

List of pages in this Trip Kit

Trip Kit Index

Airport Information For PANC

Terminal Charts For PANC

Revision Letter For Cycle 07-2023

Change Notices

Notebook

General Information

Location: ANCHORAGE AK USA
ICAO/IATA: PANC / ANC
Lat/Long: N61° 10.45', W149° 59.89'
Elevation: 151 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 16.0° E

Fuel Types: 100 Octane (LL), 100-130 Octane, Jet A, Jet A-1
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1436 Z
Sunset: 0523 Z

Runway Information

Runway: 07L
Length x Width: 10600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 07R
Length x Width: 12400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15
Length x Width: 10865 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 151 ft
Lighting: Edge, ALS, Centerline

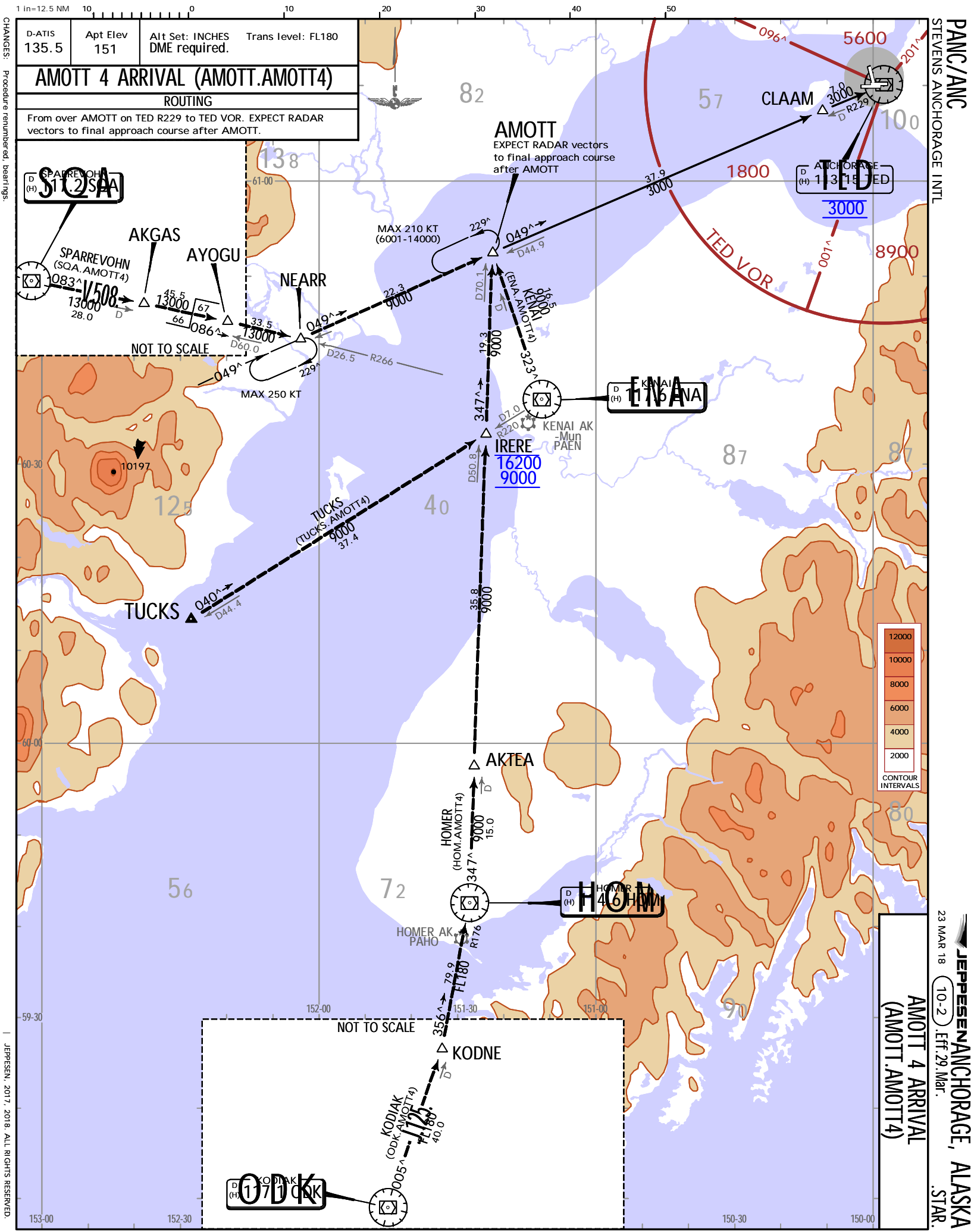
Runway: 25L
Length x Width: 12400 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 115 ft
Lighting: Edge, Centerline

Runway: 25R
Length x Width: 10600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 92 ft
Lighting: Edge, Centerline

Runway: 33
Length x Width: 10865 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 121 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 465 ft

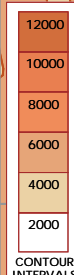
Communication Information

ATIS: 135.500
Anchorage Tower: 118.300
Anchorage Ground: 121.900
Anchorage Clearance Delivery: 119.400
Anchorage Clearance Delivery: 128.650 Secondary
Anchorage Approach: 134.100 Secondary
Anchorage Approach: 126.400
Anchorage Approach: 123.800
Anchorage Approach: 119.100
Anchorage Approach: 118.600 Initial Contact
Anchorage Airport Radar Service Area: 126.400 (46°-205°)
Anchorage Airport Radar Service Area: 123.800 (206°-249°)
Anchorage Airport Radar Service Area: 119.100 (250°-330°) At or below 1500 ft
Anchorage Airport Radar Service Area: 118.600 (250°-330°)
Anchorage Departure: 118.600 Initial Contact
Anchorage Departure: 119.100
Anchorage Departure: 123.800
Anchorage Departure: 126.400
Anchorage UNICOM: 122.950
Kenai FSS: 122.550 RCO
Kenai FSS: 122.200 RCO
Kenai FSS: 122.300 RCO



CHANGES: Procedure renumbered, bearings.

PANCA/ANC STEVENS ANCHORAGE INTL



AMOTT 4 ARRIVAL (AMOTT.AMOTT4)

JEPPesen ANCHORAGE, ALASKA STAR.

23 MAR 18 10-2 EFF 29 Mar.

JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

PANC/ANC

JEPPesen

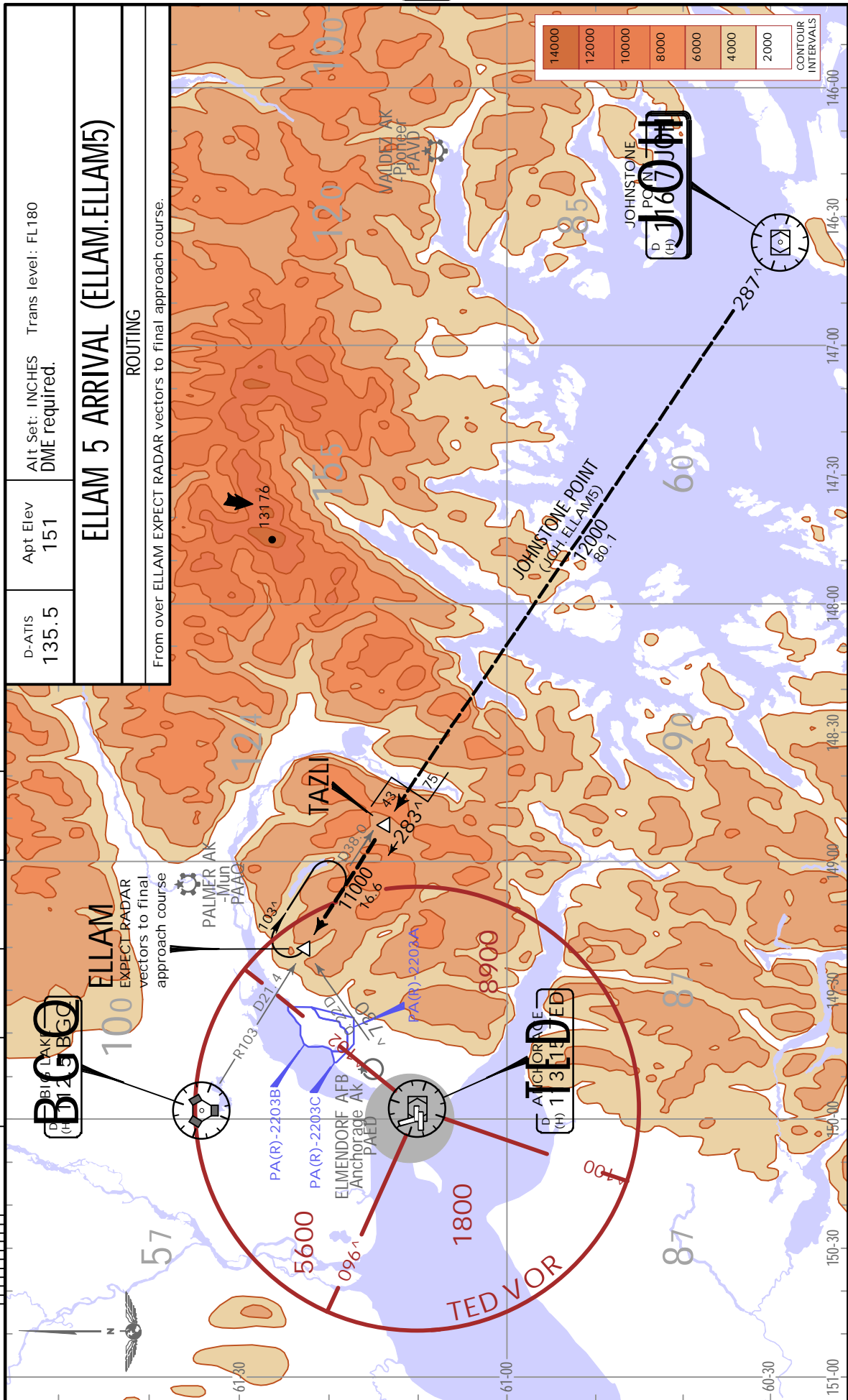
ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL 23 MAR 18

10-2A

.Eff.29.Mar.

.STAR.



CHANGES: None.

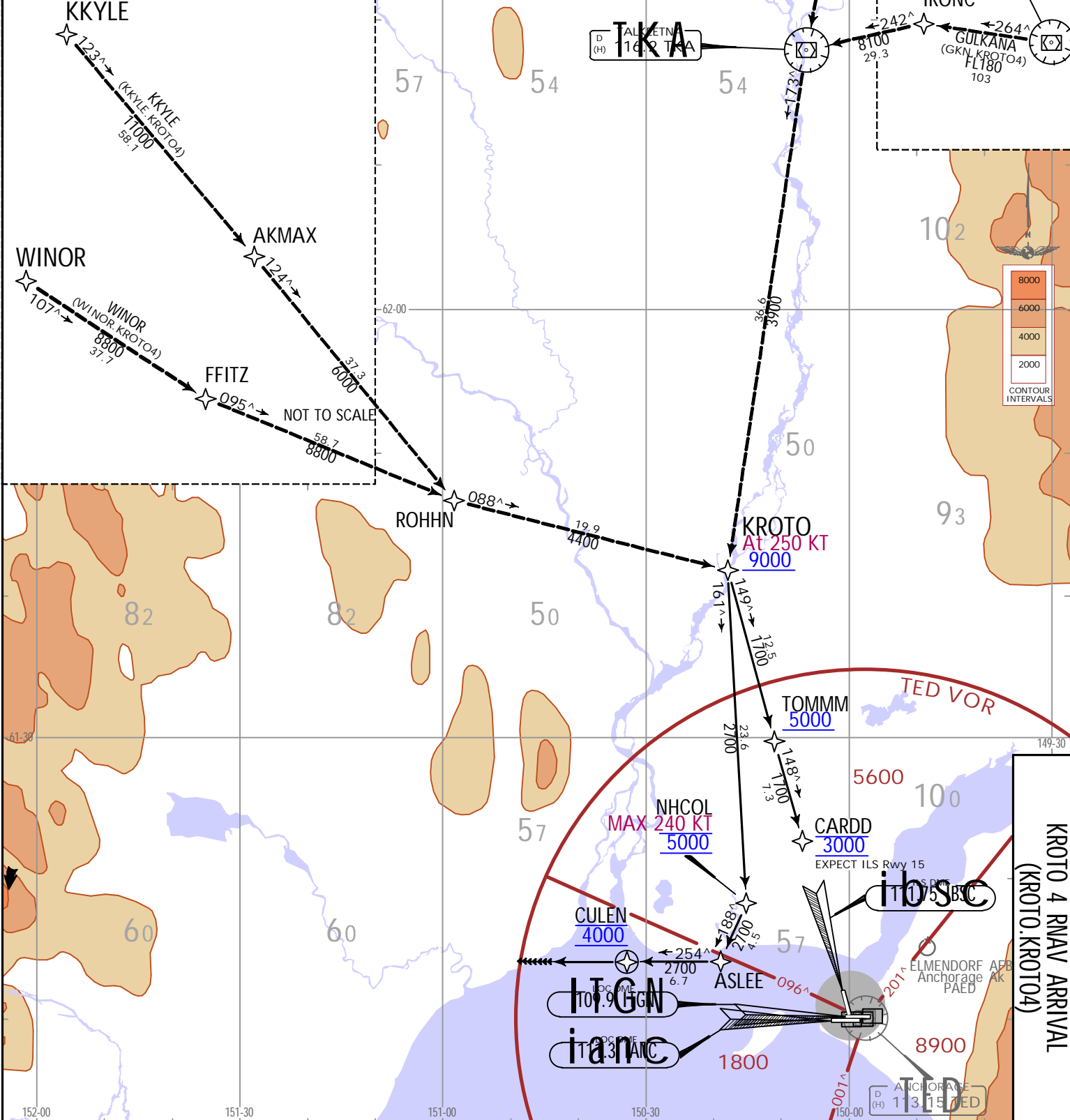
JEPPesen, 2017. ALL RIGHTS RESERVED.

CHANGES: MSA

PANC/ANC
STEVENS ANCHORAGE INTL

D-ATIS 135.5	Apt Elev 151	Alt Set: INCHES Trans level: FL180	1. GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only.
KROTO 4 RNAV ARRIVAL (KROTO.KROTO4)			
RWY	ROUTING		
7L/R	From KROTO on track 161° to NHCOL, then on track 188° to ASLEE, then on track 254° to CULEN, then on track 254°. EXPECT RADAR vectors to final approach course.		
15	From KROTO on track 149° to TOMMM, then on track 148° to CARDD. EXPECT ILS Rwy 15.		

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 RWYs 7L/R: After CULEN turn LEFT heading 165° to intercept either the Rwy 7L or Rwy 7R localizer, cleared either ILS or LOC DME Rwy 7L or ILS or LOC DME Rwy 7R approach.
 RWY 15: After CARDD intercept Rwy 15 localizer, cleared ILS Rwy 15 approach.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST



9 FEB 18 (10-2B)
JEPPesen ANCHORAGE, ALASKA
 RNAV STAR

JEPPesen, 2017, 2018. ALL RIGHTS RESERVED.

1. GPS required. 2. RNAV 1.
 3. EXPECT runway assignment from Anchorage Approach on initial contact.
 4. Turbojet aircraft only.

NEELL 6 RNAV ARRIVAL (SNAAG.NEELL6)

ROUTING

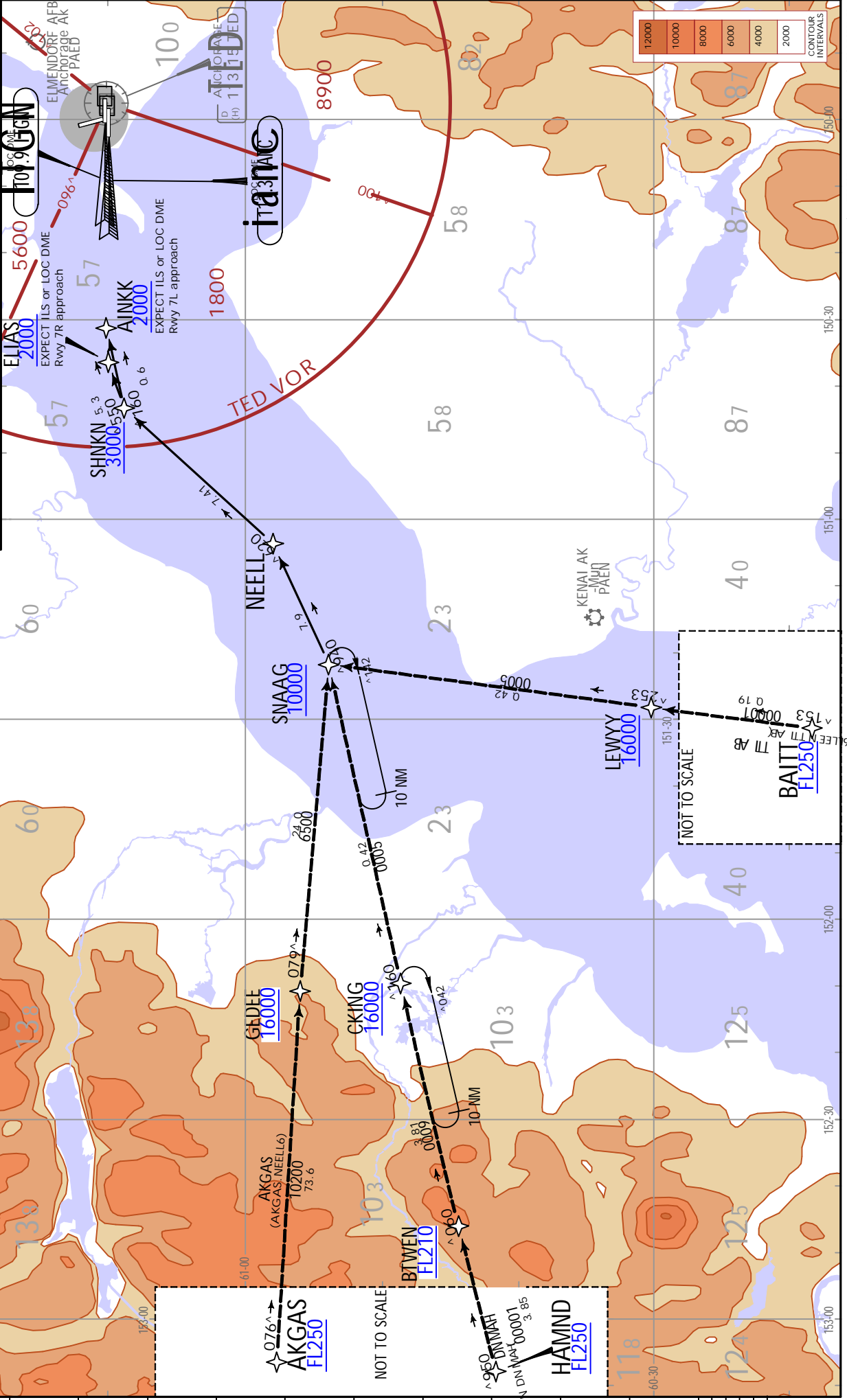
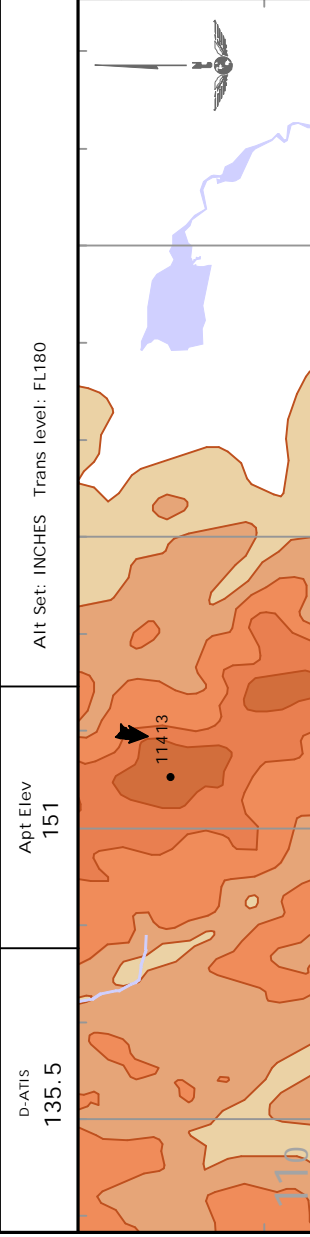
LANDING

From SNAAG on track 049° to NEELL.

RWY

7L From NEELL on track 026° to SHNKN, then on track 061° to AINKK. EXPECT ILS or LOC DME Rwy 7L approach.

7R From NEELL on track 026° to SHNKN, then on track 055° to ELIAS. EXPECT ILS or LOC DME Rwy 7R approach.



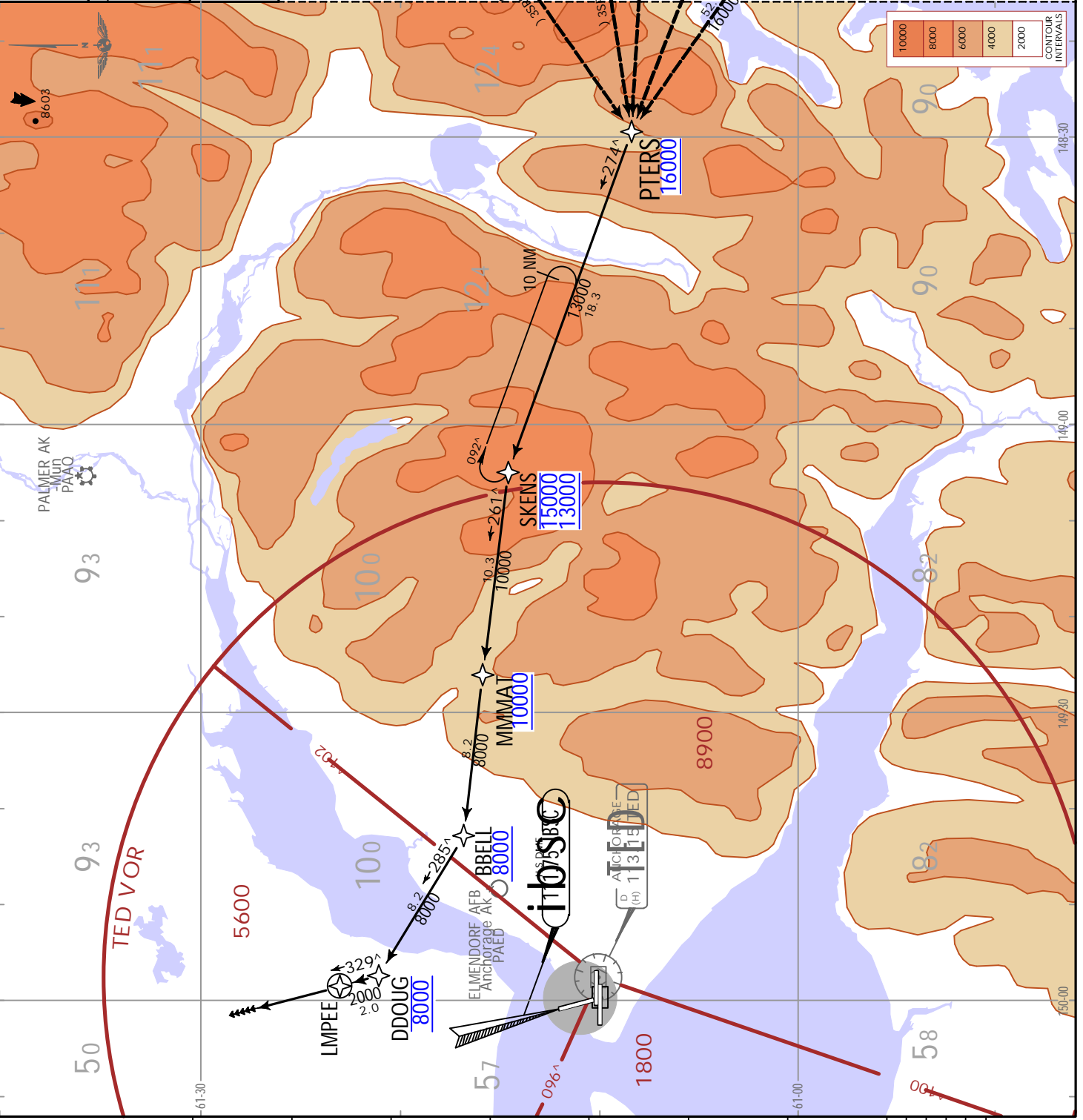
D-ATIS 135.5 Apt Elev 151 Alt Set: INCHES Trans level: FL180

1. GPS required. 2. RADAR required. 3. RNAV 1.
 4. Turbojet aircraft only.

PTERS 3 RNAV ARRIVAL
 (PTERS.PTERS3)
 (RWY 15)

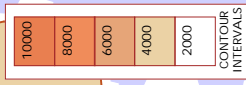
ROUTING
 From PTERS on track 274° to SKENS. Then on track 261° to MMMAT, then on track 261° to BBELL, then on track 285° to DDOUG, then on track 329° to LMPEE, then on track 329°. EXPECT RADAR vectors to final approach course.

