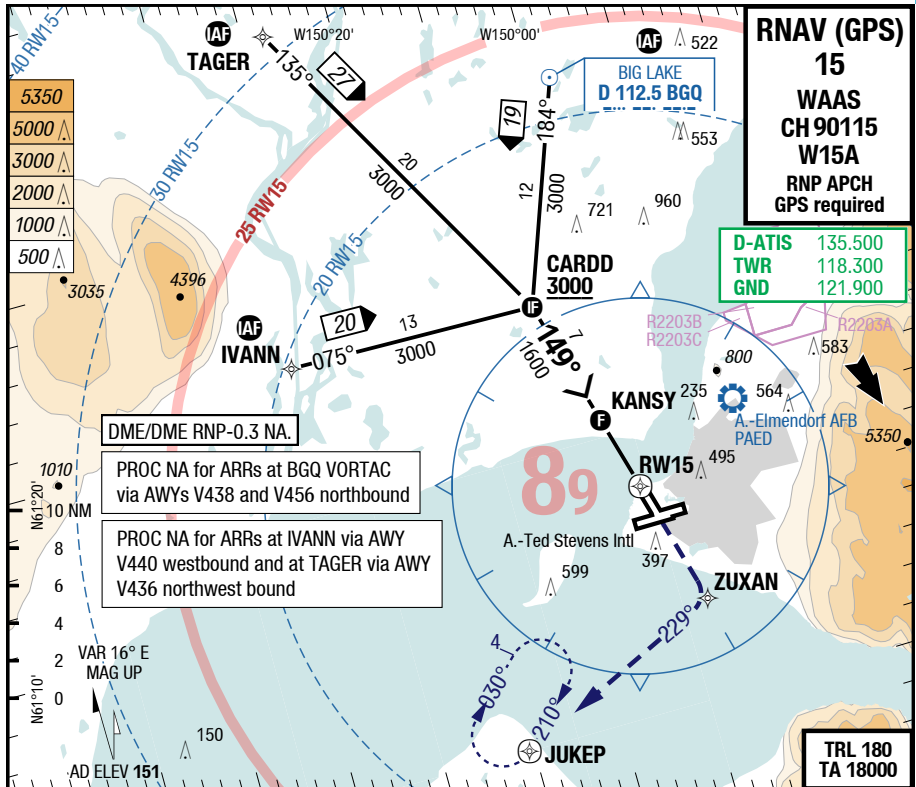
07R		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS VNAV APL U/S 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 340	530 - 1.38V 660	530 - 1.75V 660	510 - 5500R/1.0V 640	600 - 1.5V 760
D	ft - ft/SM ft	200 - 1800R/0.5V 340	530 - 1.38V 660	530 - 1.75V 660	510 - 5500R/1.0V 640	700 - 2.25V 860

1) Uncompensated BARO VNAV NA below -24°C (-11°F) or above 43°C (109°F)

## ANC-PANC

7-90

## RNAV (GPS) 15



15		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM	270 - 4000R/0.75V <b>420</b>	250 - 4000R/0.75V <b>410</b>	350 - 4500R/0.88V <b>500</b>	
D	ft - ft/SM	270 - 4000R/0.75V <b>420</b>	250 - 4000R/0.75V <b>410</b>	350 - 4500R/0.88V <b>500</b>	700 - 2.25V <b>860</b>

1) Uncompensated Baro VNAV NA below -25°C (-13°F) or above 54°C (130°F)

**25-JAN-2018**

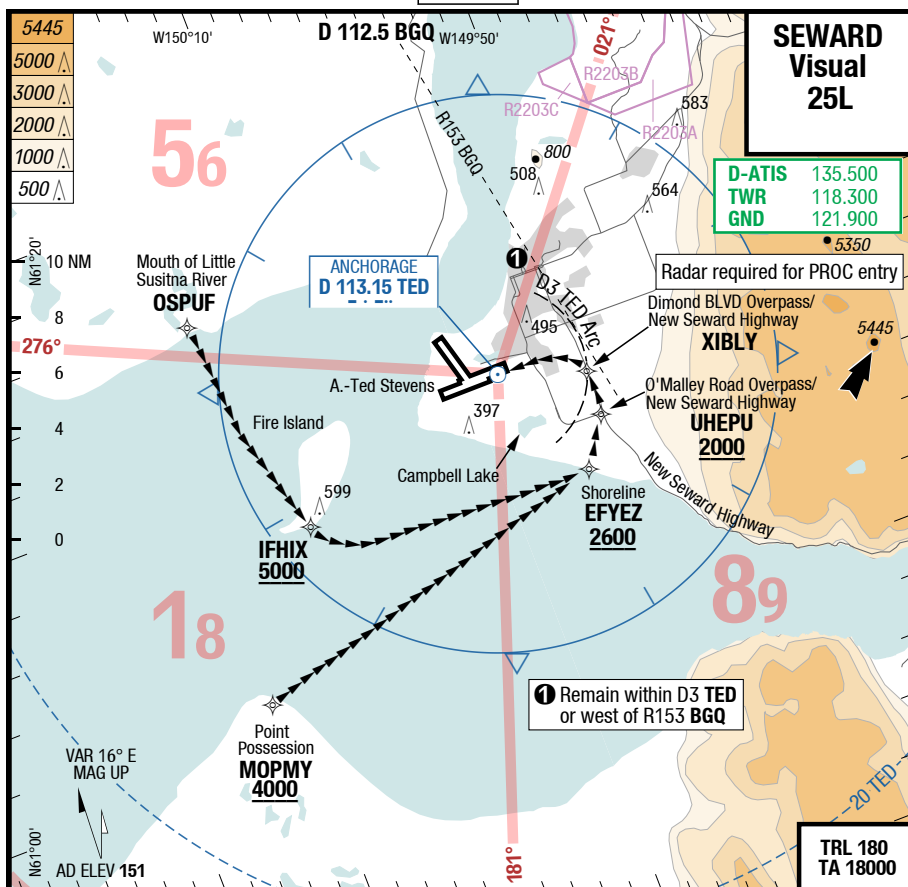
United States **Anchorage** Ted Stevens Anchorage Intl

