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JEPPESEN
JeppView for Windows

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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: 1556 Z
Sunset: 0346 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

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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: 123.800
Anchorage Approach: 134.100 Secondary
Anchorage Approach: 119.100
Anchorage Approach: 118.600 Initial Contact
Anchorage Approach: 126.400
Anchorage Airport Radar Service Area: 119.100 (250°-330°) At or below 1500 ft
Anchorage Airport Radar Service Area: 126.400 (46°-205°)
Anchorage Airport Radar Service Area: 123.800 (206°-249°)
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: 122.300 RCO
Kenai FSS: 122.200 RCO
Kenai FSS: 122.550 RCO

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COLD TEMPERATURE RESTRICTED AIRPORT

Refer to FAA publications for method and application of cold temperature restrictions for procedures.

COLD TEMPERATURE CORRECTION TABLE

The temperature restriction depicted on affected approach indicates a cold temperature altitude correction is required for this procedure. When the reported temperature is at or below the published procedure restricted temperature use the following table to make manual corrections.

HEIGHT ABOVE AIRPORT (FEET)

REPORTED TEMP	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

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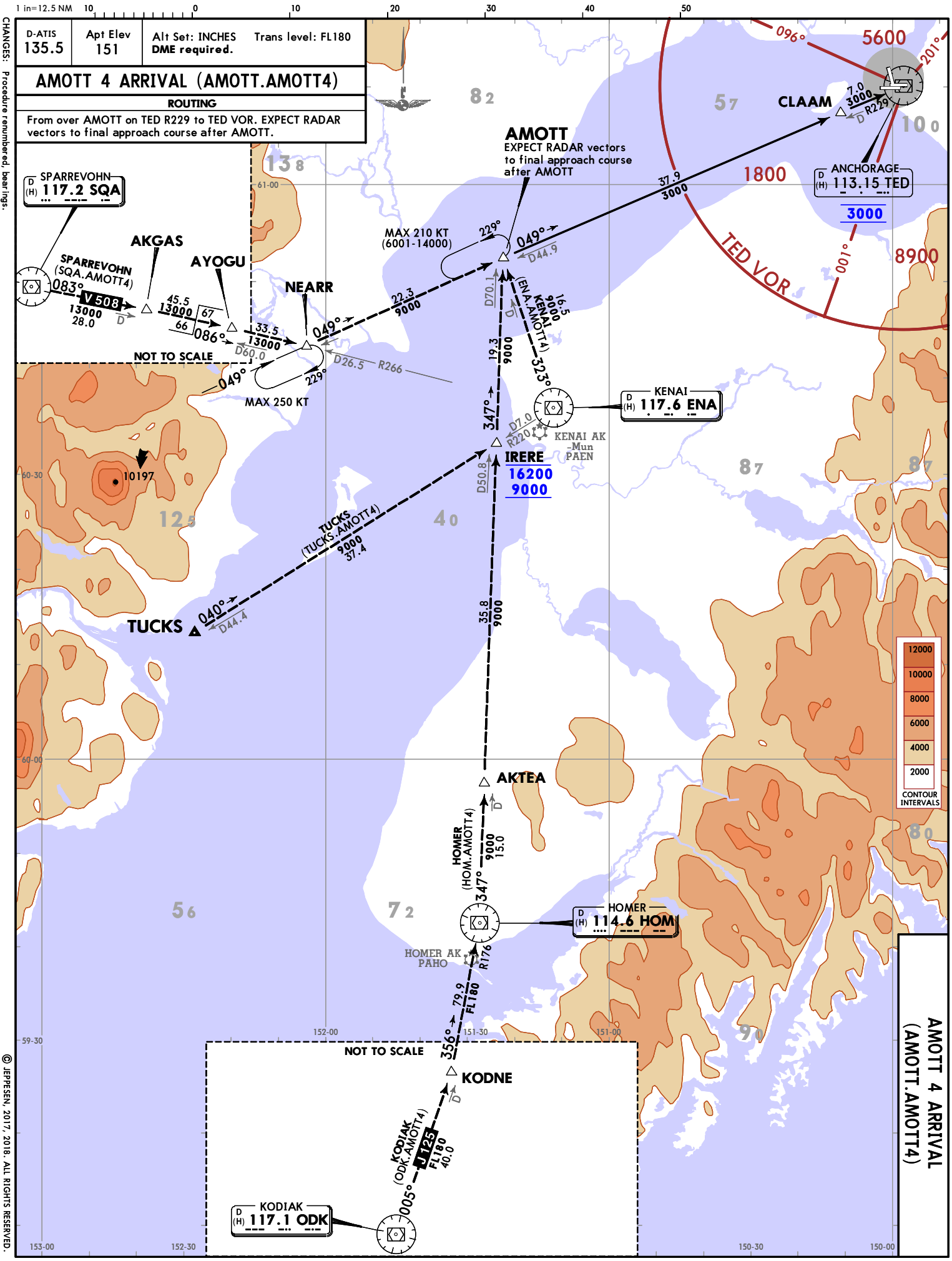
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D-ATIS	Apt Elev	Alt Set: INCHES	Trans level: FL180
135.5	151	**DME required.**	