COMMS → LOST COMMS → LOST COMMS → LOST COMMS
 After LMPEE turn LEFT heading 201°, MAINTAIN 3000, intercept ILS Rwy 15 localizer, cleared ILS Rwy 15 approach.
 LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS



NOT TO SCALE

NOT TO SCALE

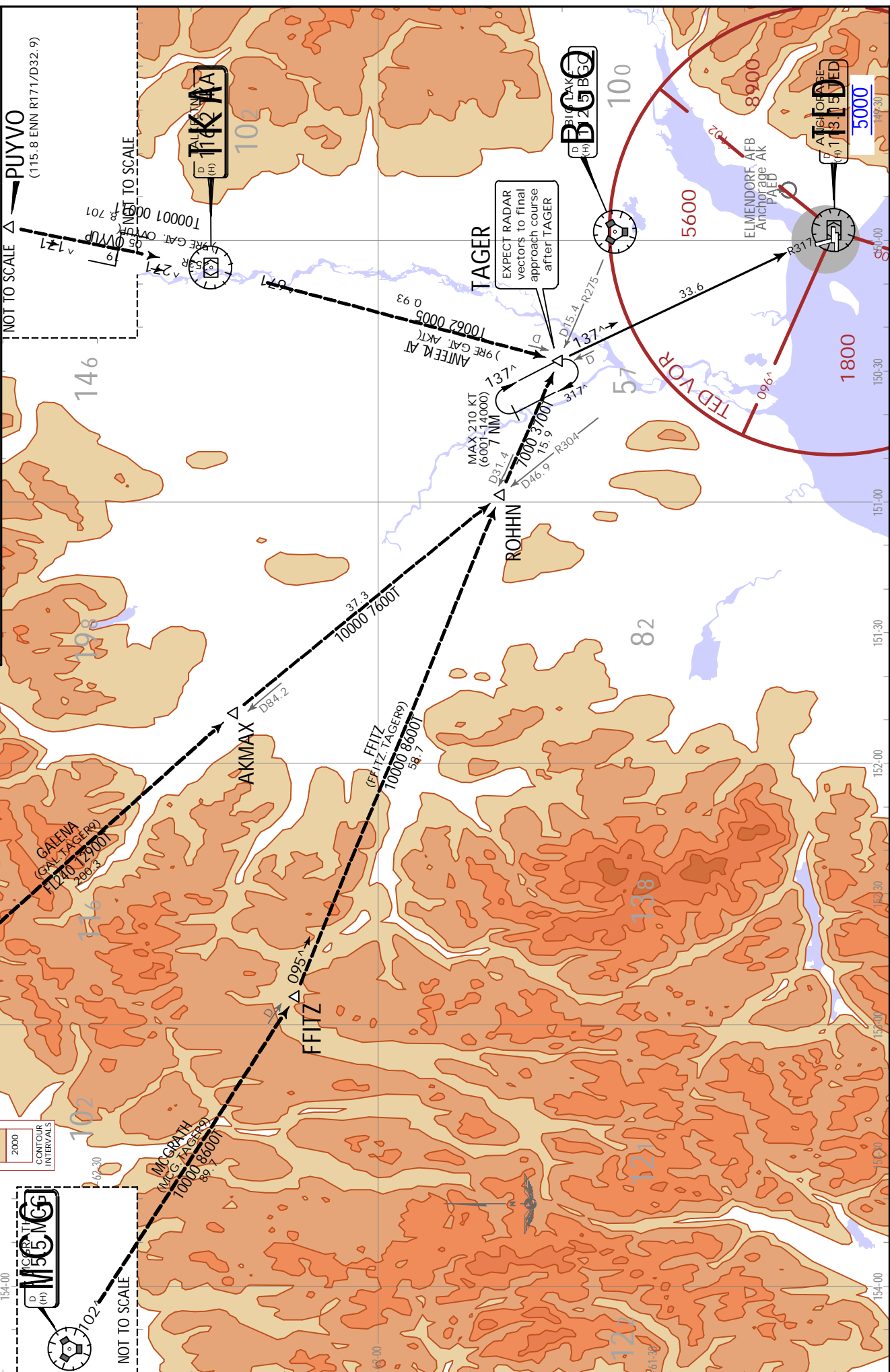


D-ATIS	Apt Elev	Trans level: FL180
135.5	151	
AIT Set: INCHES 1. RADAR required. 2. DME required.		

TAGER 9 ARRIVAL (TAGER.TAGER9)

ROUTING

From over: TAGER on TED R317 to TED VOR at 5000. EXPECT RADAR vectors to final approach course after TAGER.



GALENA
 (GNL TAGER9)
 F1270 12900
 288.3

NOT TO SCALE

MCGRATH
 (M.A.T. AKT R9)
 10000 86000
 89.7

NOT TO SCALE

12000
10000
8000
6000
4000
2000

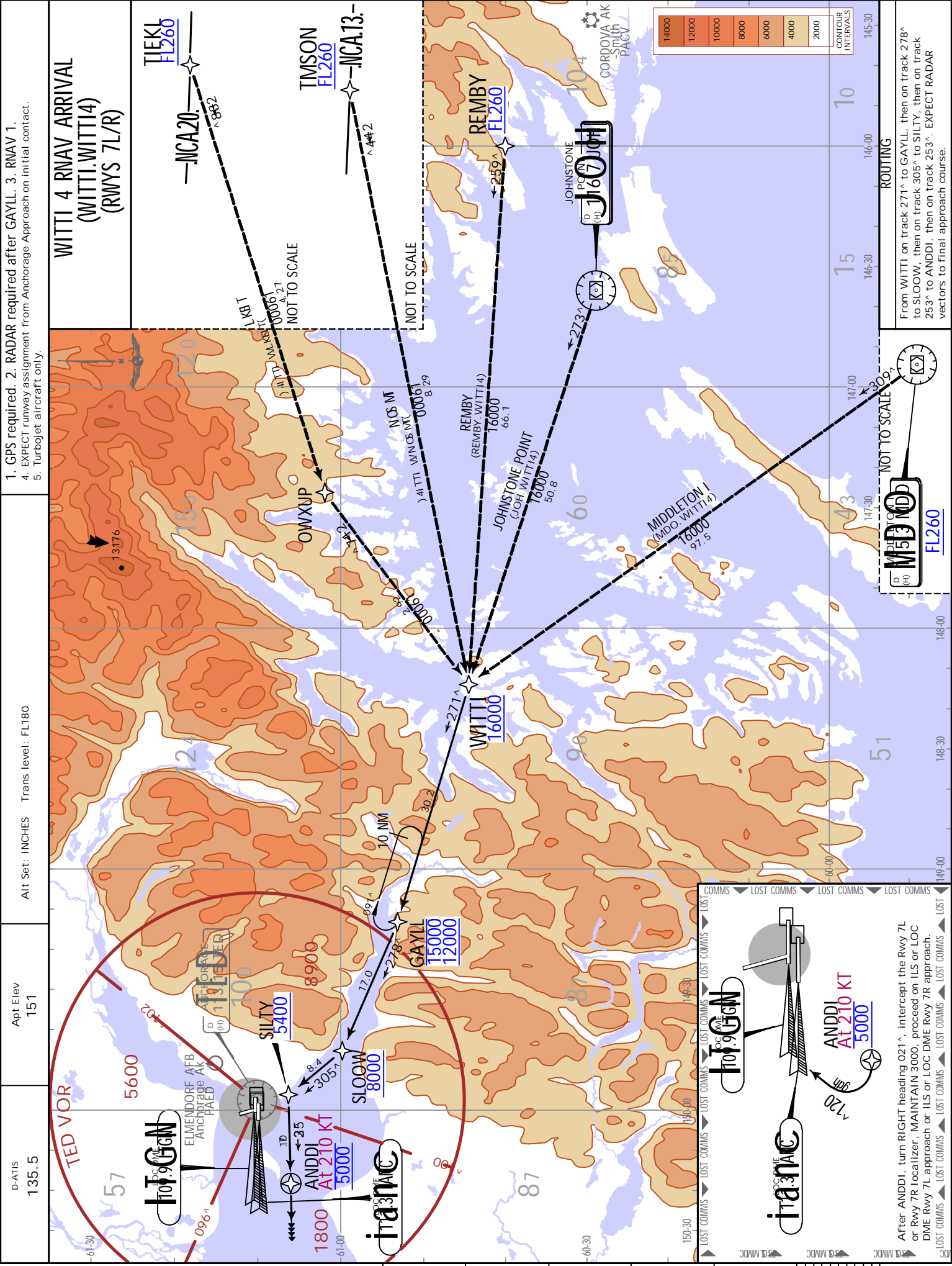
CONTOUR INTERVALS

JEPPESEN ANCHORAGE, ALASKA

9 FEB 18 **(10-2E)**
.RNAV.STAR.

PANC/ANC
STEVENS ANCHORAGE INTL

D-ATIS
135.5
Apt Elev
151
Alt Set: INCHES
Trans level: FL180



- 1. GPS required. 2. RADAR required after GAYL. 3. RNAV 1.
- 4. EXPECT runway assignment from Anchorage Approach on initial contact.
- 5. Turbojet aircraft only.

WITTI 4 RNAV ARRIVAL
(WITTI.WITTI4)
(RWYS 7L/R)

ROUTING

From WITTI on track 271° to GAYL, then on track 278° to SLOW, then on track 305° to SILTY, then on track to 253° to ANDDI, then on track 253°. EXPECT RADAR vectors to final approach course.

CONTINUOUS INTERVALS
145-30
10
146-00
15
146-30
147-00
147-30
148-00
148-30
149-00

M53 MDD
FL260

NOT TO SCALE

J16 JHD

NOT TO SCALE

J16 JHD

After ANDDI, turn RIGHT heading 021°, intercept the Rwy 7L or Rwy 7R localizer, MAINTAIN 3000, proceed on ILS or LOC DME Rwy 7L approach or ILS or LOC DME Rwy 7R approach.

LOST COMMS

J16 JHD

ANDDI AT 210 KT
5000

120°

305°

180°

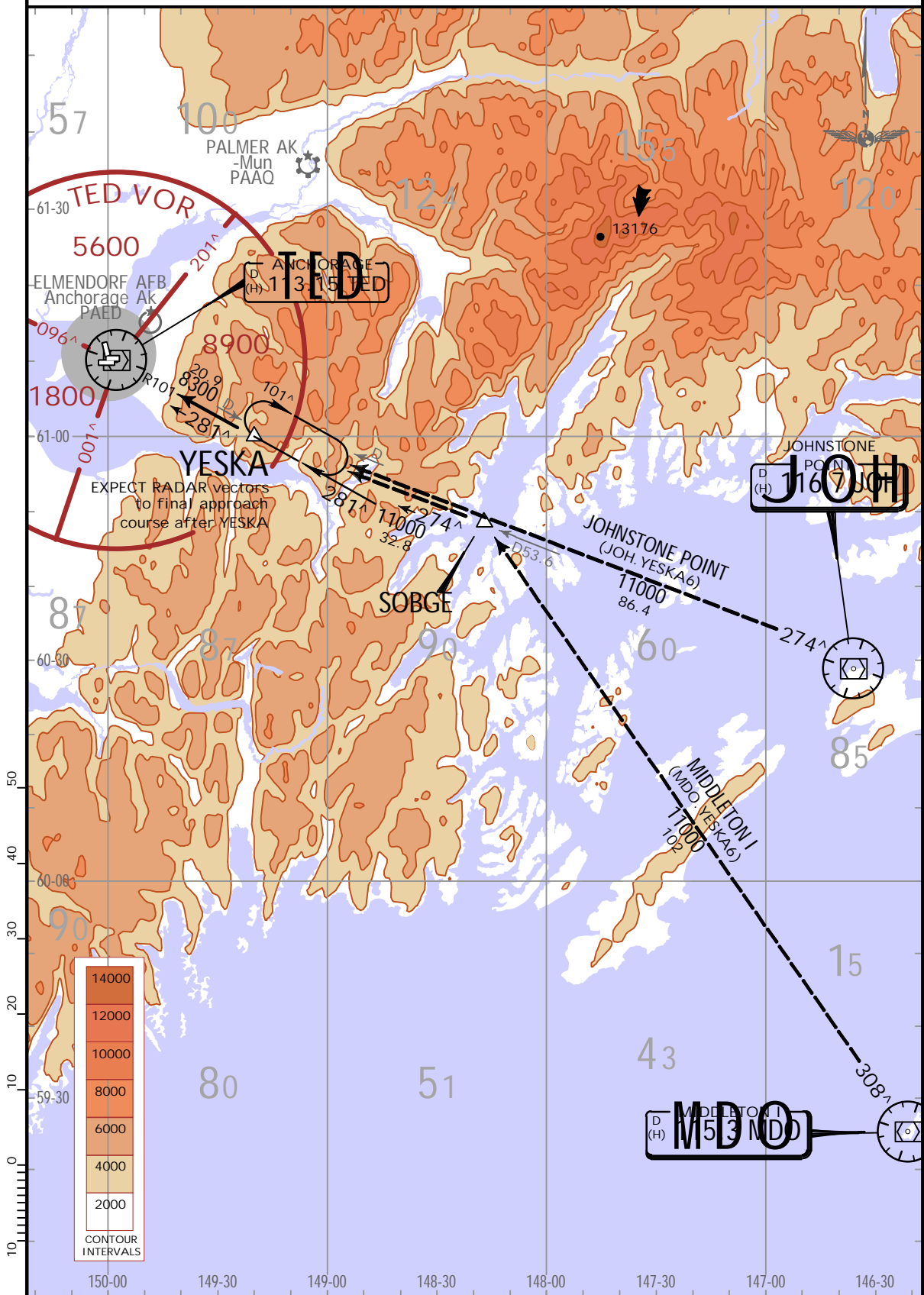
PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN
9 FEB 18 (10-2G)

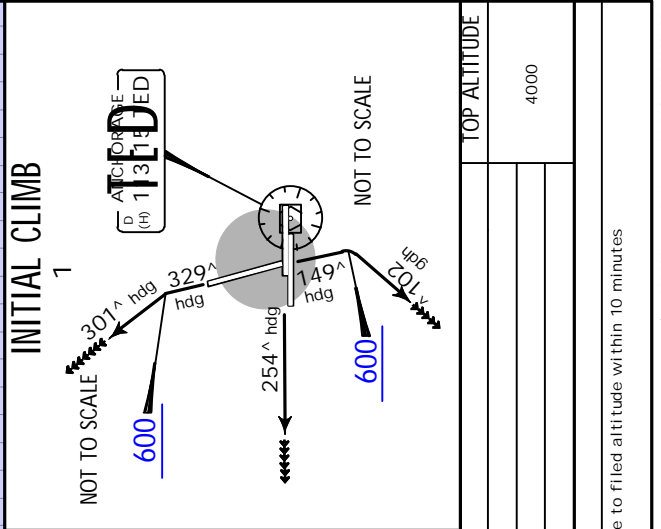
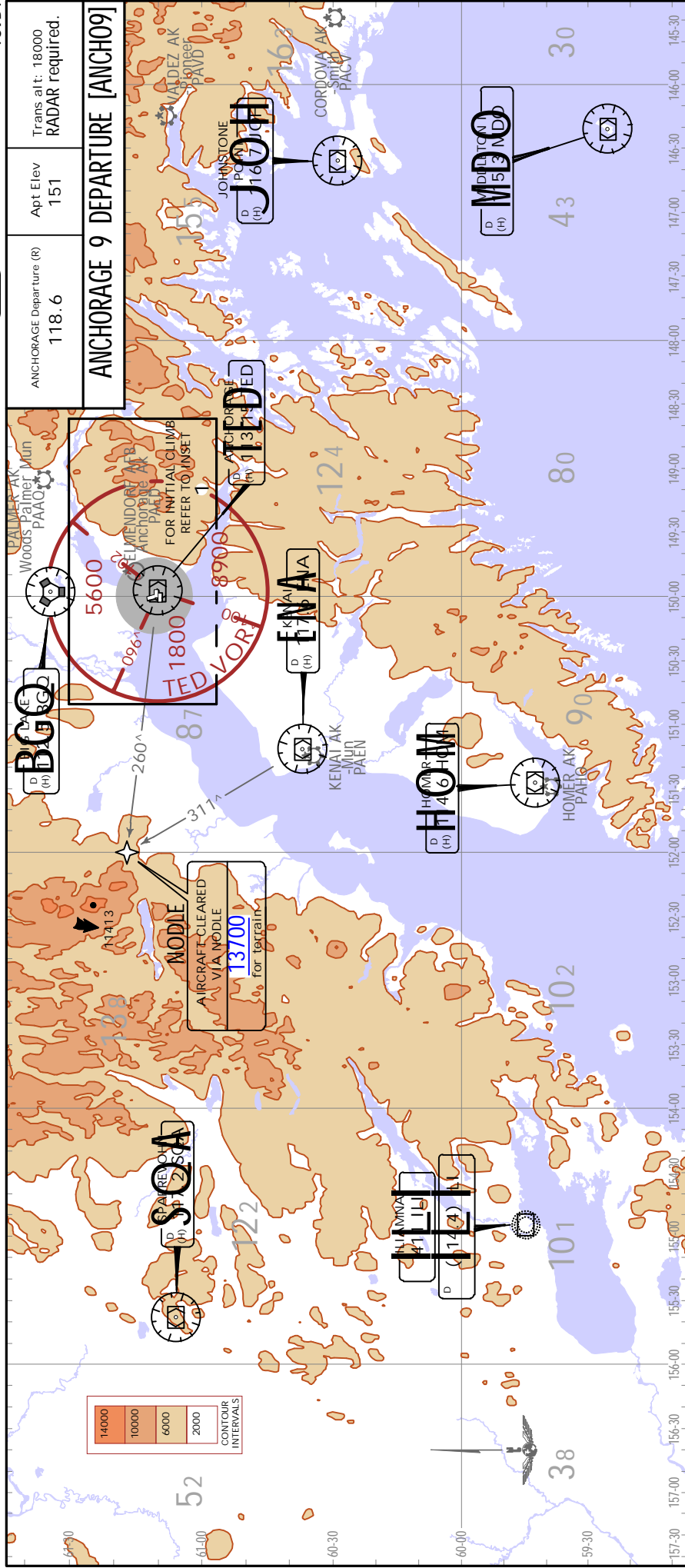
ANCHORAGE, ALASKA
.STAR.

D-ATIS 135.5	Apt Elev 151	Alt Set: INCHES DME required.	Trans level: FL180
-----------------	-----------------	----------------------------------	--------------------

YESKA 6 ARRIVAL (YESKA.YESKA6)



ROUTING
From over YESKA on TED R101 to TED VOR. EXPECT RADAR vectors to final approach course after YESKA.



TAKEOFF OBSTACLE NOTES

Rwy 15: Terrain, sign beginning 42 from DER, 422 right of centerline, up to 125 MSL. Sign 59 from DER, 367 right of centerline, 10 AGL/126 MSL. Trees beginning 1776 from DER, 384 right of centerline, up to 183 MSL. Trees beginning 1879 from DER, 188 right of centerline, up to 187 MSL. Tree 2010 from DER, 814 right of centerline, 199 MSL. Tree 2011 from DER, 215 left of centerline, 172 MSL. Trees beginning 2014 from DER, 32 left of centerline, up to 179 MSL. Trees beginning 2019 from DER, 3 right of centerline, up to 200 MSL. Tree 2073 from DER, 806 right of centerline, 201 MSL. Trees beginning 2075 from DER, 5 right of centerline, up to 205 MSL. Trees beginning 2337 from DER, 102 right of centerline, up to 206 MSL. Tree 2472 from DER, 941 left of centerline, 187 MSL. Tree 2506 from DER, 1002 left of centerline, 193 MSL. Trees beginning 2524 from DER, 774 left of centerline, up to 195 MSL. Tree 2659 from DER, 784 left of centerline, 196 MSL. Trees beginning 2667 from DER, 242 left of centerline, up to 198 MSL. Tree 2819 from DER, 257 left of centerline, 212 MSL. Water tower 2829 from DER, 1069 left of centerline, 97 AGL/222 MSL. Tower, tree beginning 2830 from DER, 177 left of centerline, up to 106 AGL/227 MSL. Antenna, tower, tree beginning 2853 from DER, 83 left of centerline, up to 108 AGL/233 MSL. Trees beginning 3021 from DER, 487 right of centerline, up to 209 MSL. Tree 3112 from DER, 486 right of centerline, 213 MSL. Tree 3133 from DER, 590 right of centerline, 214 MSL. Trees beginning 3163 from DER, 458 right of centerline, up to 217 MSL. Trees beginning 4055 from DER, 607 left of centerline, up to 247 MSL. Tree 4482 from DER, 1517 right of centerline, 238 MSL. Tree 5180 from DER, 398 right of centerline, 254 MSL. Tree 5411 from DER, 658 right of centerline, 261 MSL. Trees beginning 5503 from DER, 591 right of centerline, up to 270 MSL. Trees beginning 5531 from DER, 590 right of centerline, up to 273 MSL. Tree 1, 2 NM from DER, 2433 right of centerline, 310 MSL. Rwy 25L: Navigational aid 4 from DER, on centerline, 11 AGL/135 MSL.

INITIAL CLIMB

Vegetation 17 from DER, 500 left of centerline, 143 MSL. Fence 422 from DER, 601 left of centerline, 13 AGL/166 MSL. Fence 454 from DER, 530 left of centerline, 14 AGL/168 MSL. Tree, vegetation beginning 843 from DER, 524 left of centerline, up to 174 MSL. Trees beginning 1196 from DER, 601 left of centerline, up to 193 MSL. Trees beginning 1301 from DER, 576 left of centerline, up to 194 MSL. Trees beginning 1438 from DER, 771 left of centerline, up to 196 MSL. Rwy 25R: Navigational aid 9 from DER, 55 right of centerline, 6 AGL/128 MSL.

Rwy 33: Vegetation 88 from DER, 496 right of centerline, 155 MSL. Tree 991 from DER, 580 right of centerline, 177 MSL. Tree 1035 from DER, 765 right of centerline, 229 MSL.

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 15: 300 - 1 1/2 with minimum climb of 310 per NM to 400.
 Rwy 25L/R, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550

RWY	15	25L/R	33
INITIAL CLIMB	Climb heading 149° to 600, then climbing RIGHT turn heading 201°.		
TOP ALTITUDE	4000		

ROUTING

EXPECT RADAR vectors to assigned route or depicted fix. MAINTAIN 4000. EXPECT further clearance to filed altitude within 10 minutes after departure.

PANC/ANC
STEVENS ANCHORAGE INTL
ANCHORAGE, ALASKA
.RNAV.SID.
 4 OCT 19 (10-3A) Eff. 10.Oct.