# VAC






## ANC-PANC

**7-110**

## Visual 25L Seward



## VISUAL

60 HL    
15 HL   61 G 3658  
  3.0° 

+0.3% **TDZ 115** (---%) / THR 100 (4hPa)

25L

Procedure not authorized at night.

25L		VISUAL HJ only					Circling TERPS
C	ft - ft/SM ft	C 3000 - 3.0V					Not published
D	ft - ft/SM ft	C 3000 - 3.0V					Not published

Changes: VAR

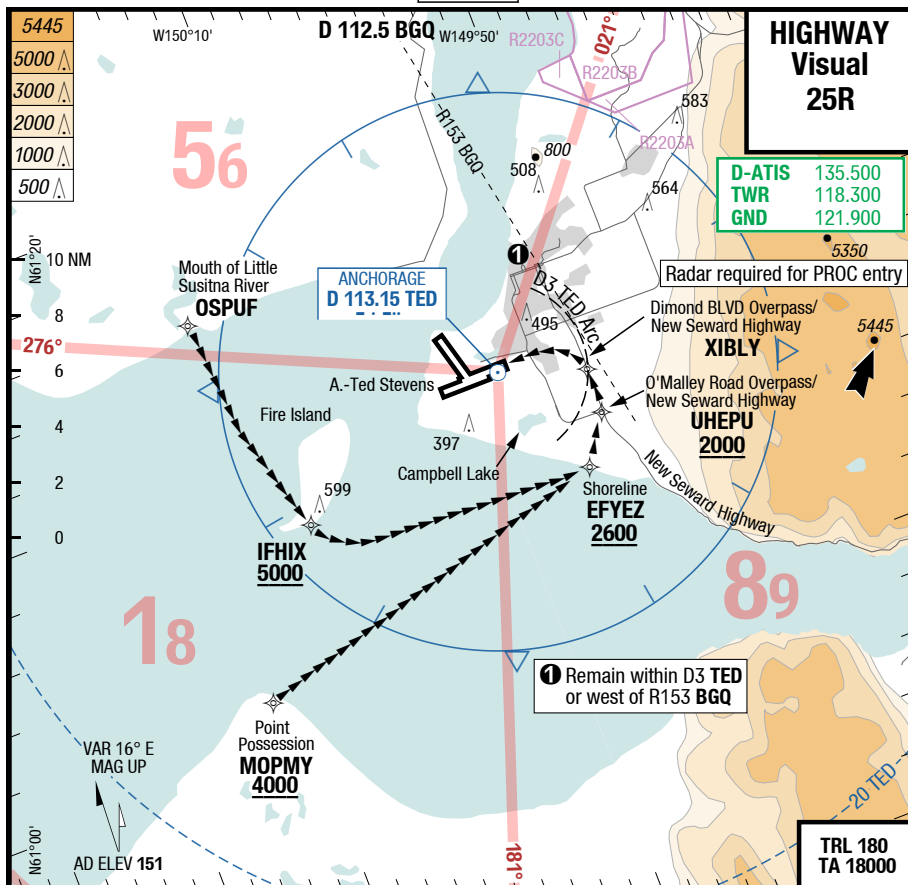
AMDT 1

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## ANC-PANC

7-120

## Visual 25R Highway



VISUAL

Procedure not authorized at night.

25R		VISUAL				Circling TERPS
		HJ only				
C	ft - ft/SM ft	C 3000 - 3.0V				Not published
D	ft - ft/SM ft	C 3000 - 3.0V				Not published

**ANC-PANC**

**7-130**

**WxMinima Overflow**

<b>07R</b>		<b>Sidestep 07L</b>					
<b>C</b>	ft - ft/SM ft	400 - 1.5V <b>530</b> <sup>1)</sup>					
<b>D</b>	ft - ft/SM ft	400 - 2.25V <b>530</b>					

1) INOP table does not apply