AMOTT 4 ARRIVAL (AMOTT.AMOTT4)

ROUTING

From over AMOTT on TED R229 to TED VOR. EXPECT RADAR vectors to final approach course after AMOTT.



CHANGES: Procedure renumbered, bearings.

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PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN 23 MAR 18 (10-2A) Eff 29 Mar

ANCHORAGE, ALASKA
STAR

D-ATIS 135.5

Apt Elev 151

Alt Set: INCHES Trans level: FL180
DME required.

ELLAM 5 ARRIVAL (ELLAM.ELLAM5)

ROUTING

From over ELLAM EXPECT RADAR vectors to final approach course.

CONTOUR INTERVALS: 14000 12000 10000 8000 6000 4000 2000

ELLAM
EXPECT RADAR vectors to final approach course

JOHNSTONE POINT (JOH.ELLAM5) 12000 80.1

JOHNSTONE POINT
D (H) 116.7 JOH

VALDEZ AK (Pioneer) PAVD

PALMER AK -Mun PAAQ

TAZLI

BIG LAKE
D (H) 112.5 BGQ

ANCHORAGE
D (H) 113.15 TED

ELMENDORF AFB Anchorage Ak PAED

PA(R)-2203A
PA(R)-2203B
PA(R)-2203C

TED VOR

CHANGES: None.

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CHANGES: Procedure revised, renumbered.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required. 2. Jet aircraft only. 3. GPS required.
135.5	151	RNAV 1 - GPS	

KROTO 5 RNAV ARRIVAL (KROTO.KROTO5) (RWYS 7L/R, 15)

RWY	ROUTING
7L/R	From KROTO on track 161° to cross NHCOL at 5000, then on track 188° to cross ASLEE at 5000 and at 230 KT, then on track 254°. EXPECT RADAR vectors to final approach course.
15	From KROTO on track 149° to cross TOMMM at or above 5000, then on track 148° to cross CARDD at 3000. EXPECT ILS or RNAV Rwy 15 approach.

PUYVO
176°
PUYVO.KROTO5 (PUYVO.KROTO5)
11000 10100T
28.0
AILEE
NOT TO SCALE
175°
79.9
11000 10100T
KKYLE
123°
KKYLE.KROTO5 (KKYLE.KROTO5)
11000
58.1
NOT TO SCALE
AKMAX
11000
124°
37.3
8600 5200T
WINOR
107°
WINOR.KROTO5 (WINOR.KROTO5)
8600
37.7
NOT TO SCALE
FFITZ
095°
58.7
8600
NOT TO SCALE
ROHHN
088°
19.8
3900
TALKEETNA
D (H) 116.2 TKA
11000
173°
36.5
3900 2600T
KROTO
At 250 KT
9000
161°
149°
12.6
TOMMM
5000
148°
7.3
23.7
CARDD
3000
LANDING RWY 15
EXPECT ILS or RNAV
Rwy 15 approach
ILS DME
111.75 IBSC
RW07L
8900
CULEN
At 210 KT
4000
LANDING RWYS 7L/R
EXPECT RADAR
vectors to final
approach course
NHCOL
5000
188°
4.5
254°
6.7
ASLEE
At 230 KT
5000
ELMENDORF AFB
Anchorage Ak
PAED
ELIAS
2000
ENA 117.6
008°
LOC DME
111.3 IANC
LOC DME
109.9 ITGN
CONTOUR INTERVALS
8000
6000
4000
2000

LOST COMMS

CULEN
At 210 KT
4000
58 Hdg
ELIAS
2000
ILS DME
111.75 IBSC
LOC DME
111.3 IANC
NOT TO SCALE
ENA 117.6
008°

Rwys 7L/R: After CULEN, turn LEFT heading 165°, intercept the ENA R008 to cross ELIAS at or above 2000 and proceed on the ILS or LOC Rwy 7R approach. Rwy 15: After CARDD proceed on the ILS Rwy 15 approach.

PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN
ANCHORAGE, ALASKA
25 OCT 24 (10-2B) Eff 31 Oct
RNAV STAR

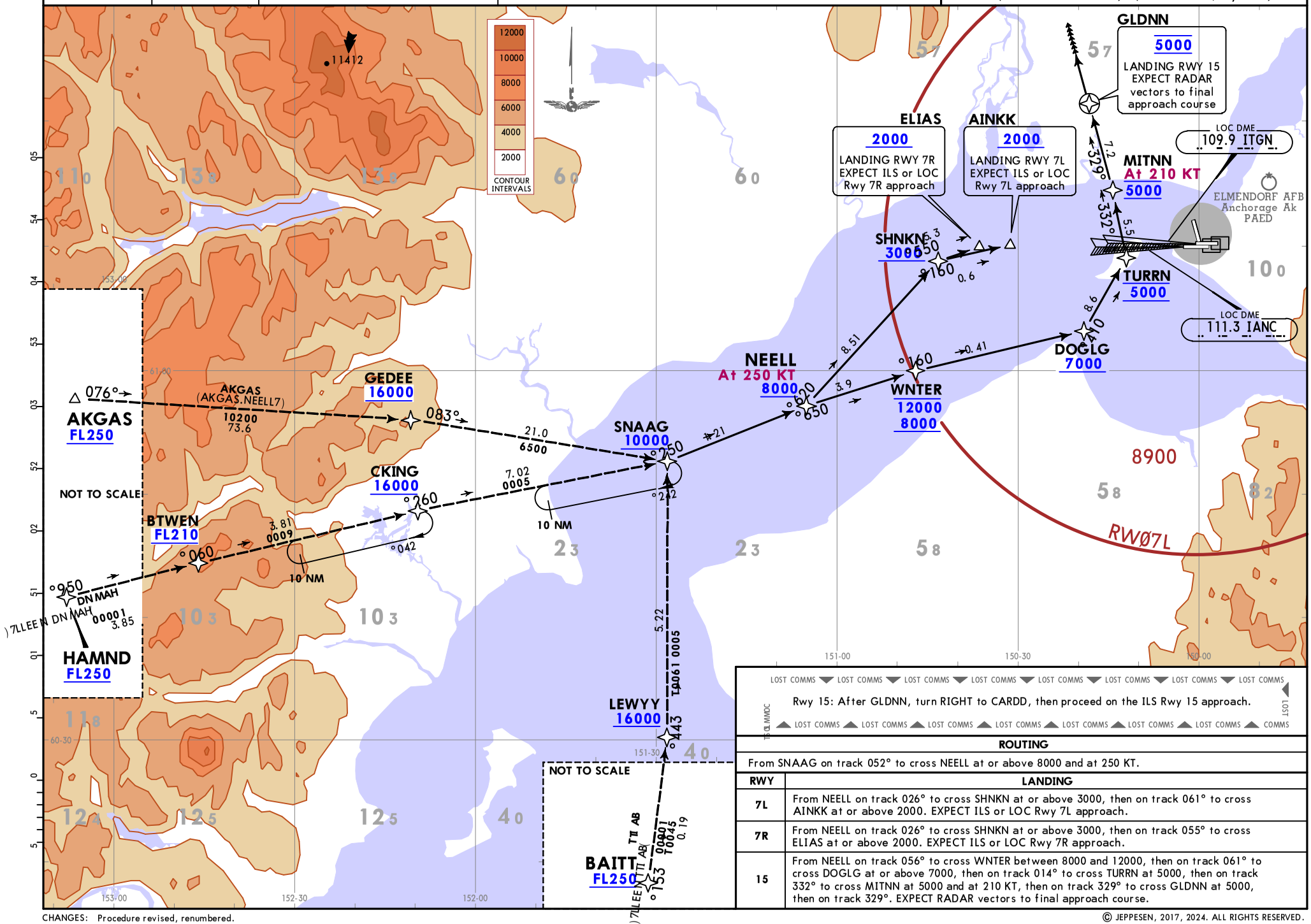
KROTO 5 RNAV ARRIVAL
(KROTO.KROTO5) (RWYS 7L/R, 15)