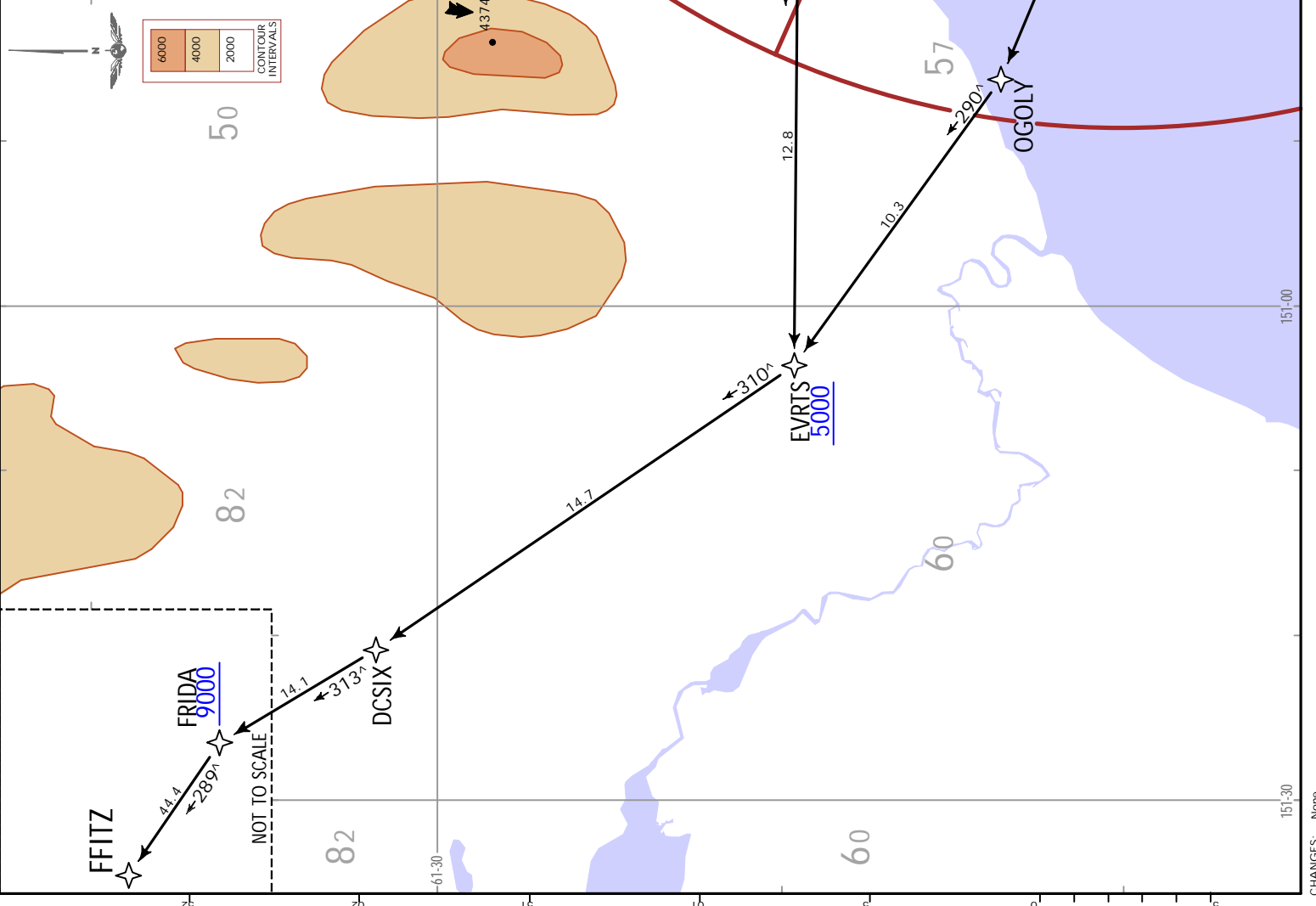
ANCHORAGE Departure (R) 118.6	Apt Elev 151	Trans alt: 18000 1. RADAR required. 2. GPS required. 3. RNAV 1. 4. Propeller-driven aircraft only.
----------------------------------	-----------------	--

FFITZ 4 RNAV DEPARTURE (FFITZ4.FFITZ)		TOP ALTITUDE
RWY	INITIAL CLIMB	10000
25L/R	Climb on heading 254° to at or above 660, then climb direct VUYWO, and on track 277° to OGOLY, and on track 290° to cross EVRTS at or above 5000.	
33	Climb on heading 329° to at or above 660, then climb direct ISACC, and on track 247° to RRRROB, and on track 255° to cross EVRTS at or above 5000.	

ROUTING
 At EVRTS continue climb on track 310° to DCSIX, and on track 313° to FRIDA, and on track 289° to FFITZ. MAINTAIN 10000 or as assigned by ATC.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 7L/R, 15: Not authorized-Air Traffic.
 Rwys 25L/R, 33: Standard (or lower than standard, if authorized).

OBSTACLES
 Rwy 25L: Multiple navaid items beginning 4 from DER, on centerline, up to 3 AGL/135 MSL. Fences, trees and bushes beginning 12 from DER, 385 LEFT of centerline, up to 60 AGL/200 MSL. Trees beginning 396 from DER, on centerline and to the RIGHT of centerline, up to 60 AGL/177 MSL.
 Rwy 25R: Bush and navaid beginning 10 from DER, 56 RIGHT of centerline, up to 3 AGL/129 MSL.
 Rwy 33: Trees, bush and navaid beginning 10 from DER, 85 LEFT of centerline, up to 60 AGL/182 MSL. Trees beginning 390 from DER, 326 RIGHT of centerline, up to 60 AGL/232 MSL.



PANC/ANC

JEPPESSEN

ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

30 OCT 20

10-3B

.Eff.5.Nov.

.SID.

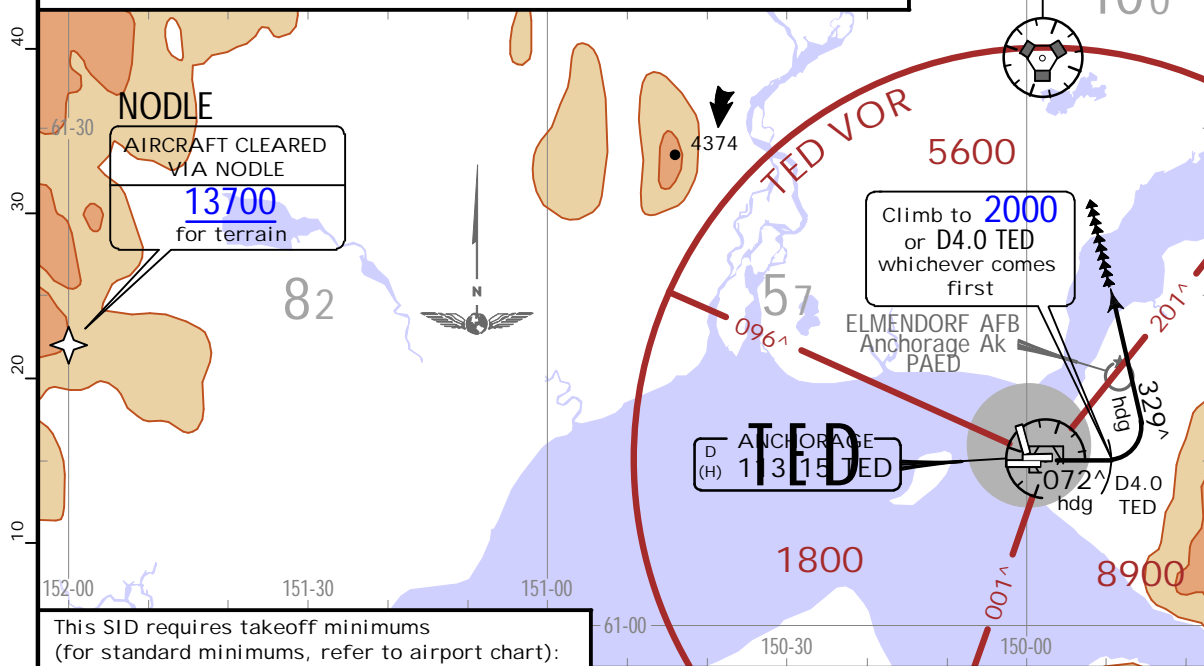
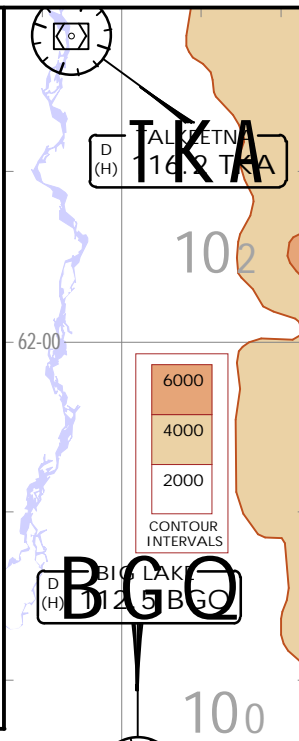
ANCHORAGE Departure (R) 118.6	Apt Elev 151	Trans alt: 18000 RADAR required.
----------------------------------	-----------------	-------------------------------------

KNIK 3 DEPARTURE [KNIK3] (RWYS 7L/R)

TAKEOFF OBSTACLE NOTES

Rwy 7L: Vegetation 10 from DER, 492 right of centerline, 95 MSL. Navigational aid 10 from DER, 55 left of centerline, 10 AGL/92 MSL. Tree 789 from DER, 590 left of centerline, 133 MSL. Trees beginning 934 from DER, 535 left of centerline, up to 142 MSL. Tree, pole beginning 1037 from DER, 546 left of centerline, up to 148 MSL. Tree 1172 from DER, 738 right of centerline, 148 MSL. Tree, pole, transmission line beginning 1366 from DER, 8 right of centerline, up to 158 MSL. Trees beginning 1625 from DER, 100 left of centerline, up to 152 MSL. Trees beginning 1983 from DER, 32 left of centerline, up to 174 MSL. Pole 3636 from DER, 1249 right of centerline, 92 AGL/184 MSL. Pole 5244 from DER, 1181 left of centerline, 174 AGL/257 MSL. Pole 5756 from DER, 761 left of centerline, 171 AGL/259 MSL.

Rwy 7R: Terrain beginning 10 from DER, 167 right of centerline, up to 103 MSL. Sign 106 from DER, 462 right of centerline, 9 AGL/111 MSL. Pole, terrain, vegetation beginning 204 from DER, 537 right of centerline, up to 12 AGL/117 MSL. Pole beginning 816 from DER, 698 right of centerline, up to 30 AGL/132 MSL. Trees beginning 1039 from DER, 599 right of centerline, up to 159 MSL. Trees beginning 1242 from DER, 573 right of centerline, up to 172 MSL. Trees beginning 3121 from DER, 1220 right of centerline, up to 183 MSL. Tree 3334 from DER, 1277 right of centerline, 189 MSL. Tree 3497 from DER, 1203 right of centerline, 192 MSL. Trees beginning 3921 from DER, 1003 right of centerline, up to 221 MSL. Trees beginning 4209 from DER, 1415 right of centerline, up to 224 MSL. Trees beginning 4274 from DER, 1209 right of centerline, up to 236 MSL. Tree 4325 from DER, 1401 right of centerline, 237 MSL. Tree 4363 from DER, 1479 right of centerline, 246 MSL. Tree, tower, tank beginning 4378 from DER, 1139 right of centerline, up to 255 MSL.



This SID requires takeoff minimums (For standard minimums, refer to airport chart):

- Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 253 per NM to 400.
- Rwy 7R: Standard (or lower than standard, if authorized) with minimum climb of 285 per NM to 400.
- Rwys 15, 25L/R, 33: Not authorized - ATC.

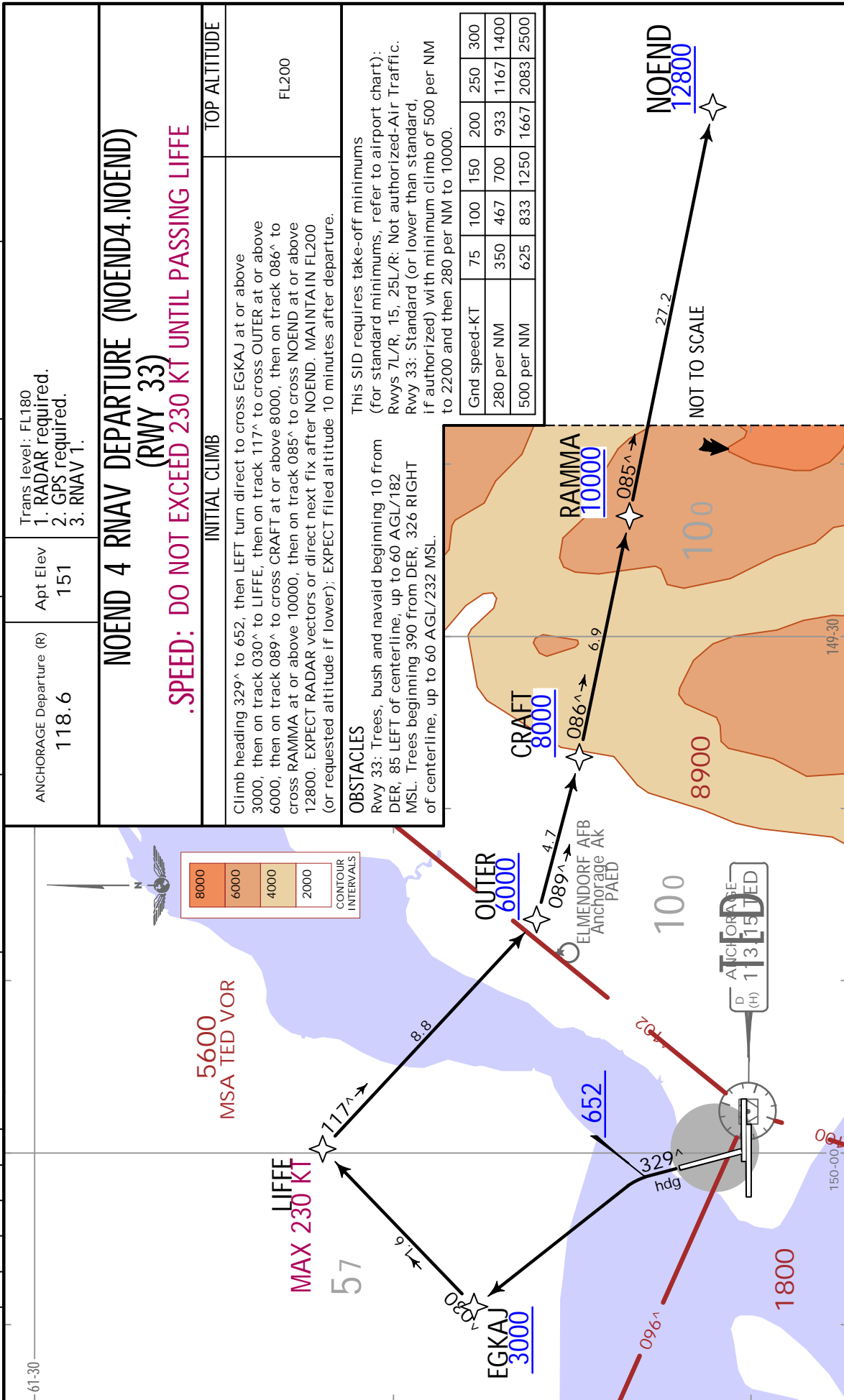
Gnd speed-KT	75	100	150	200	250	300
253 per NM	316	422	633	843	1054	1265
285 per NM	356	475	713	950	1188	1425

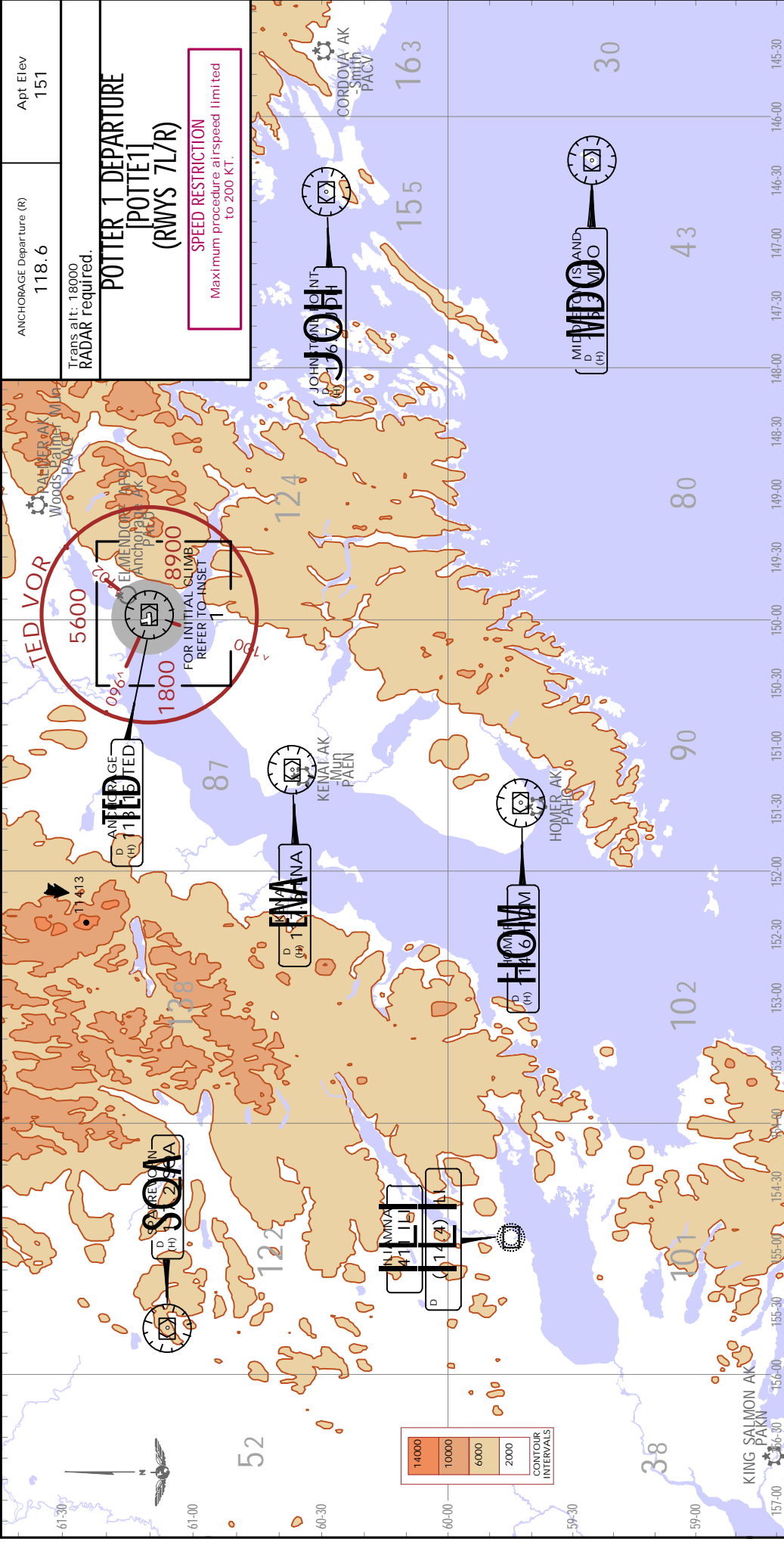
INITIAL CLIMB	TOP ALTITUDE
Climb heading 072° to 2000 or D4.0 TED, whichever comes first, then climbing LEFT turn heading 329° for vectors to assigned route or fix. MAINTAIN FL200 or assigned altitude, EXPECT filed altitude 10 minutes after departure. All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by D4.0 TED advise ATC prior to departure.	FL200

PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESSEN
30 OCT 20 10-3C .Eff.5.Nov.

ANCHORAGE, ALASKA
.RNAV.SID.





ANCHORAGE Departure (R)
118.6

Apt Elev
151

Trans alt: 18000
RADAR required.

POTTER 1 DEPARTURE (POTTE1) (RWYS 7L/R)

SPEED RESTRICTION
Maximum procedure airspeed limited to 200 KT.

TAKEOFF OBSTACLE NOTES

Rwy 7L: Vegetation 10 from DER, 492 right of centerline, 95 MSL. Navigational aid 10 from DER, 55 left of centerline, 10 AGL/92 MSL. Tree 789 from DER, 590 left of centerline, 133 MSL. Trees beginning 934 from DER, 535 left of centerline, up to 142 MSL. Tree, pole beginning 1037 from DER, 546 left of centerline, up to 148 MSL. Tree 1172 from DER, 738 right of centerline, 148 MSL. Tree, pole, transmission line beginning 1366 from DER, 8 right of centerline, up to 158 MSL. Trees beginning 1625 from DER, 100 left of centerline, up to 152 MSL. Trees beginning 1983 from DER, 32 left of centerline, up to 174 MSL. Pole 3636 from DER, 1249 right of centerline, 92 AGL/184 MSL. Pole 5244 from DER, 1181 left of centerline, 174 AGL/257 MSL. Pole 5756 from DER, 761 left of centerline, 171 AGL/259 MSL.

Rwy 7R: Terrain beginning 10 from DER, 167 right of centerline, up to 103 MSL. Sign 106 from DER, 462 right of centerline, 9 AGL/111 MSL. Pole, terrain, vegetation beginning 204 from DER, 537 right of centerline, up to 12 AGL/117 MSL. Pole beginning 816 from DER, 698 right of centerline, up to 30 AGL/132 MSL. Trees beginning 1039 from DER, 599 right of centerline, up to 159 MSL. Trees beginning 1242 from DER, 573 right of centerline, up to 172 MSL. Trees beginning 3121 from DER, 1220 right of centerline, up to 183 MSL. Tree 3334 from DER, 1277 right of centerline, 189 MSL. Tree 3497 from DER, 1203 right of centerline, 192 MSL. Trees beginning 3921 from DER, 1003 right of centerline, up to 221 MSL. Trees beginning 4209 from DER, 1415 right of centerline, up to 224 MSL. Trees beginning 4274 from DER, 1209 right of centerline, up to 236 MSL. Tree 4325 from DER, 1401 right of centerline, 237 MSL. Tree 4363 from DER, 1479 right of centerline, 246 MSL. Tree, tower, tank beginning 4378 from DER, 1139 right of centerline, up to 255 MSL.

	75	100	150	200	250	300
Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275
285 per NM	356	475	713	950	1188	1425

INITIAL CLIMB

1

NOT TO SCALE

600

074° hdg

166° v

NOT TO SCALE

INITIAL CLIMB

Climb on heading 074° to 600, then climbing RIGHT turn on heading 199°.

ROUTING

EXPECT RADAR vectors to assigned route or depicted fix. MAINTAIN 4000. EXPECT further clearance to filled altitude within 10 minutes after departure.

INITIAL CLIMB

TOP ALTITUDE
4000

PANC/ANC

JEPPESEN

ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

4 OCT 19 (10-3E)

.Eff.10.Oct.

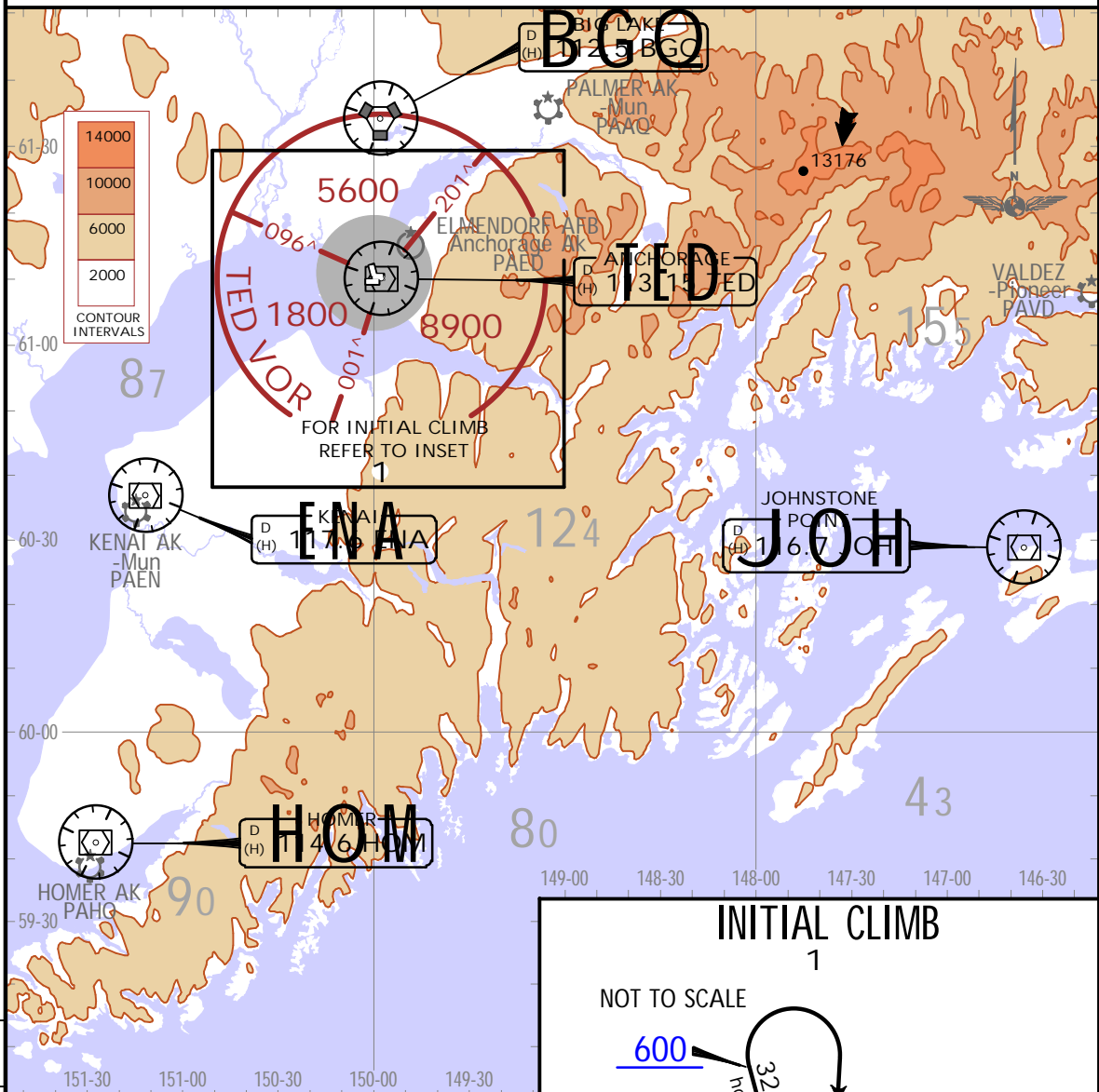
.SID.

ANCHORAGE Departure (R) 126.4	Apt Elev 151	Trans alt: 18000 RADAR required.
----------------------------------	-----------------	-------------------------------------

TURNAGAIN 8 DEPARTURE [TURNA8] (RWY 33)

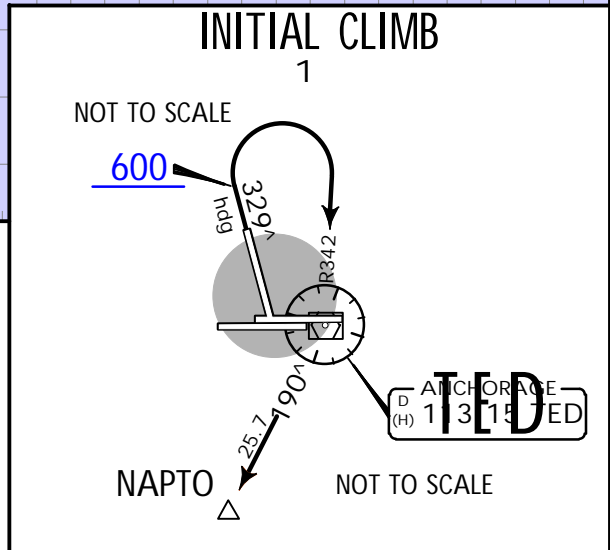
SPEED RESTRICTION

Do not exceed 200 KT until
TED VOR.



TAKEOFF OBSTACLE NOTE
 Rwy 33: Vegetation 88 from DER, 496 right of centerline, 155 MSL. Tree 991 MSL from DER, 580 right of centerline, 177 MSL. Tree 1035 from DER, 765 right of centerline, 229 MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 7L/R, 15, 25L/R: Not Authorized - ATC.
 Rwy 33: Standard (or lower than standard, if authorized).

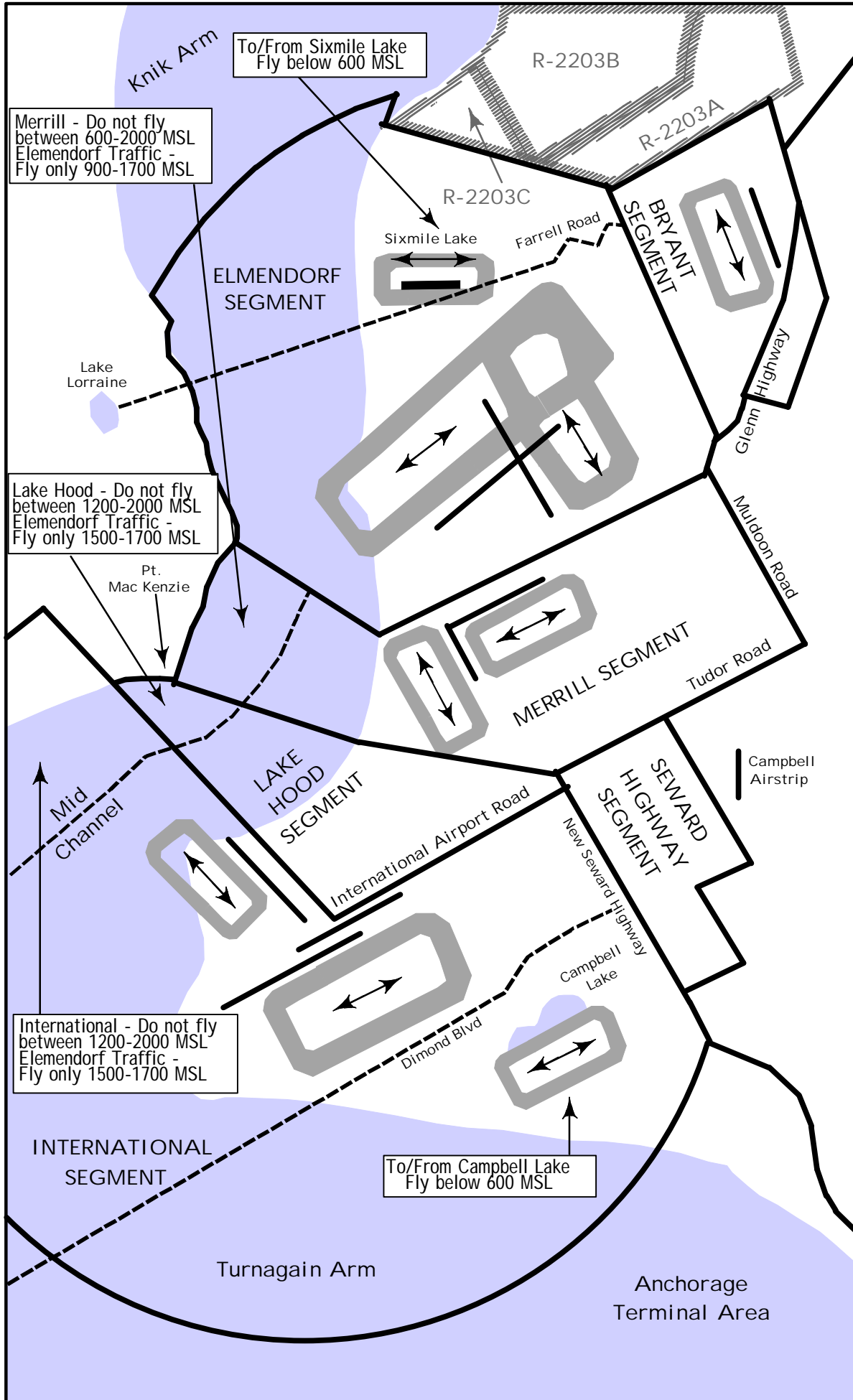


INITIAL CLIMB	TOP ALTITUDE
Climb heading 329° to 600, then climbing RIGHT turn to 2000 on TED R342 to TED VOR, then on TED R190 to NAPTO. MAINTAIN ATC assigned altitude. EXPECT RADAR vectors to assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.	Assigned by ATC

PANC/ANC STEVENS ANCHORAGE INTL

25 MAR 05 JEPPESEN
(10-4)

ANCHORAGE, ALASKA AIRPORT TRAFFIC AREA



CHANGES: New chart.

PANC/ANC

+JEPPESEN

ANCHORAGE, ALASKA

25 MAR 05

10-4A

STEVENS ANCHORAGE INTL

TERMINAL AREA RULES**I. General rule: All segments.**

- (a) Each person operating an aircraft to within the Anchorage, Alaska, Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant or Seward segments unless otherwise authorized or required by ATC.
- (b) Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
- (c) Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
- (d) Except as provided in Elmendorf segment (d) and (e), Bryant segment (b), and Seward segment (a), (b) and (c), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
- (e) Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska, Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General rules: International segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,600 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.

III. General rules: Lake Hood segment.

- (a) No person may operate an aircraft at an altitude between 1,200 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 feet MSL until maneuvering for a safe landing requires further descent.

IV. General rules: Merrill segment.

- (a) No person may operate an aircraft at an altitude between 600 feet MSL and 2,000 feet MSL in that portion of this segment lying north of the midchannel of Knik Arm.
- (b) Each person operating an airplane at a speed of more than 105 knots within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 feet MSL until maneuvering for a safe landing requires further descent.
- (d) Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of midchannel of Knik Arm, or in the Seward Highway segment at or below 1,200 feet MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General rules: Elmendorf segment.

- (a) Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1,700 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within the segment shall operate that airplane at an altitude of at least 1,200 feet MSL until maneuvering for a safe landing requires further descent.
- (c) Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 feet MSL until maneuvering for a safe landing requires further descent.
- (d) A person landing or departing from Elmendorf AFB; may operate that aircraft at an altitude between 1,500 feet MSL and 1,700 feet MSL within that portion of the International and Lake Hood segments lying north of the midchannel of Knik Arm.
- (e) A person landing or departing from Elmendorf AFB, may operate that aircraft at an altitude between 900 feet MSL and 1,700 feet MSL within that portion of the Merrill segment lying north of the midchannel of Knik Arm.

PANC/ANC

+JEPPESEN

ANCHORAGE, ALASKA

25 MAR 05

10-4A1

STEVENS ANCHORAGE INTL

TERMINAL AREA RULES

- (f) A person operating in VFR conditions, at or below 600 feet MSL, north of a line beginning at the intersection of Farrell Road and the long. $149^{\circ} 43' 08''$ W.; thence west along Farrell Road to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine to the northwest bank of Knik Arm; is not required to establish two-way radio communications with ATC.

VI. General rules: Bryant segment.

- (a) Each person operating an airplane to or from the Bryant Airport shall conform to the flow of traffic shown on the appropriate aeronautical charts, and while in the traffic pattern, shall operate that airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General rules: Seward Highway segment.

- (a) Each person operating an airplane in the Seward Highway segment shall operate the airplane at an altitude of at least 1,000 feet MSL until maneuvering for a safe landing requires further descent.
- (b) Each person operating an aircraft at or below 1,200 feet MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1,200 feet MSL in this segment shall contact Anchorage approach Control.
- (c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Lake Campbell and Sixmile Lake Airports.

- (a) Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

24 JUN 22	10-9	ANCHORAGE Departure (R)	118.6	046°-205° TED all altitudes	126.4
		250°-330° TED above 1500'	119.1	206°-249° TED all altitudes	123.8
		331°-045° TED above 2500'		331°-045° TED 2500' & below	
			149-57		149-56
			149-58		149-58
			149-59		149-59
			150-00		150-00
			150-01		150-01
			150-02		150-02
			150-03		150-03
			150-04		150-04
			150-05		150-05
			150-06		150-06
			150-07		150-07
			150-08		150-08
			150-09		150-09

LEGEND

RUNWAY INCURSION HOT SPOT

HST For information purposes only, not to be construed as ATC instructions.

HST1 Aircraft taxiing via Twy E to Twy G and Twy K to Rwy 33 sometimes miss the turn from Twy G onto Twy K and continue on Twy G across Rwy 7L/25R by mistake, especially with restricted visibility.

HST2 Aircraft taxiing to Twy K via Twy E and Twy F may confuse hold short instructions for Rwys 7R/25L and 7L/25R. Twy D signage may not be visible from Twy E and Twy F hold positions.

CAUTION NOTES

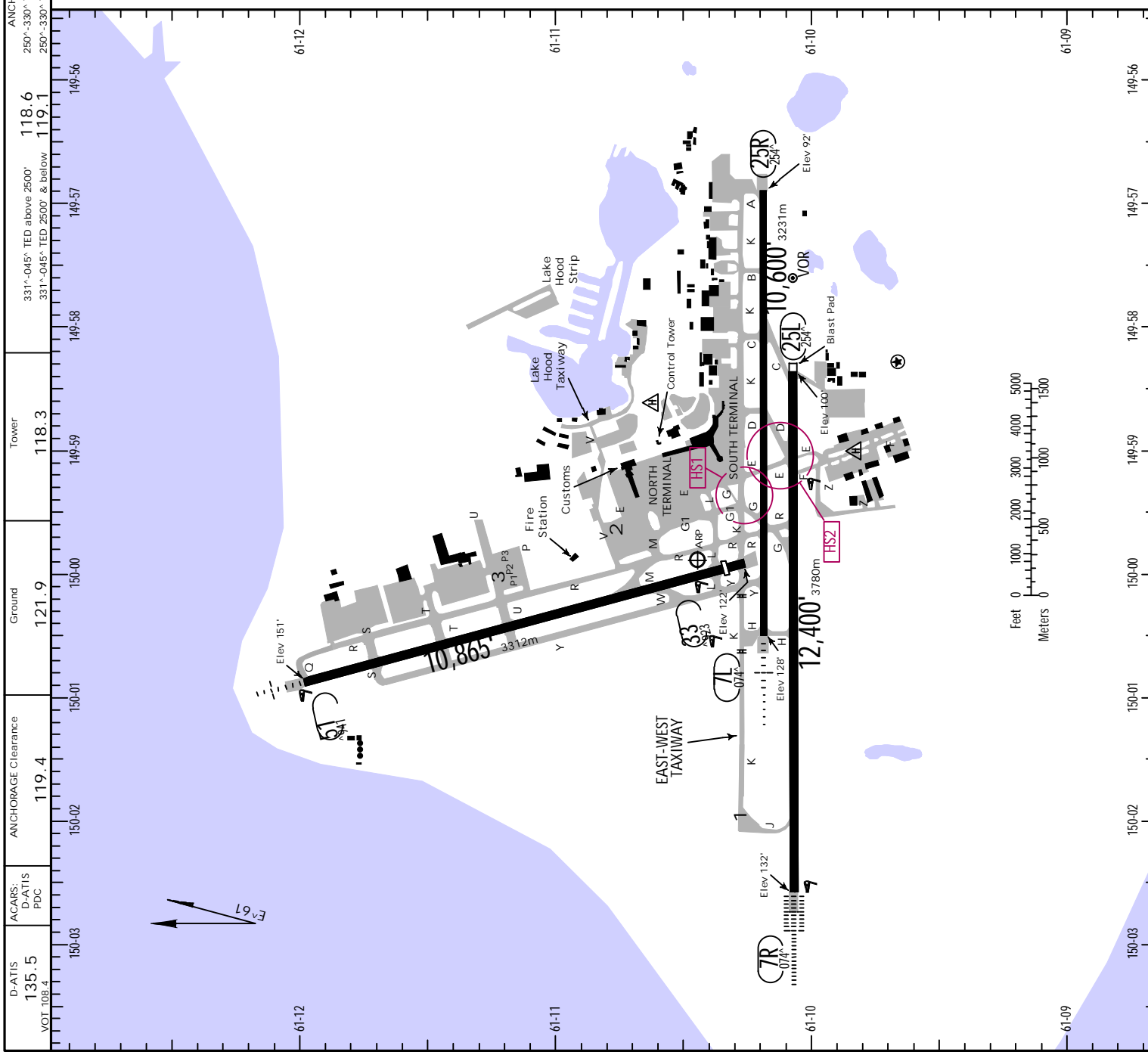
1 CAUTION: Avoid landing on Taxiway K.

OPERATIONAL NOTES

- Rwy 7R: Back-taxiing from Twy J for departure not authorized.
- Portions of Twy K between Twy H and J not visible from tower.
- 2 Twy V restricted to aircraft 12,500 lbs (5670 kg) or less, subject to jet blast west of Twy E.
- 3 Exiting Papa Ramp parking spots P1/2/3, use minimum thrust required due to jet blast hazard on Papa Ramp and Twy U.

PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
P1	N61 11.2 W150 00.1
P2	N61 11.2 W150 00.0
P3	N61 11.2 W149 59.9



Rwy 25R		Rwy 7L	
Both RVRs are required and controlling, Adequate Vis Ref		With Mim climb of 255' /NM to 1600'	
CL & HIRL	CL, or RCLM & HIRL	CL & HIRL	Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 5	TDZ RVR 10
Rollout RVR 5	Rollout RVR 10	Rollout RVR 5	Rollout RVR 10
3 & 4 Eng 1 & 2 Eng		3 & 4 Eng 1 & 2 Eng	
STD		STD	
Other CEIL-VIS		Other CEIL-VIS	

OBSTACLE DP

Rwys 7L, 7R, 15, climbing right turn heading 252^o thence...
 Rwys 25L, 25R, climbing left turn heading 182^o thence...
 Rwy 33, climbing left turn heading 162^o thence...
 ... on TED VOR R-210 and ENA R-028 to ENA VOR before proceeding on course.
 (For TAKEOFF OBSTACLE NOTES see 10-9A1 & 10-9A2)

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 2)

Rwy 7L, heading as assigned by ATC; requires minimum climb of 260' /NM to 600'.
 Rwys 25L, 25R, 33, heading as assigned by ATC.

Rwy 25R		Rwy 7L	
Both RVRs are required and controlling, Adequate Vis Ref		With Mim climb of 205' /NM to 400'	
CL & HIRL	CL, or RCLM & HIRL	CL & HIRL	Adequate Vis Ref
TDZ RVR 5	TDZ RVR 10	TDZ RVR 5	TDZ RVR 10
Mid RVR 5	Mid RVR 10	Mid RVR 5	Mid RVR 10
Rollout RVR 5	Rollout RVR 10	Rollout RVR 5	Rollout RVR 10
3 & 4 Eng 1 & 2 Eng		3 & 4 Eng 1 & 2 Eng	
STD		STD	
Other CEIL-VIS		Other CEIL-VIS	

FOR FILING AS ALTERNATE

ILS Rwy 7L
 ILS Rwy 7R
 ILS Rwy 15

LOC Rwy 7R
 RNAV (GPS) Rwy 15

LOC Rwy 7L
 RNAV (GPS) Rwy 7L

RNAV (RNP) Z Rwy 7R
 RNAV (RNP) Rwy 33

RNAV (GPS) Rwy 7R
 RNAV (GPS) Y Rwy 7R

A	600-2	800-2	800-2
B	600-2	800-2	800-2
C	600-2	800-2	800-2
D	600-2	800-2	800-2

GENERAL

Noise sensitive area in effect, contact airport manager.
 Non-radio night ops not authorized; Non-PARROT ops 1 hour PPR; Non-radio ops PPR; must provide ETA and remain within 15 min.
 Airport Surface Surveillance Capability in use. Operate PARROT with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 All turbojet/turbofan aircraft departing Rwys 7R/7L during a Rwy 15/33 closure will employ the FAA close-in noise abatement departure procedure or ICAO procedure B noise abatement departure procedure when safety permits.
 489' unlighted tower 2.5 miles NE.
 Birds in vicinity of airport spring - fall.
 Transient military PPR.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Landing Beyond Glide Slope		
7R 1	2 HIRL CL ALSF-II TDZ PAPI-R (angle 3.0 ^o) RVR	11,326' 3452m	10,900' 3322m	200' 61m
7L 1	2 HIRL CL PAPI-L (angle 3.0 ^o) RVR	3		
15	HIRL CL MALSR TDZ PAPI-R (angle 3.0 ^o) RVR	9600' 2926m		150' 46m
	HIRL CL VASI-L PAPI-L (angle 3.0 ^o) RVR			
	HIRL CL MALSF PAPI-R (angle 3.2 ^o) grooved RVR	9689' 2953m		
33	HIRL CL REIL PAPI-R (angle 3.0 ^o) grooved RVR	10,400' 3170m		200' 61m

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 25L, 33

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	CL & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10			

Rwy 15

With Mim climb of 205' /NM to 400'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	CL & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10			

Rwy 7R

With Mim climb of 285' /NM to 400'

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD	
CL & HIRL	CL, or RCLM & HIRL	CL & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10			

PANC/ANC



 4 OCT 19
 .Eff.10.Oct. (10-9A1)

 ANCHORAGE, ALASKA
 STEVENS ANCHORAGE INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 7L:

Vegetation 10' from DER, 492' right of centerline, 95' MSL. Navigational aid 10' from DER, 55' left of centerline, 10' AGL/92' MSL. Tree 789' from DER, 590' left of centerline, 133' MSL. Trees beginning 934' from DER, 535' left of centerline, up to 142' MSL. Tree and pole beginning 1037' from DER, 546' left of centerline, up to 148' MSL. Tree 1172' from DER, 738' right of centerline, 148' MSL. Tree, pole and transmission line beginning 1366' from DER, 8' right of centerline, up to 158' MSL. Trees beginning 1625' from DER, 100' left of centerline, up to 152' MSL. Trees beginning 1983' from DER, 32' left of centerline, up to 174' MSL. Pole 3636' from DER, 1249' right of centerline, 92' AGL/184' MSL. Pole 5244' from DER, 1181' left of centerline, 174' AGL/257' MSL. Pole 5756' from DER, 761' left of centerline, 171' AGL/259' MSL.

◦ RWY 7R:

Terrain beginning 10' from DER, 167' right of centerline, up to 103' MSL. Sign 106' from DER, 462' right of centerline, 9' AGL/111' MSL. Pole, terrain, vegetation beginning 204' from DER, 537' right of centerline, up to 12' AGL/117' MSL. Pole beginning 816' from DER, 698' right of centerline, up to 30' AGL/132' MSL. Trees beginning 1039' from DER, 599' right of centerline, up to 159' MSL. Trees beginning 1242' from DER, 573' right of centerline, up to 172' MSL. Trees beginning 3121' from DER, 1220' right of centerline, up to 183' MSL. Tree 3334' from DER, 1277' right of centerline, 189' MSL. Tree 3497' from DER, 1203' right of centerline, 192' MSL. Trees beginning 3921' from DER, 1003' right of centerline, up to 221' MSL. Trees beginning 4209' from DER, 1415' right of centerline, up to 224' MSL. Trees beginning 4274' from DER, 1209' right of centerline, up to 236' MSL. Tree 4325' from DER, 1401' right of centerline, 237' MSL. Tree 4363' from DER, 1479' right of centerline, 246' MSL. Tree, tower, tank beginning 4378' from DER, 1139' right of centerline, up to 255' MSL.

◦ RWY 15:

Terrain, sign beginning 42' from DER, 422' right of centerline, up to 125' MSL. Sign 59' from DER, 367' right of centerline, 10' AGL/126' MSL. Trees beginning 1776' from DER, 384' right of centerline, up to 183' MSL. Trees beginning 1879' from DER, 188' right of centerline, up to 187' MSL. Tree 2010' from DER, 814' right of centerline, 189' MSL. Tree 2011' from DER, 215' left of centerline, 172' MSL. Trees beginning 2014' from DER, 32' left of centerline, up to 179' MSL. Trees beginning 2019' from DER, 3' right of centerline, up to 200' MSL. Tree 2073' from DER, 806' right of centerline, 201' MSL. Trees beginning 2075' from DER, 5' right of centerline, up to 205' MSL. Trees beginning 2337' from DER, 102' right of centerline, up to 206' MSL. Tree 2472' from DER, 941' left of centerline, 187' MSL. Tree 2506' from DER, 1002' left of centerline, 193' MSL. Trees beginning 2524' from DER, 774' left of centerline, up to 195' MSL. Tree 2659' from DER, 784' left of centerline, 196' MSL. Trees beginning 2667' from DER, 242' left of centerline, up to 198' MSL. Tree 2819' from DER, 257' left of centerline, 212' MSL. Water tower 2829' from DER, 1069' left of centerline, 97' AGL/222' MSL. Tower, tree beginning 2830' from DER, 177' left of centerline, up to 106' AGL/227' MSL. Antenna, tower, tree beginning 2853' from DER, 83' left of centerline, up to 108' AGL/233' MSL. Trees beginning 3021' from DER, 487' right of centerline, up to 209' MSL. Tree 3112' from DER, 486' right of centerline, 213' MSL. Tree 3133' from DER, 590' right of centerline, 214' MSL. Trees beginning 3163' from DER, 458' right of centerline, up to 217' MSL. Trees beginning 4055' from DER, 607' left of centerline, up to 247' MSL. Tree 4482' from DER, 1517' right of centerline, 238' MSL. Tree 5180' from DER, 398' right of centerline, 254' MSL. Tree 5411' from DER, 658' right of centerline, 261' MSL. Trees beginning 5503' from DER, 591' right of centerline, up to 270' MSL. Trees beginning 5531' from DER, 590' right of centerline, up to 273' MSL. Tree 1.2 NM from DER, 2433' right of centerline, 310' MSL.