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NEELL 7 RNAV ARRIVAL (SNAAG.NEELL7) (RWYS 7L/R, 15)

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.5	151	RNAV 1 - GPS

1. RADAR required after SNAAG.
2. Jet aircraft only. 3. GPS required.
4. EXPECT runway assignment from Anchorage Approach on initial contact.



ROUTING

From SNAAG on track 052° to cross NEELL at or above 8000 and at 250 KT.

RWY	LANDING
7L	From NEELL on track 026° to cross SHNKN at or above 3000, then on track 061° to cross AINKK at or above 2000. EXPECT ILS or LOC Rwy 7L approach.
7R	From NEELL on track 026° to cross SHNKN at or above 3000, then on track 055° to cross ELIAS at or above 2000. EXPECT ILS or LOC Rwy 7R approach.
15	From NEELL on track 056° to cross WNTER between 8000 and 12000, then on track 061° to cross DOGLG at or above 7000, then on track 014° to cross TURRN at 5000, then on track 332° to cross MITNN at 5000 and at 210 KT, then on track 329° to cross GLDNN at 5000, then on track 329°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure revised, renumbered.

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D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only.
135.5	151		

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 ▼ 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 ▲ COMMS

TSOA MMDC

LOST COMMS

LMPEE
DDOUG 8000
BBELL 8000
MMMAT 10000
SKENS 15000 13000
PTERS 16000
ELMENDORF AFB Anchorage Ak PAED
ILS DME 111.75 IBSC
ANCHORAGE D (H) 113.15 TED
TED VOR
PALMER AK -Mun PAAQ
8603
5600
1800
8900
NOT TO SCALE
GULKANA D (H) 115.6 GKN FL260
ANAKLUG
TIEKL FL260
NCA 20
LKEIT
TMSON FL260
NCA 13
REMBY FL260
DENSN
JOHNSTONE POINT D (H) 116.7 JOH
MIDDLETON I D (H) 115.3 MDO FL260
CONTOUR INTERVALS 10000 8000 6000 4000 2000