PANC/ANC

4 OCT 19
.Eff.10.Oct.

 JEPPESEN

10-9A2

ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

ODP TAKEOFF OBSTACLE NOTES (CONTD)

◦ RWY 25L:

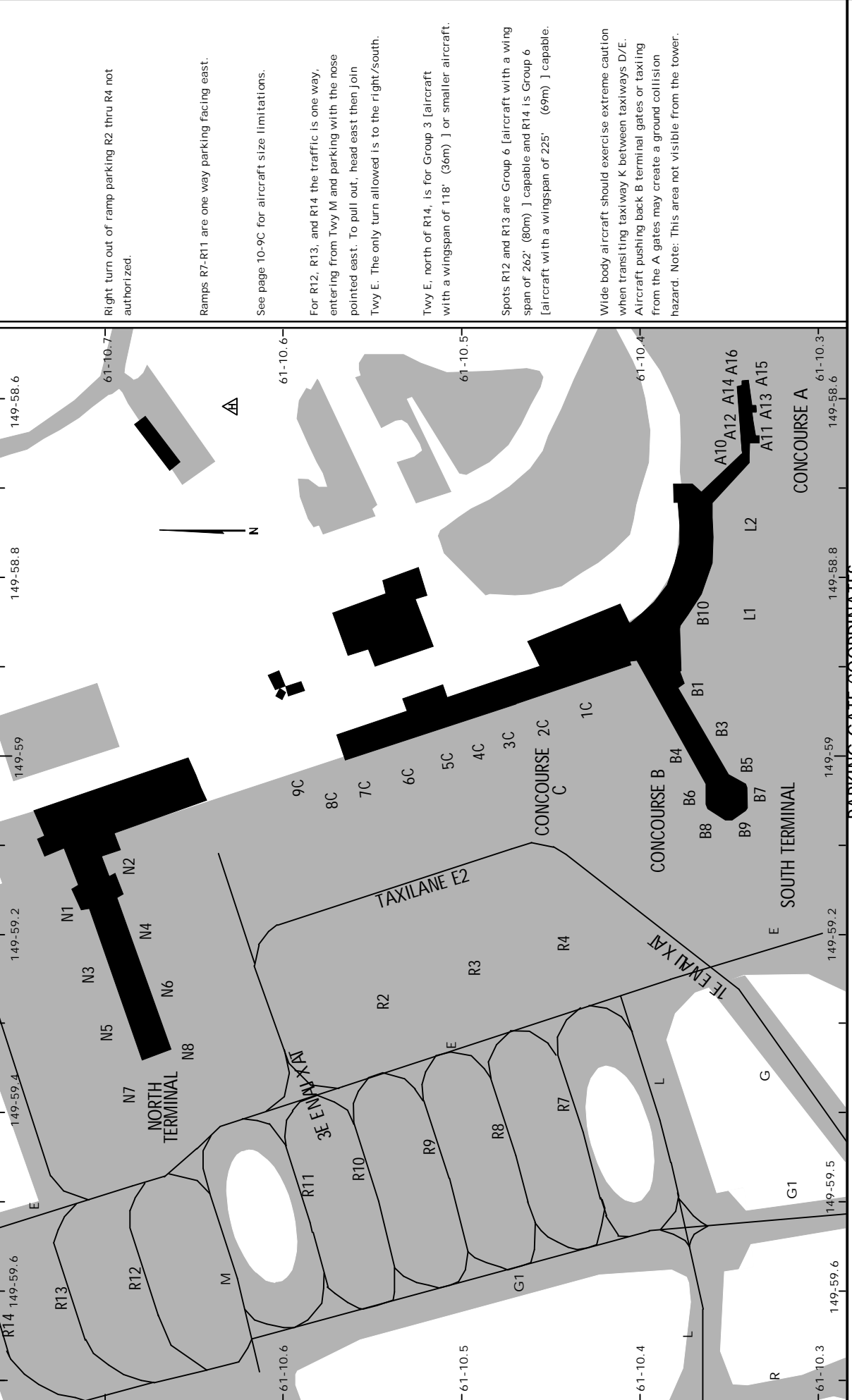
Navigational aid 4' from DER, on centerline, 11' AGL/135' MSL. Vegetation 17' from DER, 500' left of centerline, 143' MSL. Fence 422' from DER, 601' left of centerline, 13' AGL/166' MSL. Fence 454' from DER, 530' left of centerline, 14' AGL/168' MSL. Tree, vegetation beginning 843' from DER, 524' left of centerline, up to 174' MSL. Trees beginning 1196' from DER, 601' left of centerline, up to 193' MSL. Trees beginning 1301' from DER, 576' left of centerline, up to 194' MSL. Trees beginning 1438' from DER, 771' left of centerline, up to 196' MSL.

◦ RWY 25R:

Navigational aid 9' from DER, 55' right of centerline, 6' AGL/128' MSL.

◦ RWY 33:

Vegetation 88' from DER, 496' right of centerline, 155' MSL. Tree 991' from DER, 580' right of centerline, 177' MSL. Tree 1035' from DER, 765' right of centerline, 229' MSL.



PARKING GATE COORDINATES			
GATE No.	COORDINATES	GATE No.	COORDINATES
Remote Parking	N61 10.6 W149 59.3 N61 10.5 W149 59.3 N61 10.5 W149 59.2 N61 10.4 W149 59.4 N61 10.5 W149 59.4 N61 10.5 W149 59.5 N61 10.6 W149 59.5 N61 10.7 W149 59.6 N61 10.8 W149 59.7	North Terminal	N61 10.7 W149 59.2 N61 10.7 W149 59.1 N61 10.7 W149 59.2 N61 10.7 W149 59.3 N61 10.7 W149 59.4 N61 10.7 W149 59.3
R2 R3 R4 R7 R8 R9 R10, R11 R12, R13 R14	N61 10.7 W149 59.2 N61 10.7 W149 59.1 N61 10.7 W149 59.2 N61 10.7 W149 59.3 N61 10.7 W149 59.4 N61 10.7 W149 59.3	South Terminal	N61 10.4 W149 58.7 N61 10.3 W149 58.6 N61 10.4 W149 58.9 N61 10.4 W149 59.0 N61 10.3 W149 59.0 N61 10.4 W149 59.0 N61 10.4 W149 59.0 N61 10.4 W149 59.1 N61 10.3 W149 59.1 N61 10.4 W149 58.8
		South Terminal	N61 10.4 W149 58.7 N61 10.5 W149 59.0 N61 10.6 W149 59.0 N61 10.3 W149 58.8 N61 10.3 W149 58.7

Right turn out of ramp parking R2 thru R4 not authorized.

Ramps R7-R11 are one way parking facing east.

See page 10-9C for aircraft size limitations.

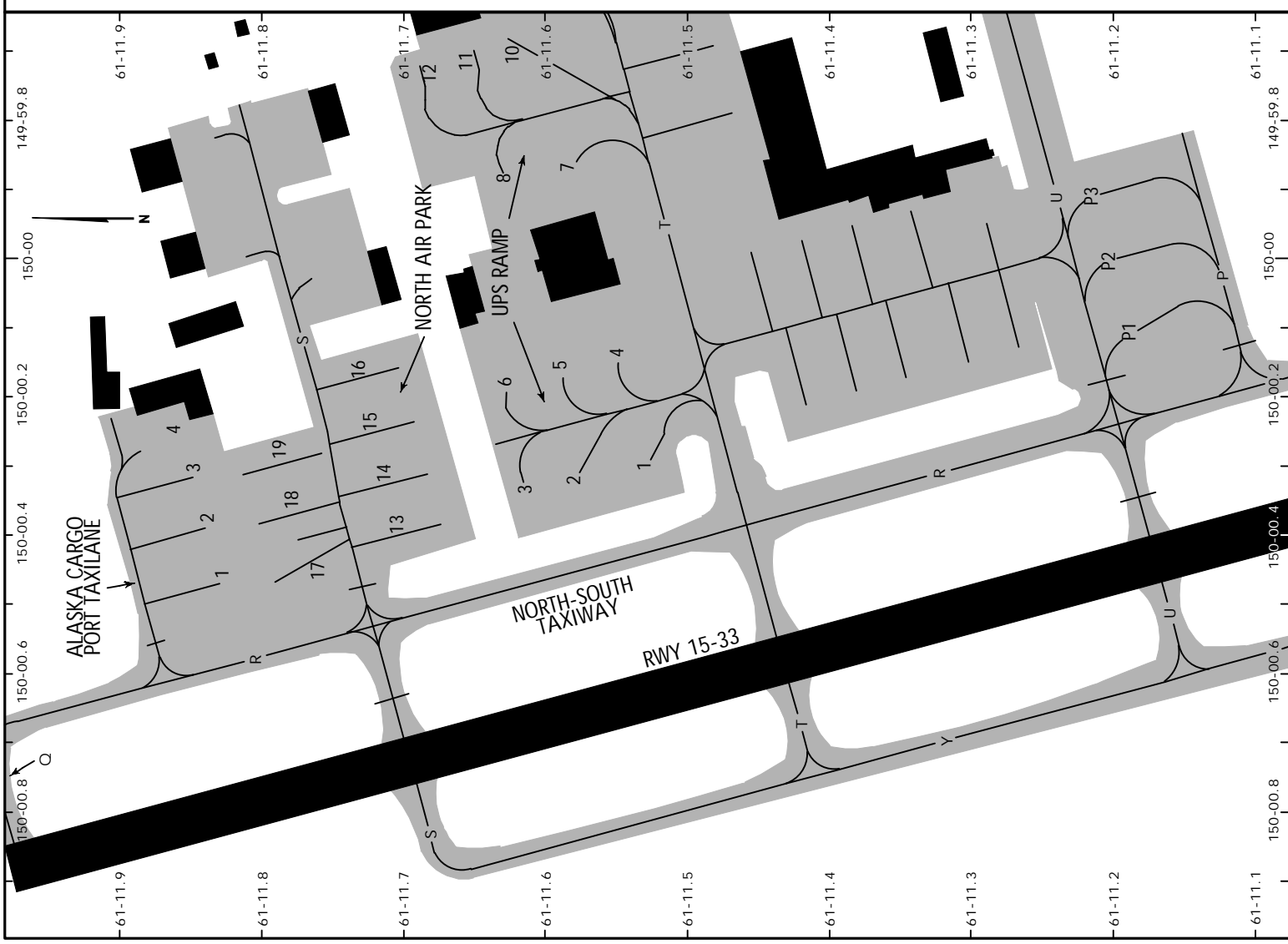
For R12, R13, and R14 the traffic is one way, entering from Twy M and parking with the nose pointed east. To pull out, head east then join Twy E. The only turn allowed is to the right/south.

Twy E, north of R14, is for Group 3 [aircraft with a wingspan of 118' (36m)] or smaller aircraft.

Spots R12 and R13 are Group 6 [aircraft with a wing span of 262' (80m)] capable and R14 is Group 6 [aircraft with a wingspan of 225' (69m)] capable.

Wide body aircraft should exercise extreme caution when transiting taxiway K between taxiways D/E. Aircraft pushing back B terminal gates or taxiing from the A gates may create a ground collision hazard. Note: This area not visible from the tower.

PARKING GATE COORDINATES		COORDINATES
GATE No.		
1	North Air Park	N61 11.8 W150 00.5
2		N61 11.8 W150 00.4
3		N61 11.9 W150 00.3
4		N61 11.9 W150 00.2
13		N61 11.7 W150 00.4
14		N61 11.7 W150 00.3
15, 16		N61 11.7 W150 00.2
17		N61 11.8 W150 00.5
18		N61 11.8 W150 00.4
19		N61 11.8 W150 00.3
1	UPS Ramp	N61 11.5 W150 00.3
2, 3		N61 11.6 W150 00.3
4		N61 11.5 W150 00.1
5, 6		N61 11.6 W150 00.2
7, 8		N61 11.6 W149 59.9
10		N61 11.6 W149 59.7
11, 12		N61 11.7 W149 59.7
P1	Satellite Parking Ramp	N61 11.2 W150 00.1
P2		N61 11.2 W150 00.0
P3		N61 11.2 W149 59.9



AIRCRAFT PARKING

These are the parking procedures for Ted Stevens Anchorage International Airport International (North) Terminal (designated as "N" gates), Remote Refueling Locations (designated by the R prefix) and satellite parking ramp (Papa ramp designate by the P prefix). The design aircraft for the North Terminal gates is the B-747-300. The Design Group for the Romeo parking location R-7 is Group V (B-747-400, 214' wingspan or less). R-8 through R-14 are B-747-8 (225'). Papa 1 is Design Group V (less than 214' wingspan). Papa 2/3 are Design Group VI (less than 262' wingspan). Kilo 1/3 are MD-11 (less than 171' wingspan). Kilo 2/5 are B-747-200 (less than 200' wingspan) and Kilo 4 is B-747-400 (less than 214' wingspan). If an aircraft exceeds the design aircraft/group size (length or width) for their parking location, contact Airport Operations, 266-2600 and follow the special procedures. Further restrictions listed below.

Parking Area	Design Aircraft	Restrictions for Larger Design Aircraft
North Terminal		
N-1/2/3/4/5/6/7	B-747-300	1, 2, 3
N-8	B-747-300	1
Remote Parking Locations		
R-2/3/4/7	B-747-400 (Group V)	1, 4
R-8/9/10/11/12/13/14	B-747-8 (225' and smaller)	1
Satellite Parking Ramps		
P-1	B-747-400 (Group V)	1
P-2/3	Group VI	1

RESTRICTIONS

General

1. Aircraft larger than the design aircraft or group may be parked adjacent only if the special procedures below are used.

North Terminal Gate Parking

2. B-747-400 or A-330/340 may be parked adjacent only if towed in and pushed back in addition to the special procedures below.

3. B-747-400 or A330/340 may be parked adjacent on Gates N-2 and N-4 only if the aircraft on N-2 is "last in, first out".

Remote Refueling Ramps

4. Exiting R-2/3/4, aircraft may only turn left out of parking.

Satellite Ramps

5. During pushback, aircraft will ensure jet blast is directed in a safe direction, will not blow foreign objects on the ramp/taxiway and will not block the tug road.

SPECIAL PROCEDURES

These procedures shall be used any time wingtip clearances of 25' cannot be maintained between adjacent aircraft. Before using these procedures, ensure no reasonable alternative is available.

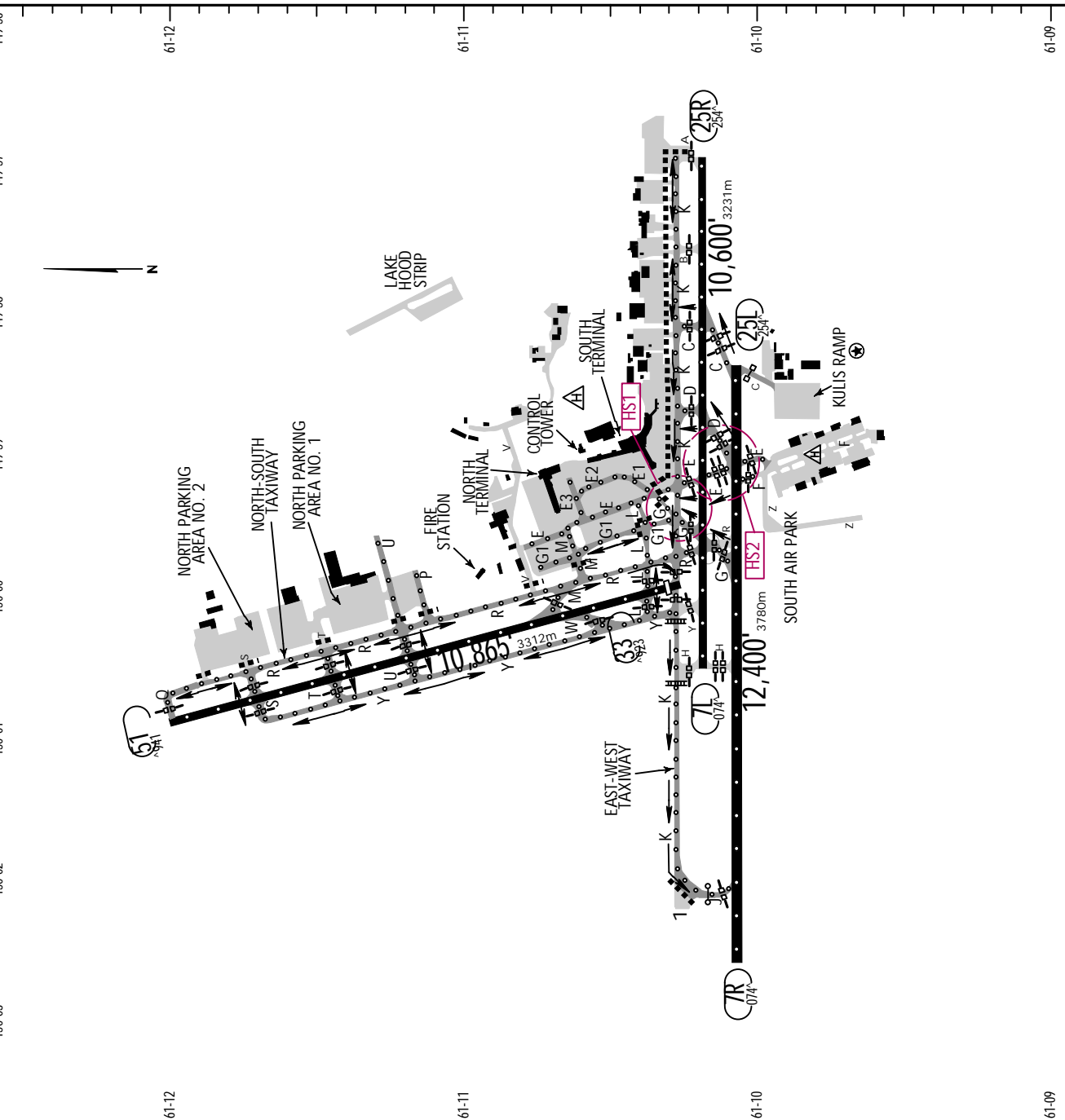
1. Wing walkers with a signaling device are required.
2. For aircraft under tow, a safety observer (separate from the tow vehicle driver) will direct movement and be positioned to stop the aircraft movement, if required.
3. Company/Pilot in Command concurrence is required if 25' wingtip clearance cannot be maintained.
4. Companies making parking assignments will notify Airport Operations, 266-2600, when 25' wingtip clearance cannot be maintained.

NOTE: Airline and ground support companies use these procedures at their own risk. They accept responsibility and liability for maintaining wingtip clearance and shall hold the airport harmless when these special procedures are utilized.

JEPPESSEN 4 MAR 22 (10-9D)

ANCHORAGE Departure (R)	118.6	118.6	118.6	118.6
250'-330' above 1500'	119.1	119.1	119.1	119.1
331'-045' above 2500'	149.57	149.57	149.57	149.57
331'-045' 2500' & below	149.58	149.58	149.58	149.58
Tower	118.3	118.3	118.3	118.3
Ground	121.9	121.9	121.9	121.9
ANCHORAGE Clearance	119.4	119.4	119.4	119.4
D-ATIS 135.5	150-03	150-03	150-03	150-03
D-ATIS 108.4	150-02	150-02	150-02	150-02
PDC	150-01	150-01	150-01	150-01

STEVENS ANCHORAGE INTL
 .LESS THAN RVR. 1200. to .500.



LEGEND

- RUNWAY INCURSION** (Pink rectangle)
- HOT SPOT** (Pink circle)
- See 10-9 for description of Hot Spots
- CENTERLINE LIGHTS** (Dashed line)
- LOW VISIBILITY TAXI ROUTE** (Thick grey line)
- TAXIWAY AND APRON VISIBILITY TAXI ROUTE** (Thin grey line)
- RWY STOP BAR** (Two short parallel lines)
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS** (Two short parallel lines with dots)
- ELEVATED GUARD LIGHTS** (Two short parallel lines)
- ILS HOLD LINE** (Dashed line with dots)
- MOVEMENT AREA BOUNDARY** (Dashed line)

OPERATIONAL NOTES

- All taxiways south of Rwy 7R/25L are uncontrolled.
- 1 Rwy 7R: Back-taxi from Twy J for departure not authorized.

PANC/ANC



ANCHORAGE, ALASKA

STEVENS ANCHORAGE INTL

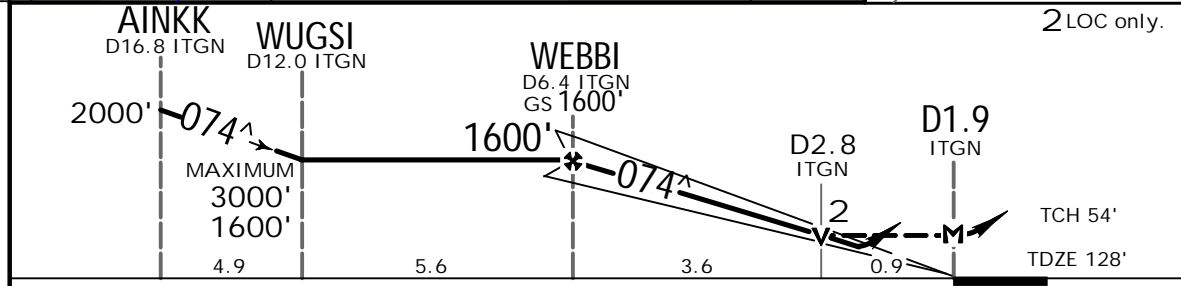
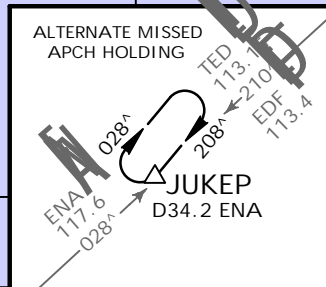
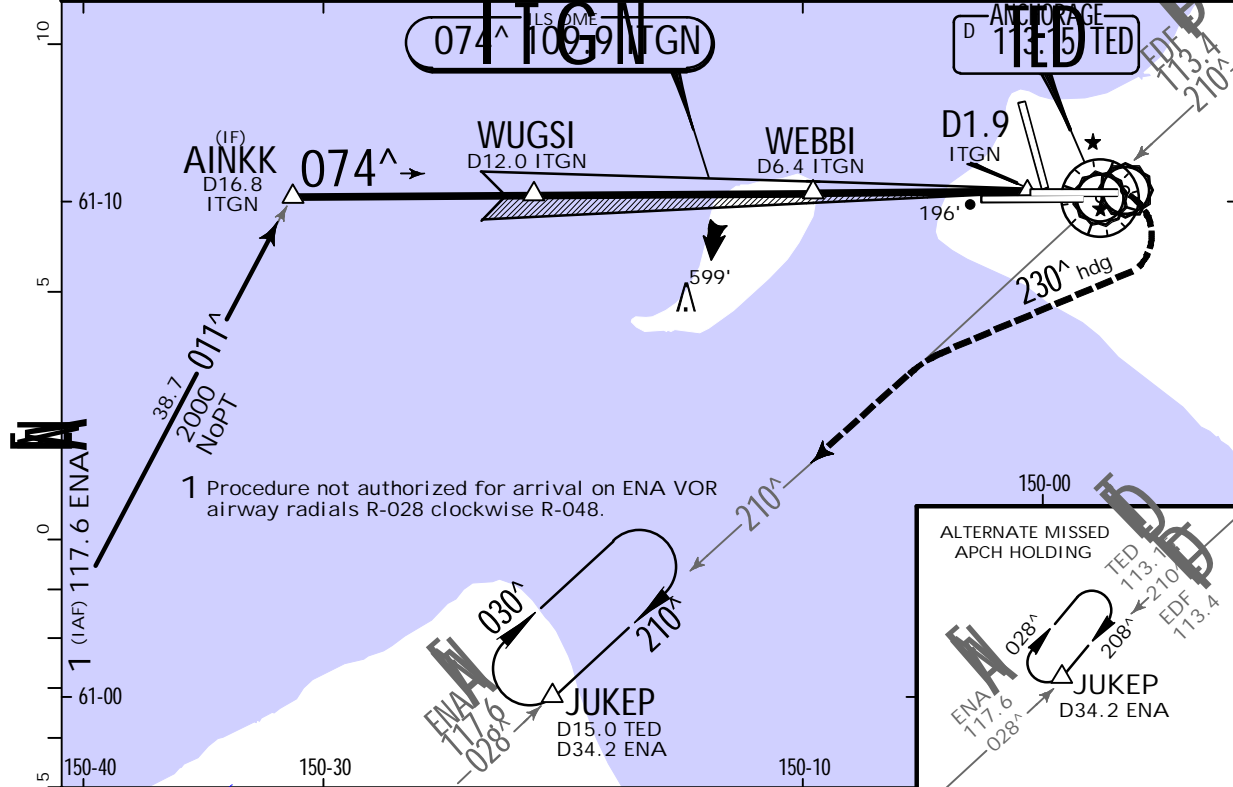
4 OCT 19

11-1

.Eff.10.Oct.

ILS or LOC Rwy 7L

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC ITGN 109.9	Final Apch Crs 074 [^]	GS WEBBI 1600' (1472')	ILS DA(H) 328' (200')	Apt Elev 151' TDZE 128'			
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230 [^] and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA TED VOR	
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 63').							



Gnd speed-Kts	70	90	100	120	140	160	MALS	600'	3000'	230 [^]
GS	3.00 [^]	372	478	531	637	743	PAPI	↑	RT on	hdg
MAP at D1.9 ITGN										

TERPS. STRAIGHT-IN LANDING RWY 7L					CIRCLE-TO-LAND	
FULL		ILS DA(H) 328' (200')	LOC (GS out) MDA(H) 500' (372')		Max Kts	MDA(H)
TDZ/CL out		RAIL/ALS out	RAIL/ALS out			
A					90	700'(549') -1
B		1	RVR 24 or 1/2		120	800'(649') -1 3/4
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	920'(769') -2 1/2
D			RVR 35 or 5/8		165	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

PANC/ANC

JEPPESEN

ANCHORAGE, ALASKA

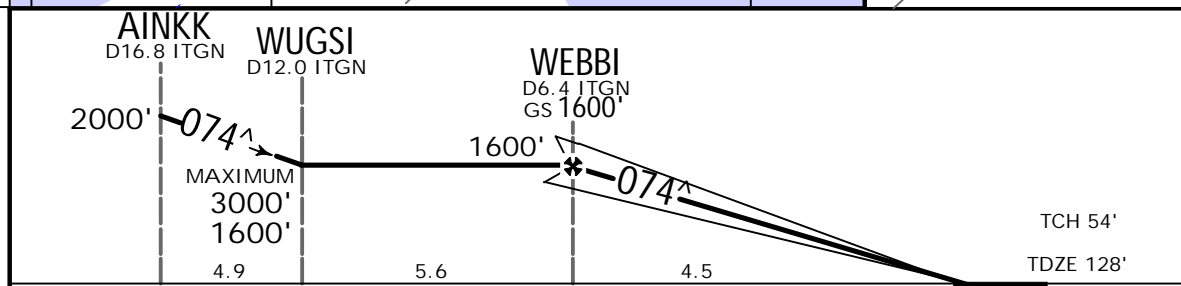
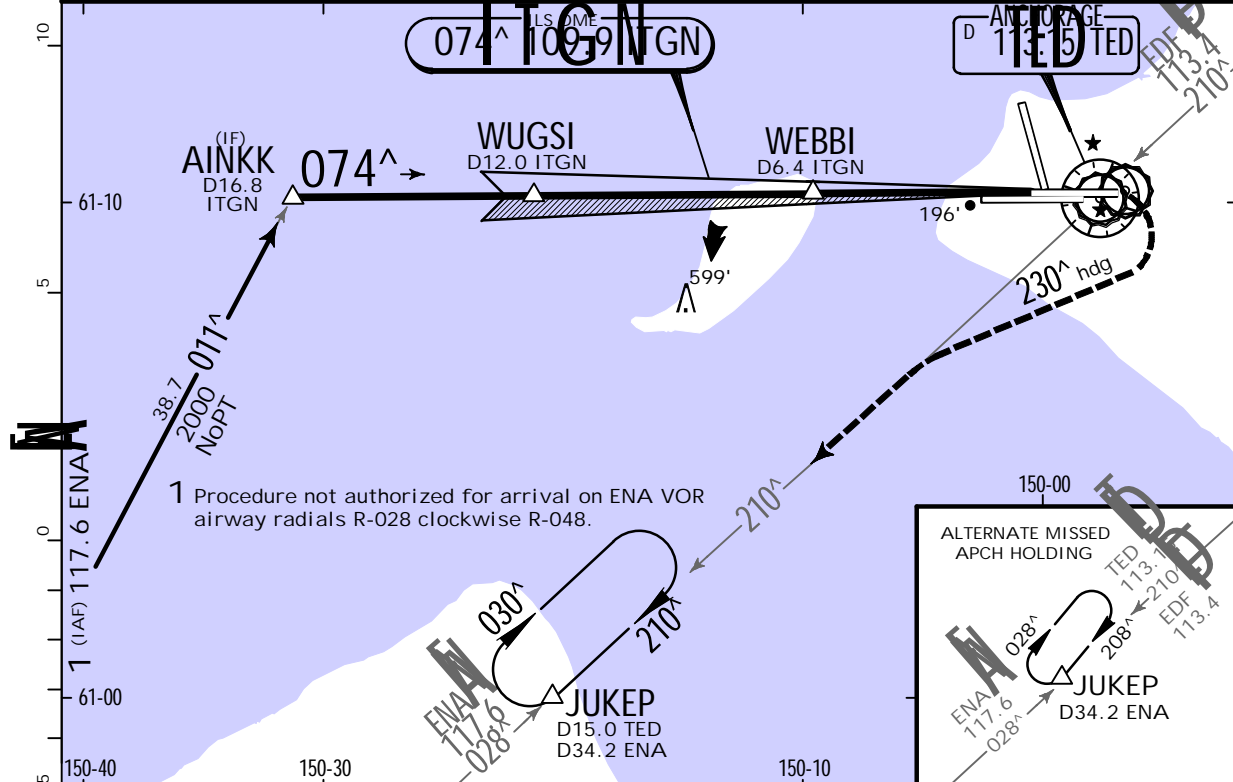
STEVENS ANCHORAGE INTL

4 OCT 19
Eff. 10 Oct.

11-1A

ILS Rwy 7L SA CAT I

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC ITGN 109.9	Final Apch Crs 074 [^]	GS WEBBI 1600' (1472')	SA CAT I ILS RA 158' DA(H) 278' (150')		Apt Elev 151' TDZE 128'		
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 63').							MSA TED VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600'	3000'	230 [^] on hdg
GS	3.00 [^]	372	478	531	637	743				

.TERPS. STRAIGHT-IN LANDING RWY 7L
1 SA CAT I ILS RA 158'
DA(H) 278' (150')

A	RVR 14
B	
C	
D	

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

TERPS AMEND 4, 10 OCT 2019

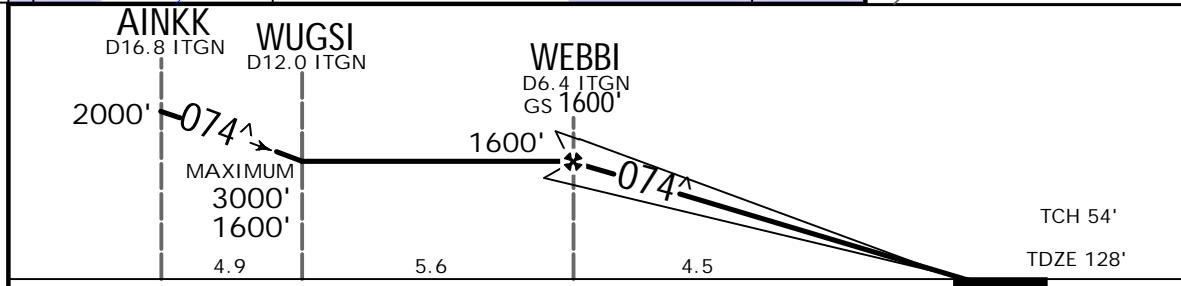
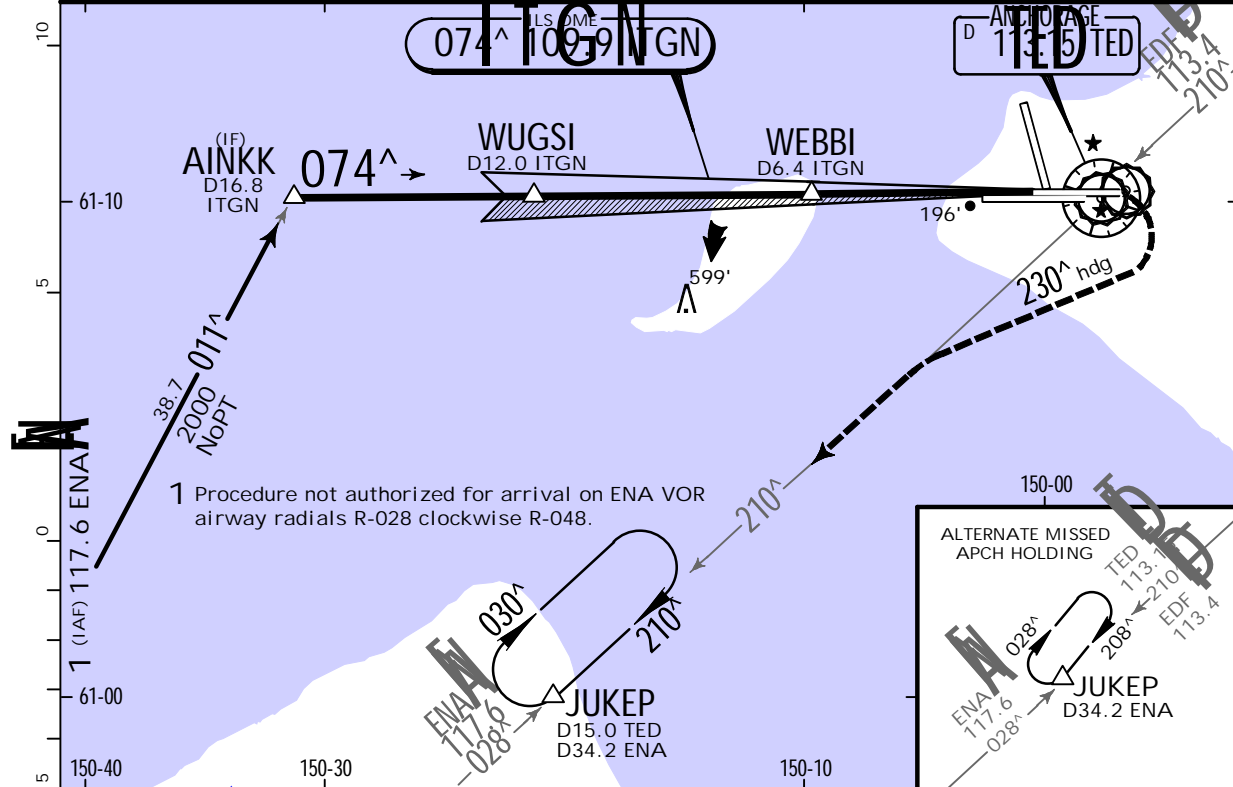
PANC/ANC

JEPPESEN

ANCHORAGE, ALASKA ILS Rwy 7L SA CAT II

STEVENS ANCHORAGE INTL .Eff.10.Oct. (11-1B)

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC ITGN 109.9	Final Apch Crs 074 [^]	GS WEBBI 1600' (1472')	SA CAT II ILS RA 108'	Apt Elev 151'		TDZE 128'	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230 [^] and outbound on TED VOR R-210 to JUKEP/ D15.0 TED and hold.							<p>MSA TED VOR</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 63').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	3000'	230 [^] on hdg
GS	3.00 [^]	372	478	531	637	849				

.TERPS. STRAIGHT-IN LANDING RWY 7L
1 SA CAT II ILS
RA 108'
DA(H) 228' (100')

A	RVR 12
B	
C	
D	

1 Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

PANC/ANC



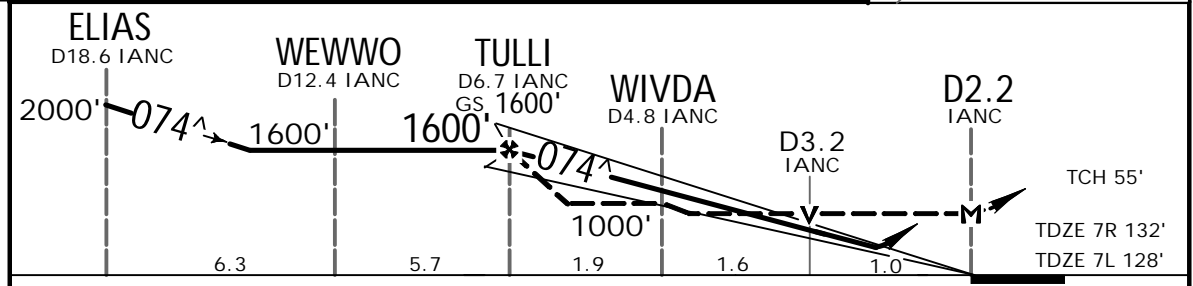
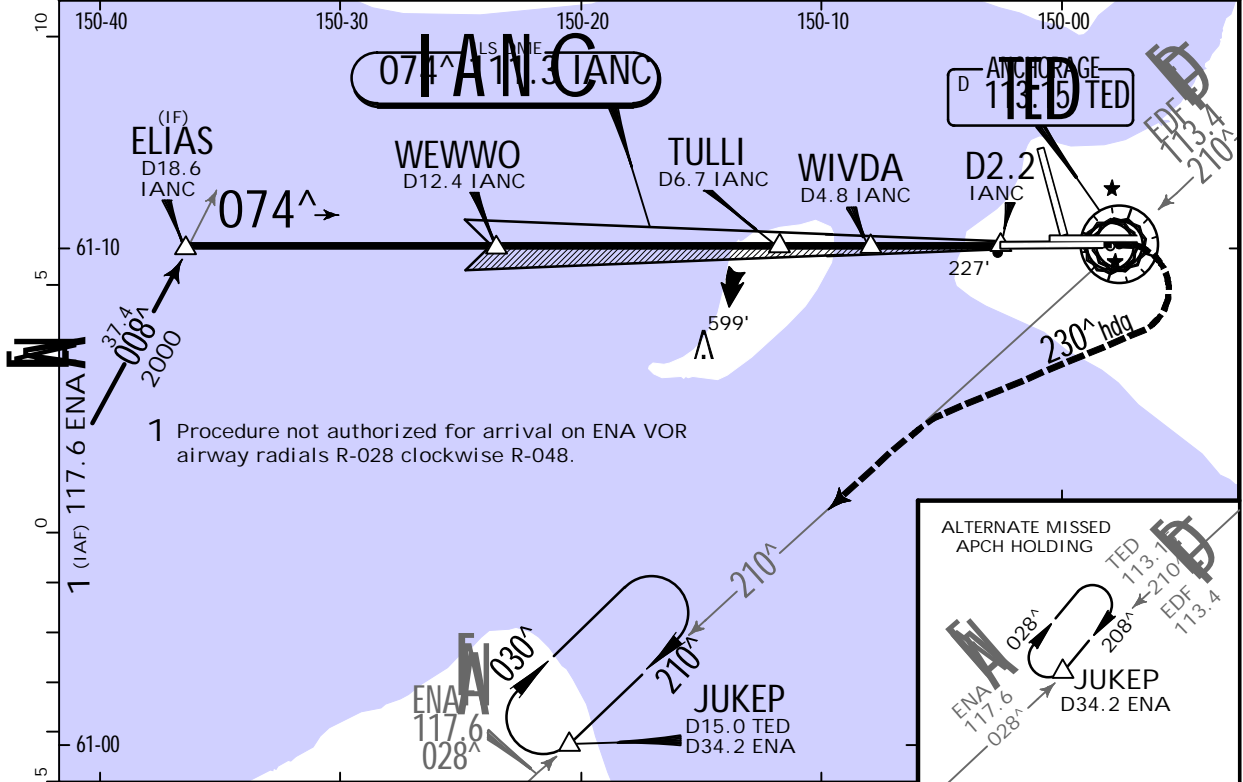
ANCHORAGE, ALASKA ILS or LOC Rwy 7R

STEVENS ANCHORAGE INTL

26 NOV 21

11-2

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9			
LOC IANC 111.3	Final Apch Crs 074 [^]	TULLI 1600' (1468')		ILS DA(H) 332' (200')	Apt Elev 151' TDZE 7R 132'				
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.			Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72'). 3. Rwy 7L threshold 6140' east of Rwy 7R threshold. 4. MALSR & PAPI-R on Rwy 7L.								MSA TED VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	600'	3000'	230 [^] on hdg
GS	3.00 [^]	372	478	531	637	743				
MAP at D2.2 IANC										

TERPS	STRAIGHT-IN LANDING RWY 7R				SIDESTEP LANDING RWY 7L		CIRCLE-TO-LAND	
	ILS DA(H) 332' (200')		LOC (GS out) MDA(H) 520' (388')		MDA(H) 520' (392')		Max Kts. MDA(H)	
	FULL	TDZ/CL out	ALS out	ALS out	ALS out	RAIL/ALS out	90	700'(549') - 1
A		1					120	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 55 or 1	140	800'(649') - 1 3/4
C				RVR 35 or 5/8	RVR 60 or 1/4	1 1/2	165	920'(769') - 2 1/2
D						2		

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 2 DEC 2021

PANC/ANC



JEPPESSEN

ANCHORAGE, ALASKA

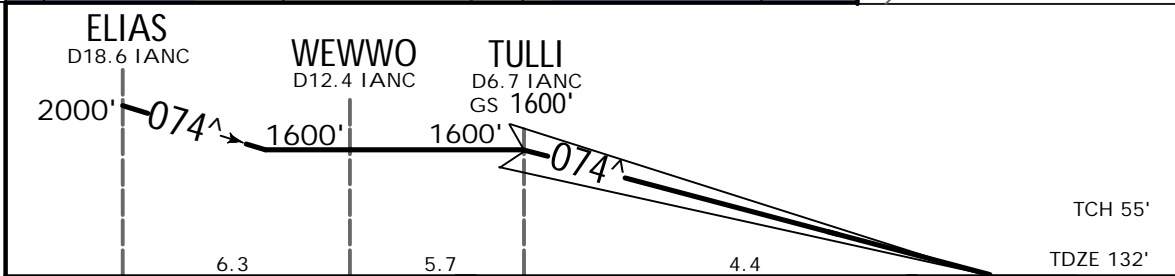
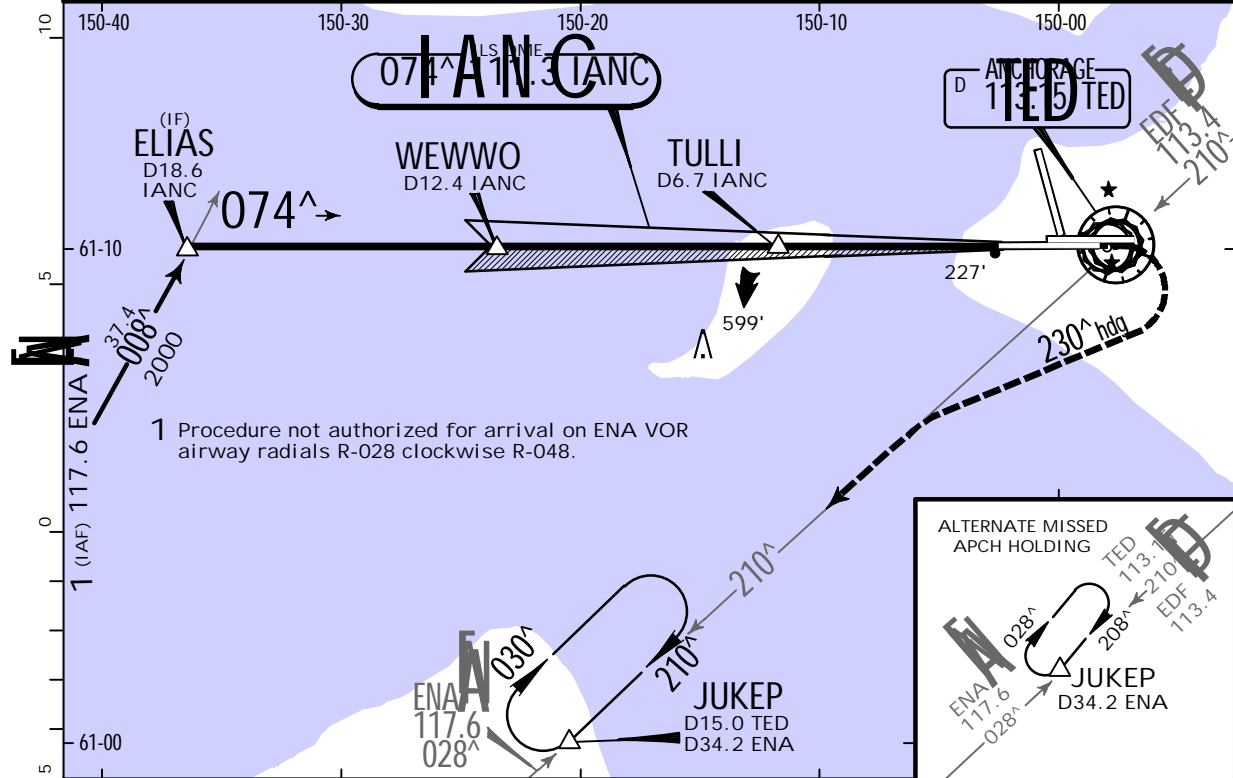
STEVENS ANCHORAGE INTL

26 NOV 21

(11-2A)

ILS Rwy 7R CAT II & III

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC 111.3	Final Apch Crs 074 [^]	TULLI 1600' (1468')	CAT III Refer to Minimums	CAT II ILS RA 115' DA(H) 232' (100')	Apt Elev 151' TDZE 132'		
<p>MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230[^] and outbound on TED VOR R-210 to JUKEP/ D15.0 TED and hold.</p>							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
<p>1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00[^]/TCH 72').</p>							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	3000'	230 [^] on hdg
GS	3.00 [^]	372	478	531	637	743				

TERPS. STRAIGHT-IN LANDING RWY 7R	
CAT III ILS	1 CAT II ILS RA 115' DA(H) 232' (100')
RVR 6	RVR 12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