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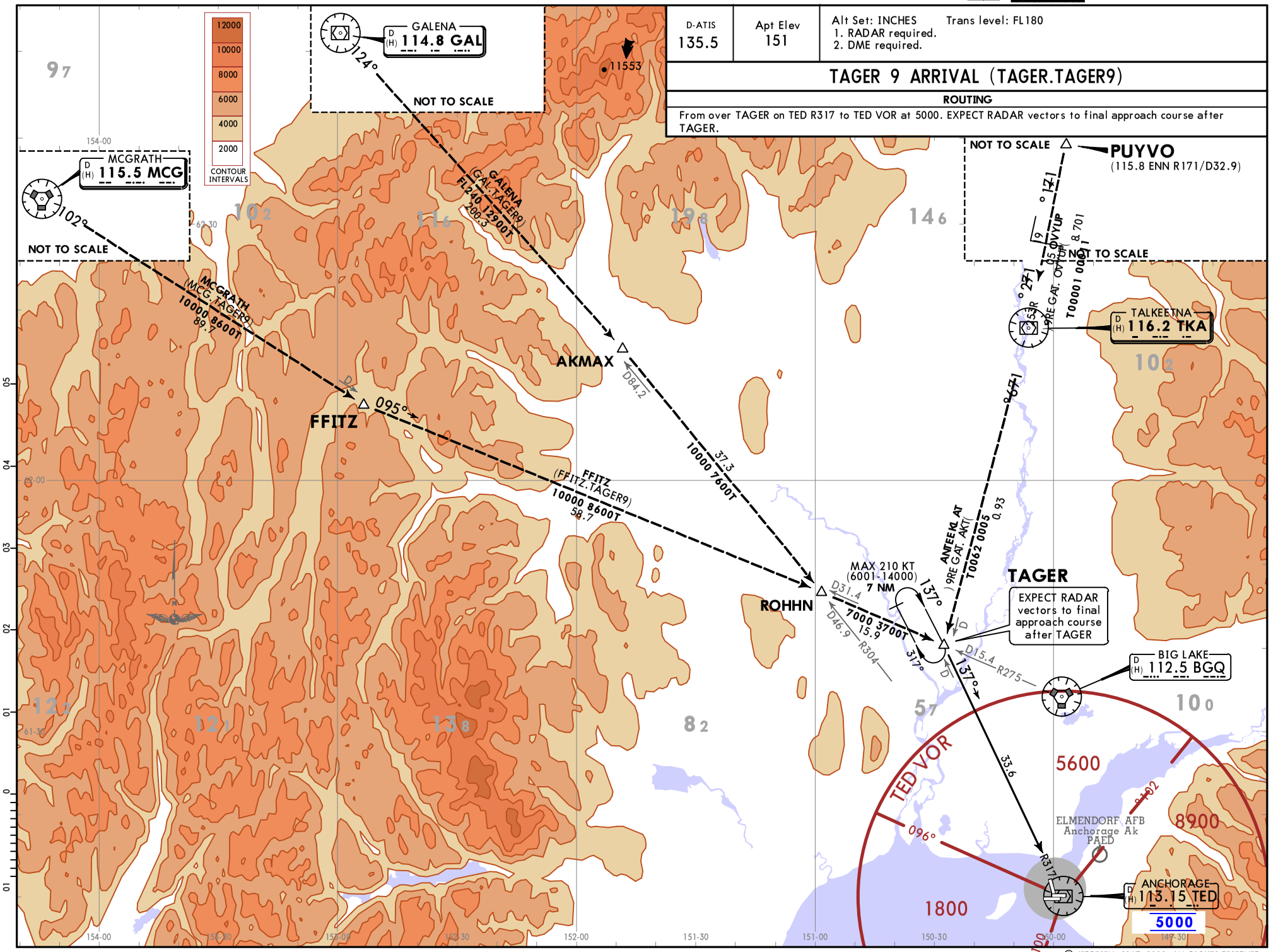
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D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180
135.5	151	1. RADAR required. 2. DME required.

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.



CHANGES: Procedure renumbered, revised.

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D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180	1. RADAR required after GAYLL.
135.5	151	RNAV 1 - GPS	2. Jet aircraft only. 3. GPS required.

WITTI 5 RNAV ARRIVAL
(WITTI.WITTI5)
(RWYS 7L/R)

RW07L

LOC DME 111.3 IANC

ELMENDORF AFB
Anchorage Ak
PAED

ELIAS 2000

SILTY 5700

ANDDI At 210 KT 5000

HOPER 8000

GAYLL 15000 12000

WITTI 16000

OWXUP

TIEKL FL260
NCA 20

TMSON FL260
NCA 13

REMBY FL260

JOHNSTONE POINT
D (H) 116.7 JOH

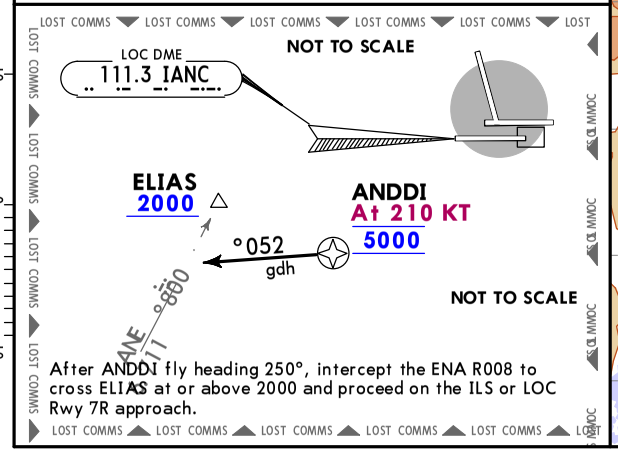
MIDDLETON I
D (H) 115.3 MDO
FL260

NOT TO SCALE

CONTOUR INTERVALS
14000
12000
10000
8000
6000
4000
2000

ROUTING

From WITTI on track 271° to cross GAYLL between 12000 and 15000, then on track 279° to cross HOPER at or above 8000, then on track 301° to cross SILTY at or above 5700, then on track 253° to cross ANDDI at 5000 and at 210 KT, then on track 253°. EXPECT RADAR vectors to final approach course.