TERPS AMEND 4A 2 DEC 2021

PANC/ANC

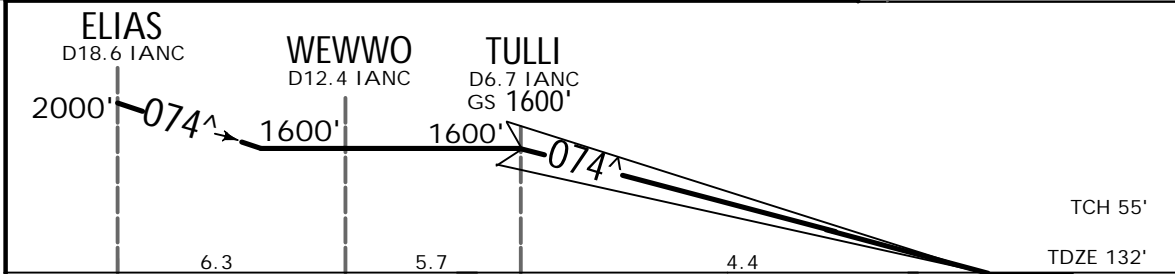
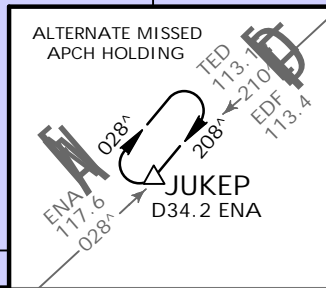
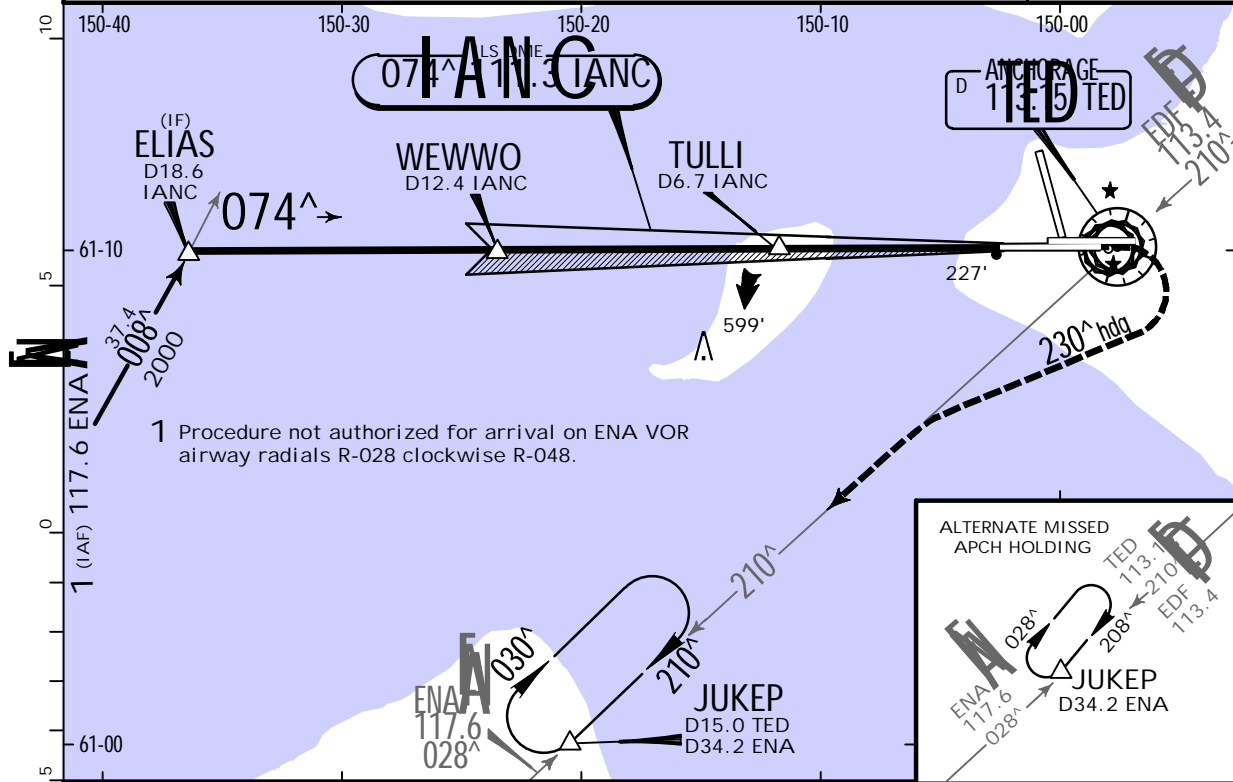


ANCHORAGE, ALASKA ILS Rwy 7R SA CAT I

STEVENS ANCHORAGE INTL

26 NOV 21 (11-2B)

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC 111.3	Final Apch Crs 074 [^]	TULLI 1600' (1468')	SA CAT I ILS RA 245'	Apt Elev 151'		TDZE 132'	
<p>MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230[^] and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.</p>							<p>MSA TED VOR</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
<p>1. Special Aircrew & Acft Certification Required. 2. DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00[^]/TCH 72').</p>							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	600'	3000'	230 [^] on hdg
GS	3.00 [^]	372	478	531	637	743				

.TERPS. STRAIGHT-IN LANDING RWY 7R
1 SA CAT I ILS
RA 245'
DA(H) 282' (150')

A	RVR 14
B	
C	
D	

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

TERPS AMEND 4A 2 DEC 2021

PANC/ANC

STEVENS ANCHORAGE INTL

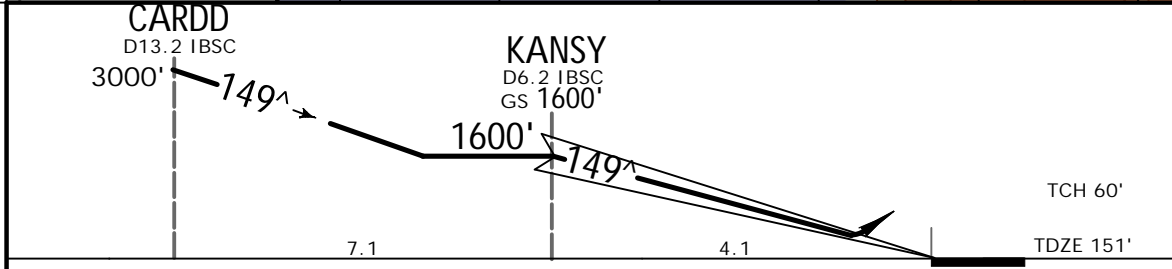
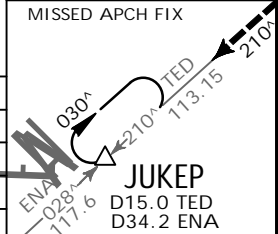
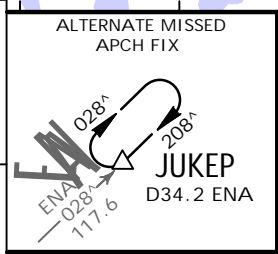
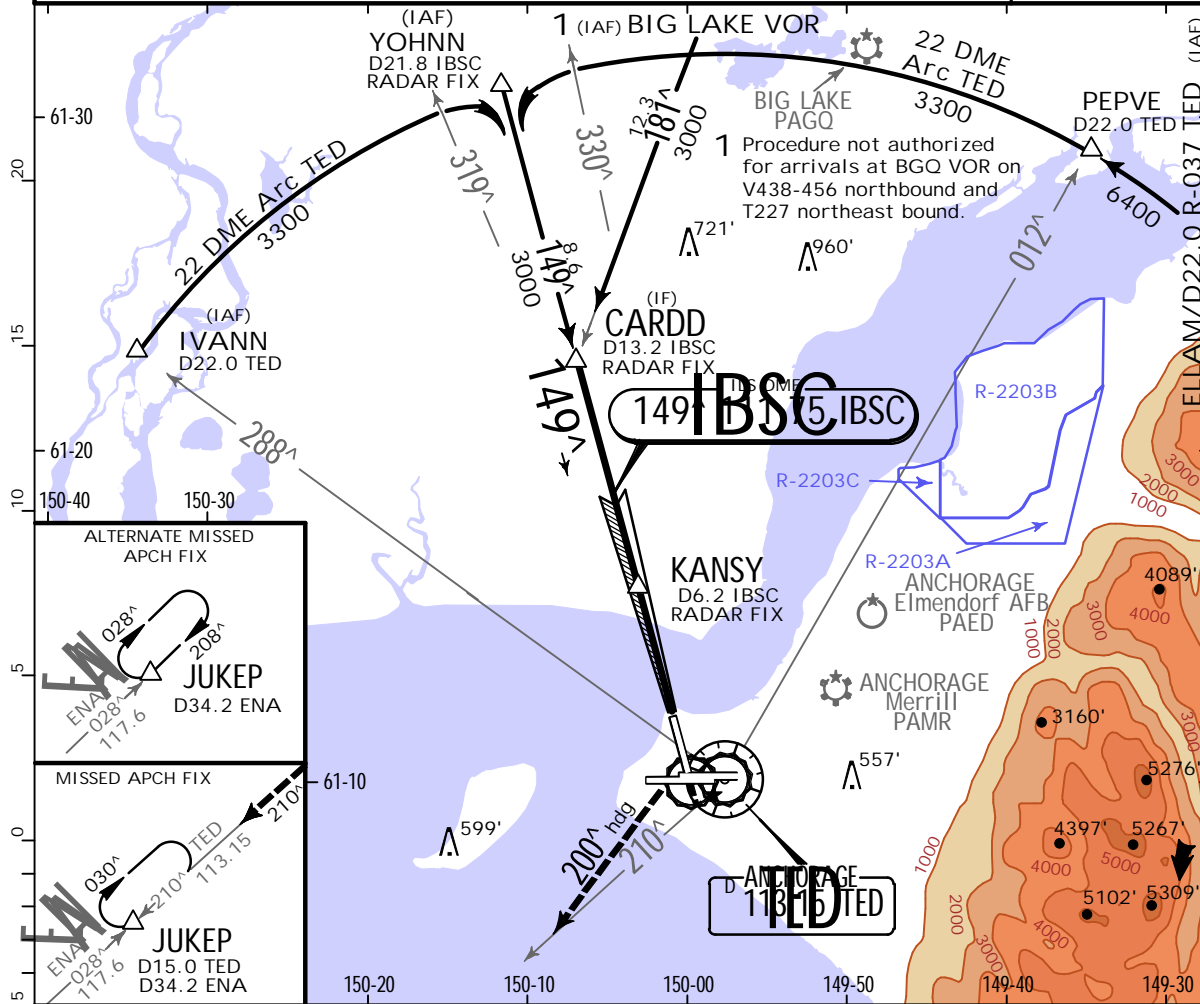
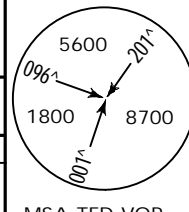


ANCHORAGE, ALASKA

ILS Rwy 15

7 FEB 20 (11-3)

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9
LOC IBSC 111.75	Final Apch Crs 149 [^]	KANSY 1600' (1449')	ILS DA(H) Refer to Minimums
Apt Elev 151'		TDZE 151'	
BRIEFING STRIP™ MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' on heading 200 [^] and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold.			
Alt Set: INCHES		Trans level: FL 180	
Trans alt: 18000'		MSA TED VOR	



MALSFPAPI	800'	3000'	200 [^]	113.15	JUKEP
	↑	RT	on hdg	and R-210	

TERPS. STRAIGHT-IN LANDING RWY 15
 ILS
 DA(H) A & B: 351' (200') C & D: 401' (250')
 FULL ALS out

A	
B	
C	RVR 40 or 3/4
D	

PANC/ANC

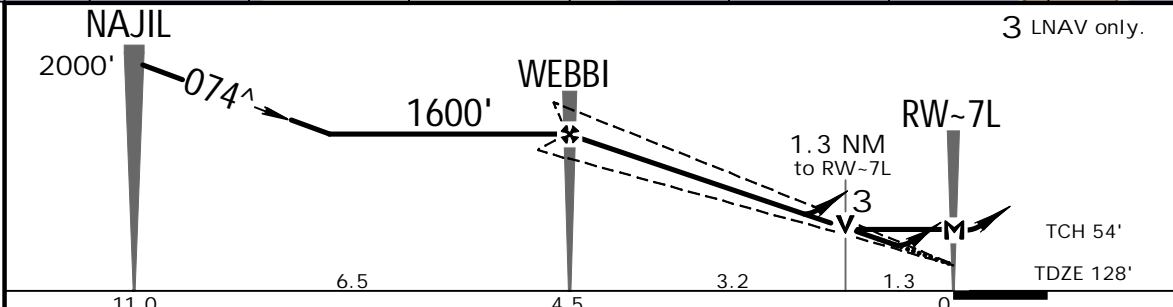
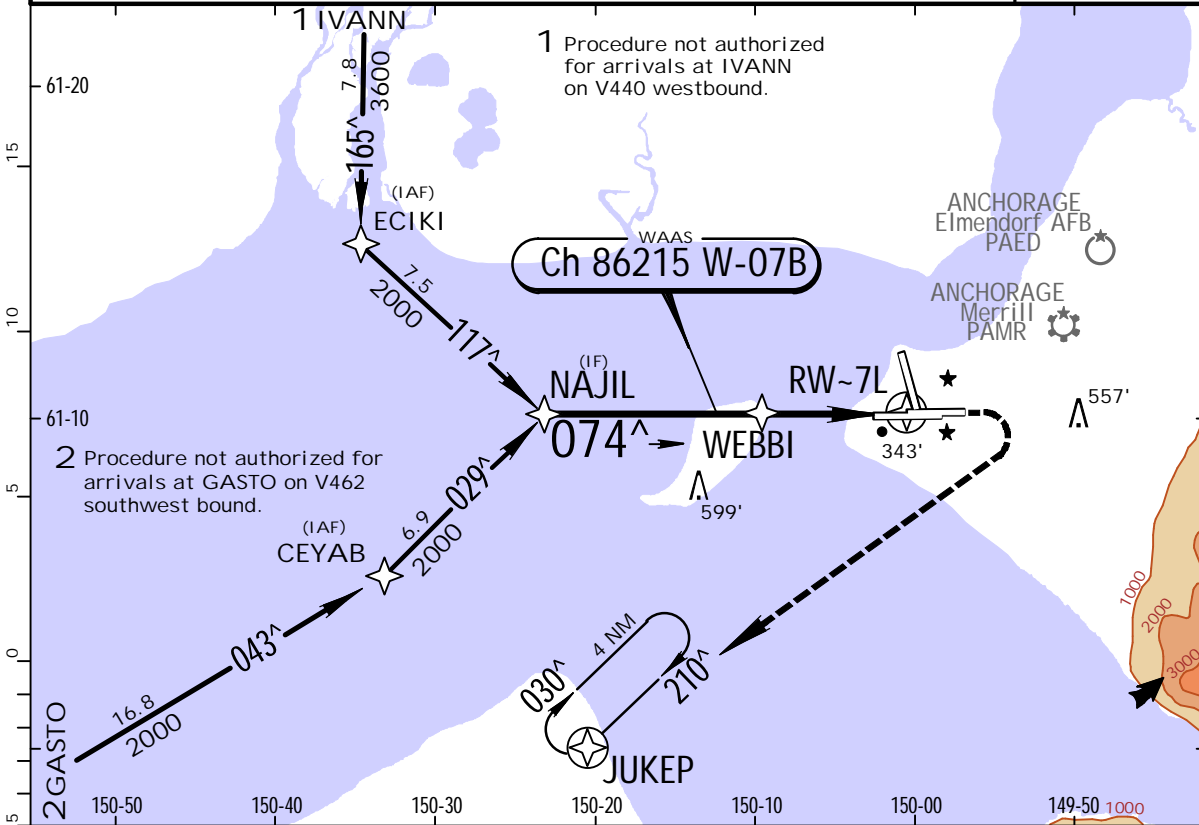


ANCHORAGE, ALASKA RNAV (GPS) Rwy 7L

STEVENS ANCHORAGE INTL

4 OCT 19 (12-1). Eff. 10.Oct.

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9			
BRIEFING STRIP™	WAAS Ch 86215 W-07B	Final Apch Crs 074 [^]	Minimum Alt WEBBI 1600' (1472')	LPV DA(H) 328' (200')	Apt Elev 151' TDZE 128'		8900 MSA RW-7L		
	MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' direct JUKEP and hold.								
	RNP APCH		Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
	1. VGSI and RNAV glidepath not coincident (VGSI angle 3.00 [^] /TCH 63'). 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18 [^] C or above 54 [^] C.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	JUKEP
Glide Path Angle	3.00 [^]	372	478	531	637	743	849	PAPI	↑	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-7L										

	STRAIGHT-IN LANDING RWY 7L				CIRCLE-TO-LAND	
	LPV DA(H) 328' (200')		LNAV/VNAV DA(H) 595' (467')		LNAV MDA(H) 600' (472')	
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
A					90	700' (549') -1
B					120	800' (649') -1 1/4
C	RVR 18 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	140	920' (769') -2 1/2
D					165	

TERPS AMEND 3 10 OCT 2019

PANC/ANC

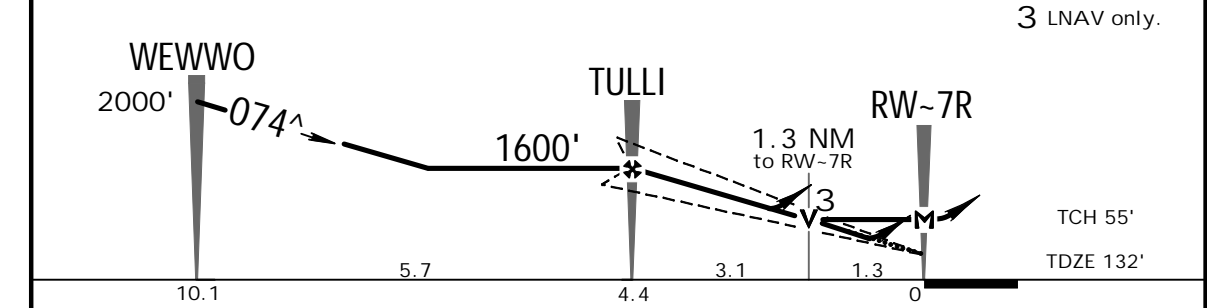
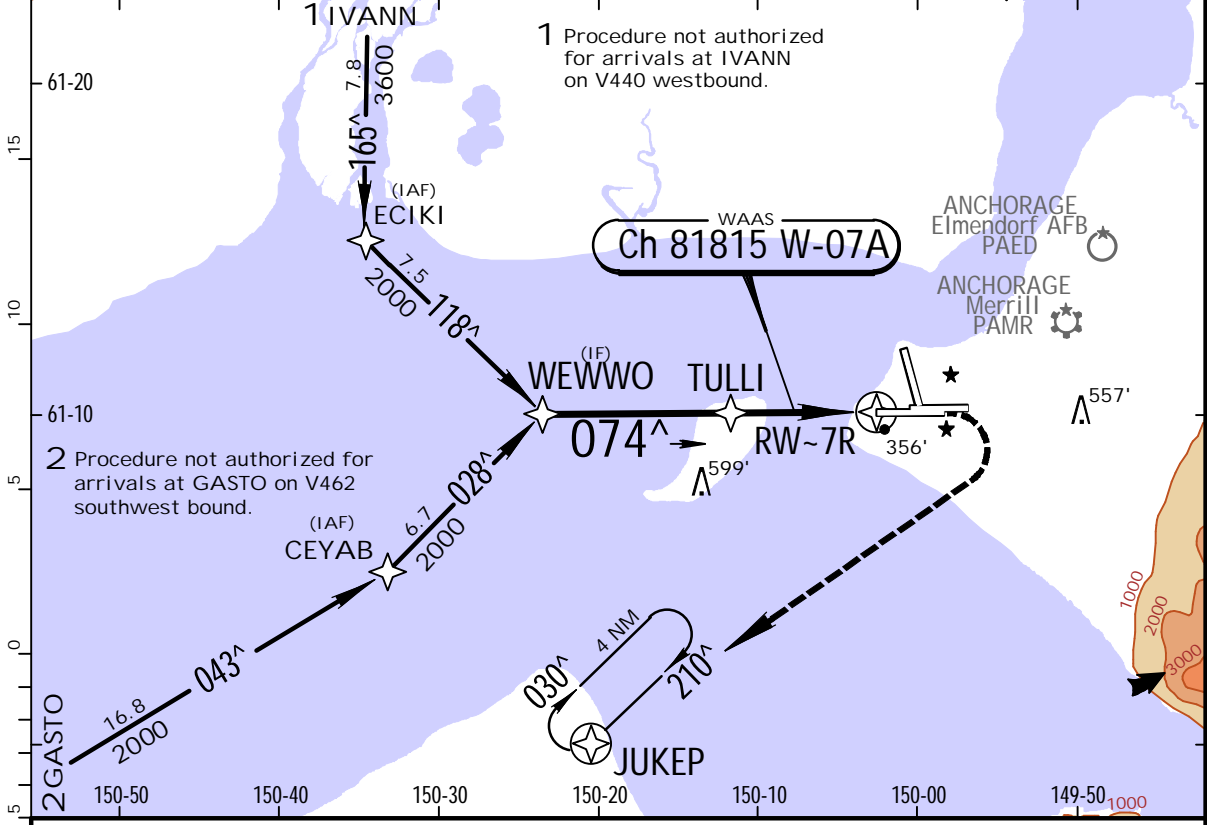
STEVENS ANCHORAGE INTL. Eff. 10 Oct. 2019



12-2

ANCHORAGE, ALASKA RNAV (GPS) Y Rwy 7R

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9	
WAAS Ch 81815 W-07A	Final Apch Crs 074°	Minimum Alt TULLI 1600' (1468')	LPV DA(H) 332' (200')	
MISSED APCH: Climb to 900' then climbing RIGHT turn to 3000' direct JUKEP and hold.			8800 MSA RW-7R	
RNP APCH	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72').				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	900'	3000'	JUKEP
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	→
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-7R										

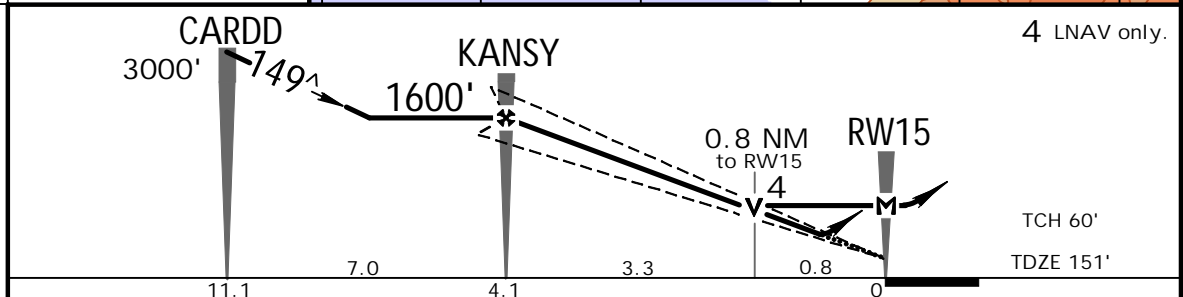
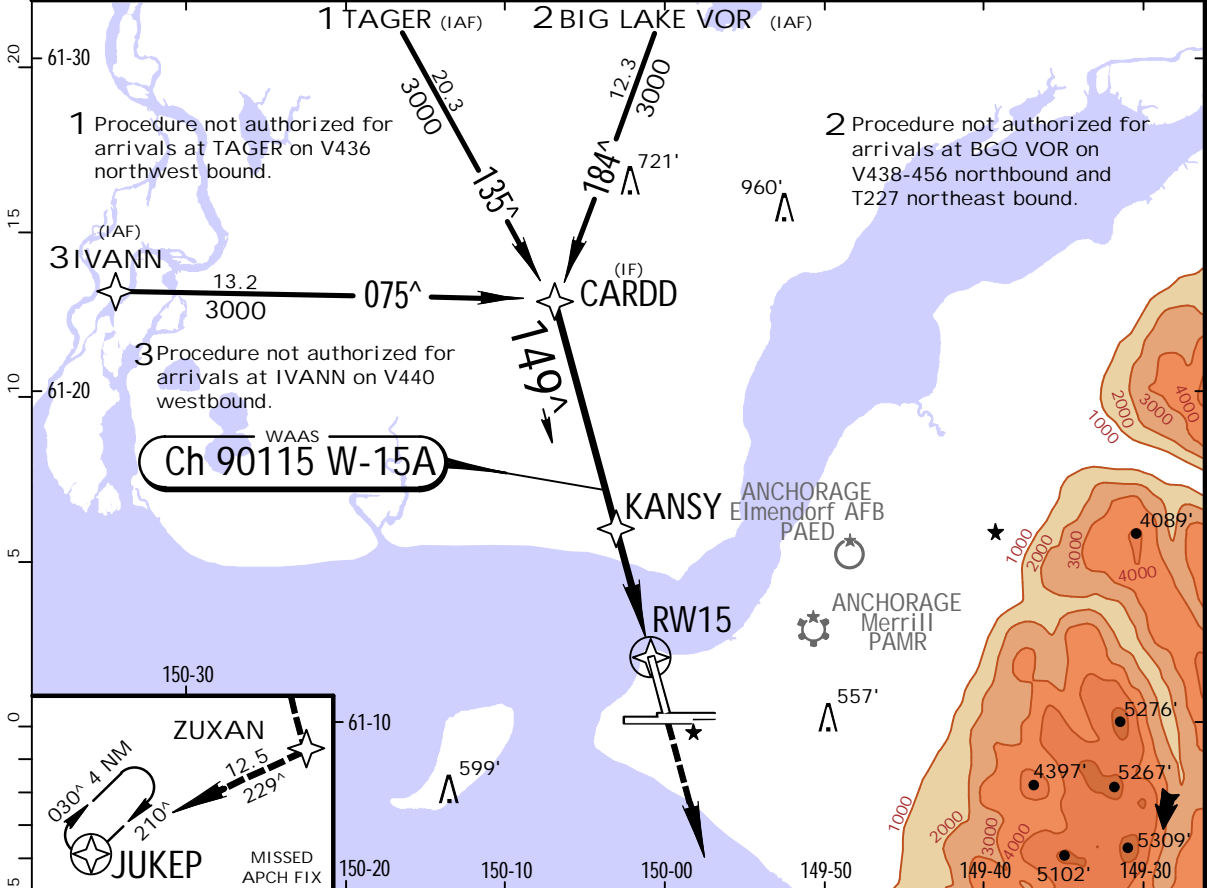
	STRAIGHT-IN LANDING RWY 7R					CIRCLE-TO-LAND		
	LPV DA(H) 332' (200')		LNAV/VNAV DA(H) 648' (516')		LNAV MDA(H) 620' (488')		Max Kts	MDA(H)
	FULL	TDZ/CL out	ALS out	ALS out	ALS out	ALS out		
A							90	700' (549') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	1 3/8	RVR 24 or 1/2	120	
C						RVR 50 or 1	140	800' (649') -1 3/4
D							165	920' (769') -2 1/2

PANC/ANC
STEVENS ANCHORAGE INTL



ANCHORAGE, ALASKA
RNAV (GPS) Rwy 15

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6	ANCHORAGE Tower 118.3	Ground 121.9
WAAS Ch 90115 W-15A	Final Apch Crs 149^	KANSY 1600' (1449')	LPV DA(H) Refer to Minimums
Apt Elev 151' TDZE 151'			8700 MSA RW15
MISSED APCH: Climb to 3000' direct ZUXAN and on track 229^ to JUKEP and hold.			
RNP APCH	Alt Set: INCHES	Trans level: FL 180	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21^C or above 54^C.			
2. VGSI and RNAV glidepath not coincident (VGSI angle 3.20^/TCH 75').			



Gnd speed-Kts	70	90	100	120	140	160	MALSFP	3000'	PAPI	ZUXAN
Glide Path Angle	3.20^	396	510	566	679	793				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW15										

TERPS.	STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND	
	LPV DA(H) A & B: 351' (200') C & D: 401' (250')	LNAV/VNAV DA(H) 404' (253')	LNAV MDA(H) 600' (449')	ALS out	ALS out
A			RVR 40 or 3/4	RVR 60 or 1/4	700' (549') -1
B					
C	RVR 40 or 3/4	RVR 40 or 3/4		1 3/8	800' (649') -1 3/4
D					920' (769') -2 1/2

CHANGES: Lighting, chart format.

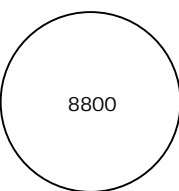
PANC/ANC

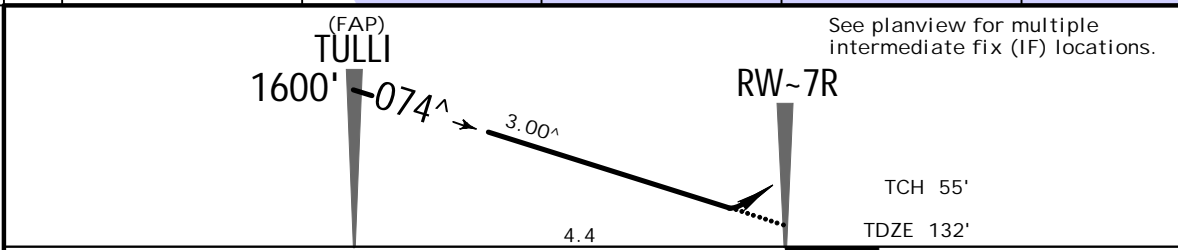
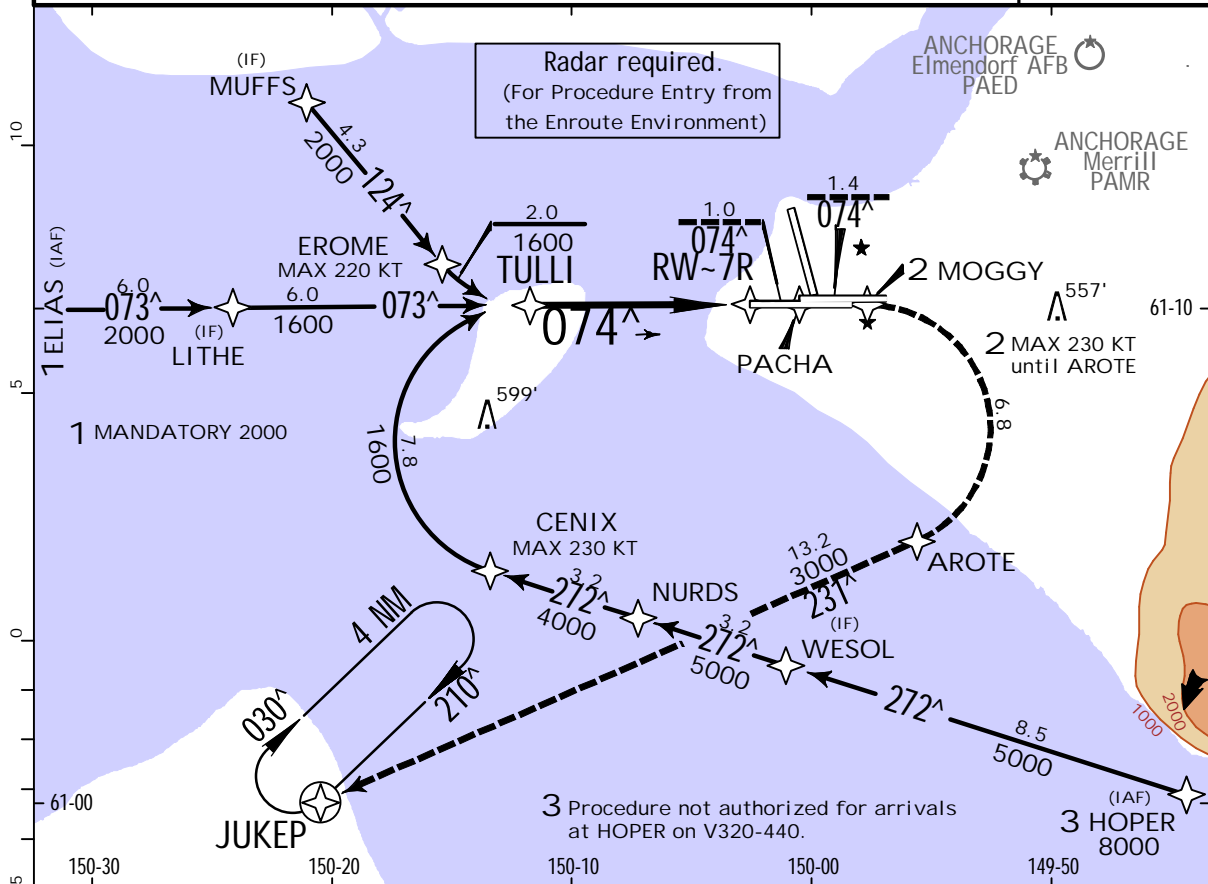
STEVENS ANCHORAGE INTL .Eff. 28.Feb.



JEPPESEN
22 FEB 19
12-20

ANCHORAGE, ALASKA

RNAV (RNP) Z Rwy 7R

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9			
RNAV	Final Apch Crs 074 [^]	Minimum Alt TULLI 1600' (1468')	RNP 0.30 DA(H) 562' (430')	Apt Elev 151' TDZE 132'		 <p>8800</p> <p>MSA RW-7R</p>			
<p>MISSED APCH: Climb to 3000' on the RNAV missed approach route to JUKEP and hold. Missed approach requires RNP less than 1.0.</p>									
RNP AR Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'					
<p>1. Authorization required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00[^]/TCH 72').</p>									



Gnd speed-Kts	70	90	100	120	140	160			PACHA
Glide Path Angle	3.00 [^]	372	478	531	637	743			
MAP at DA									

.TERPS. STRAIGHT-IN LANDING RWY 7R
RNP 0.30
DA(H) 562' (430')

ALS out	
A	
B	
C	RVR 50 or 1
D	1 3/8

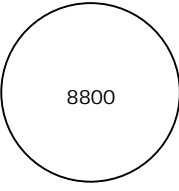
TERPS AMEND OD 19 JUL 2018

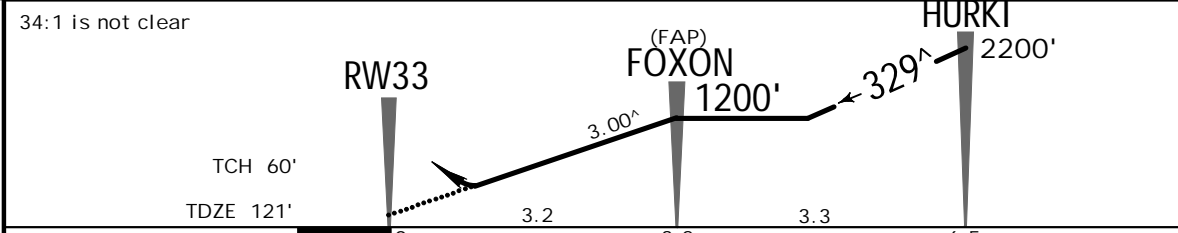
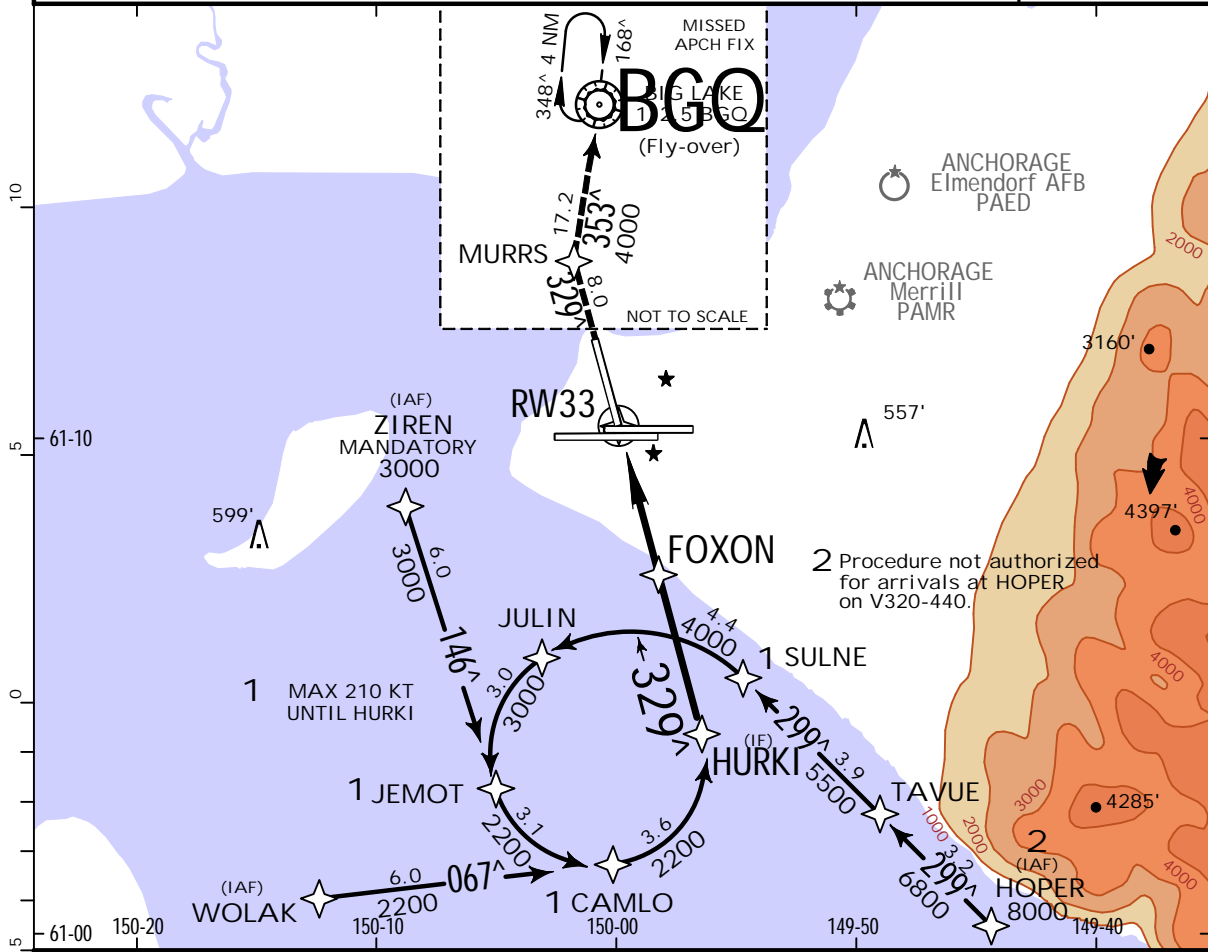
PANC/ANC

STEVENS ANCHORAGE INTL

22 FEB 19
Eff. 28 Feb. **12-21**

ANCHORAGE, ALASKA RNAV (RNP) Rwy 33

D-ATIS 135.5	ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9
RNAV	Final Apch Crs 329[^]	Minimum Alt FOXON 1200' (1079')	RNP 0.11 DA(H) 463' (342')	Apt Elev 151'	 8800 MSA RW33
MISSED APCH: Climb to 4000' on the RNAV missed approach route to BGQ VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP AR Apch, RF required					
1. Radar required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C or above 54°C.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	4000' ↑ RNAV ROUTE	MURRS
Glide Path Angle	3.00 [^]	372	478	531	637	849			
MAP at DA									

TERPS. STRAIGHT-IN LANDING RWY 33		
RNP 0.11 DA(H) 463' (342')	RNP 0.20 DA(H) 525' (404')	RNP 0.30 DA(H) 687' (566')
A		
B		
C	1	1 ⁵ / ₈
D		

TERPS AMEND 1A 28 FEB 2019

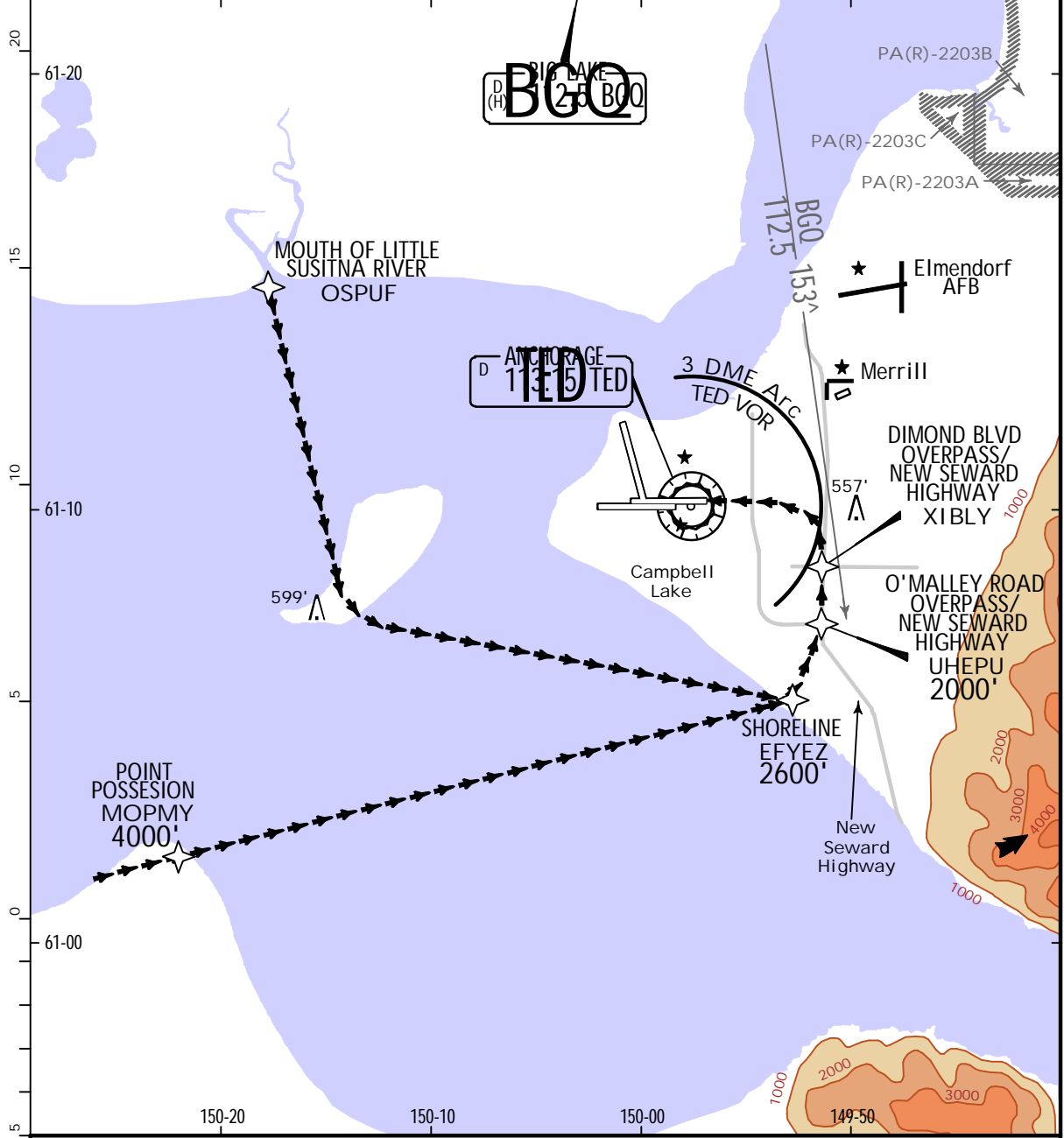
PANC/ANC



ANCHORAGE, ALASKA
HIGHWAY VISUAL Rwy 25R

STEVENS ANCHORAGE INTL 29 JUN 18 (19-1)

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6 123.8		ANCHORAGE Tower 118.3		Ground 121.9	
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3000' - 3	Apt Elev 151'		<p>MSA TED VOR</p>
MISSED APCH: No Missed Approach procedure.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: PAPI-L (angle 3.00°).							



HIGHWAY VISUAL RWY 25R
From O'Malley Road Overpass/New Seward Highway Intersection to Dimond Blvd Overpass/New Seward Highway Intersection, follow New Seward Highway. Remain within D3.0 TED or west of BGQ R-153.

	PAPI-L	No Missed Approach Procedure
--	--------	------------------------------

WEATHER MINIMUMS
Ceiling 3000' - VIS 3

TERPS

CHANGES: PAPI-L added.

JEPPESSEN, 2005, 2018. ALL RIGHTS RESERVED.

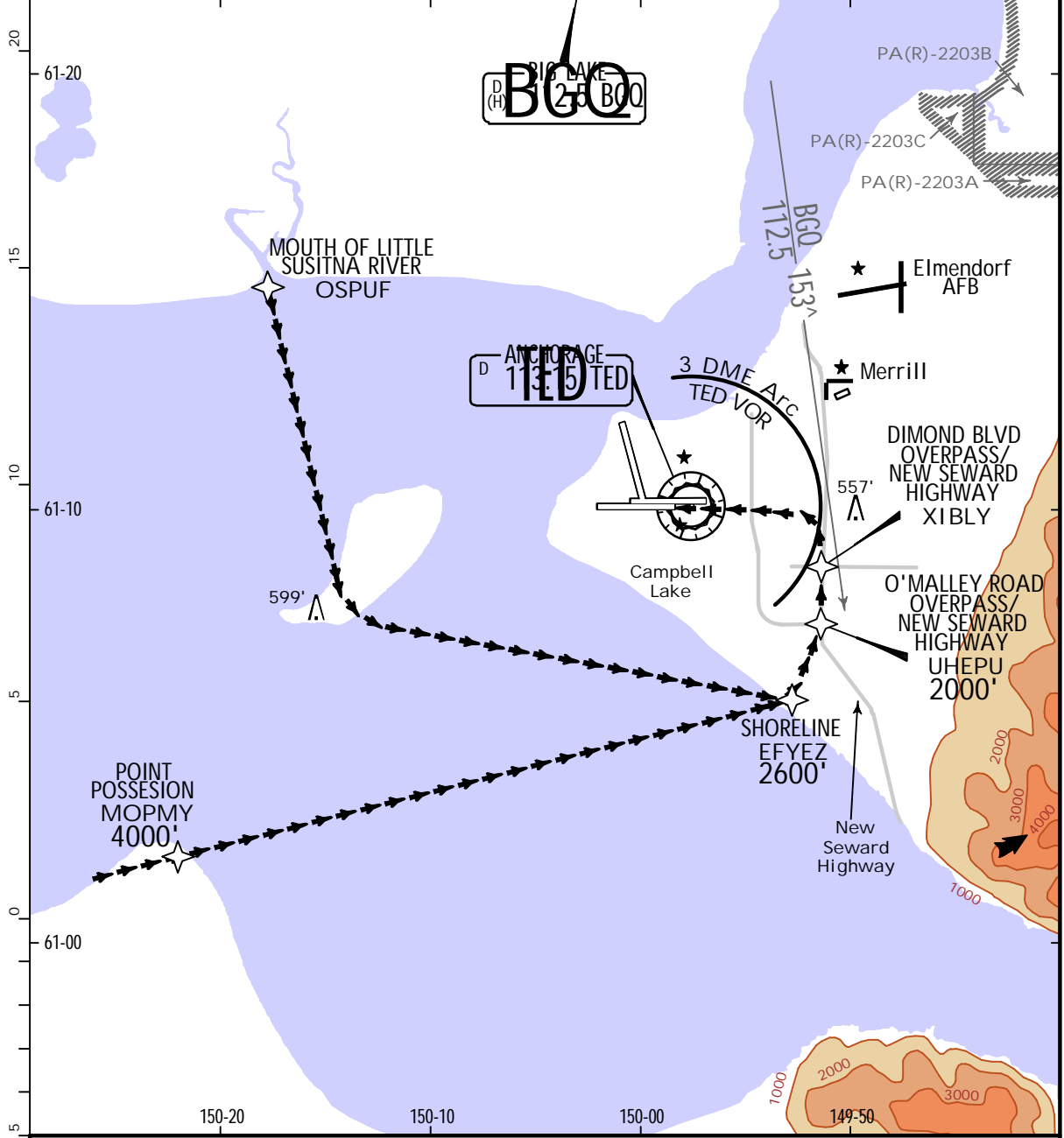
PANC/ANC



ANCHORAGE, ALASKA
SEWARD VISUAL Rwy 25L

STEVENS ANCHORAGE INTL 29 JUN 18 (19-2)

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6 123.8		ANCHORAGE Tower 118.3		Ground 121.9	
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF		CEIL-VIS 3000' - 3	Apt Elev 151'		
MISSED APCH: No Missed Approach procedure.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: VASI-L (Upper GS-3.25° Lower GS-3.0°).							MSA TED VOR



SEWARD VISUAL RWY 25L
 From O'Malley Road Overpass/New Seward Highway Intersection to Dimond Blvd Overpass/New Seward Highway Intersection, follow New Seward Highway. Remain within D3.0 TED or west of BGQ R-153.

	PAPI-L	No Missed Approach Procedure
--	--------	------------------------------

WEATHER MINIMUMS
 Ceiling 3000' - VIS 3

BRIEFING STRIP™

TÉRPS

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

ANCHORAGE, AK (STEVENS ANCHORAGE INTL - PANC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PANC

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.