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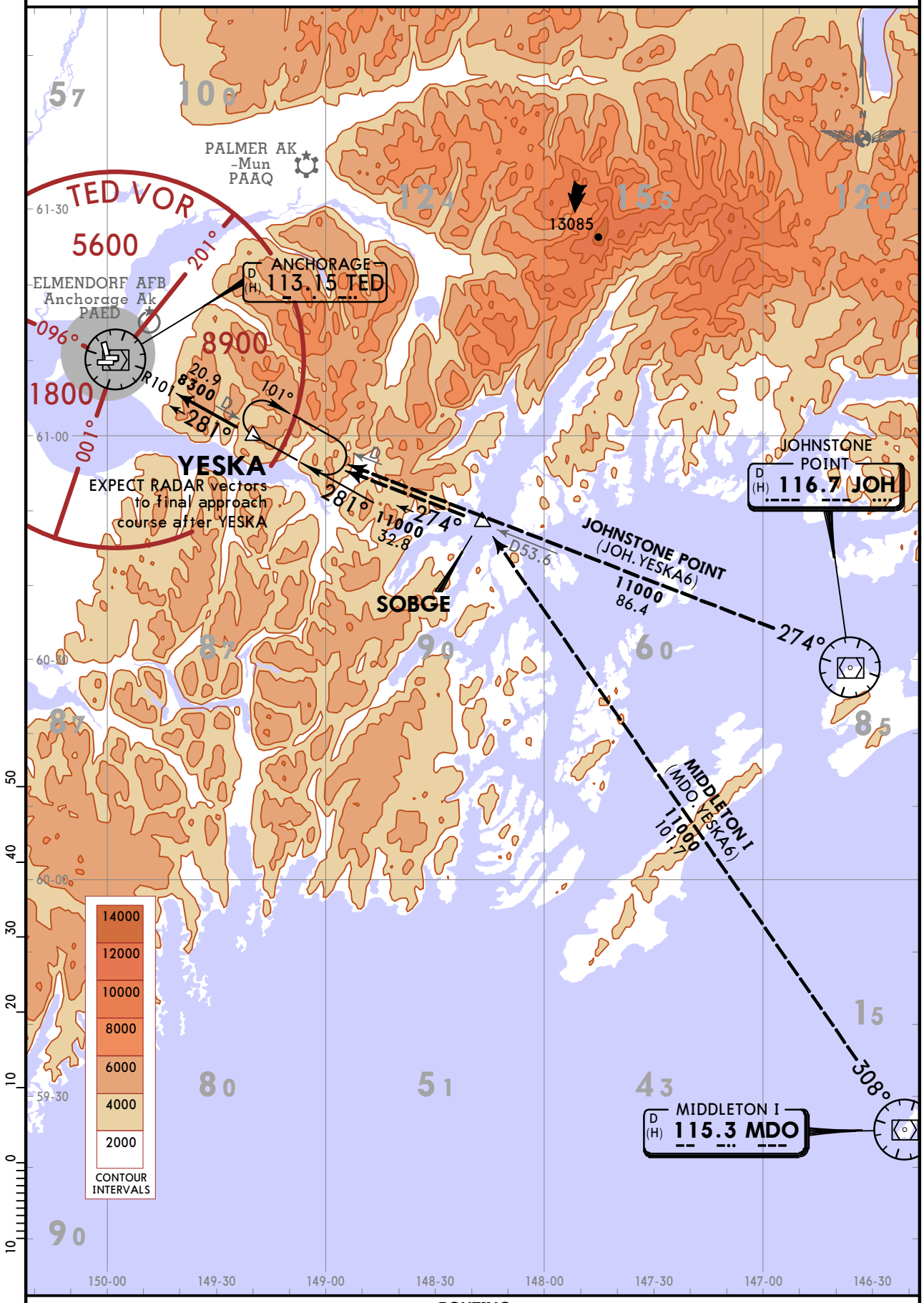
CHANGES: Procedure revised, renumbered.

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

YESKA 6 ARRIVAL (YESKA.YESKA6)

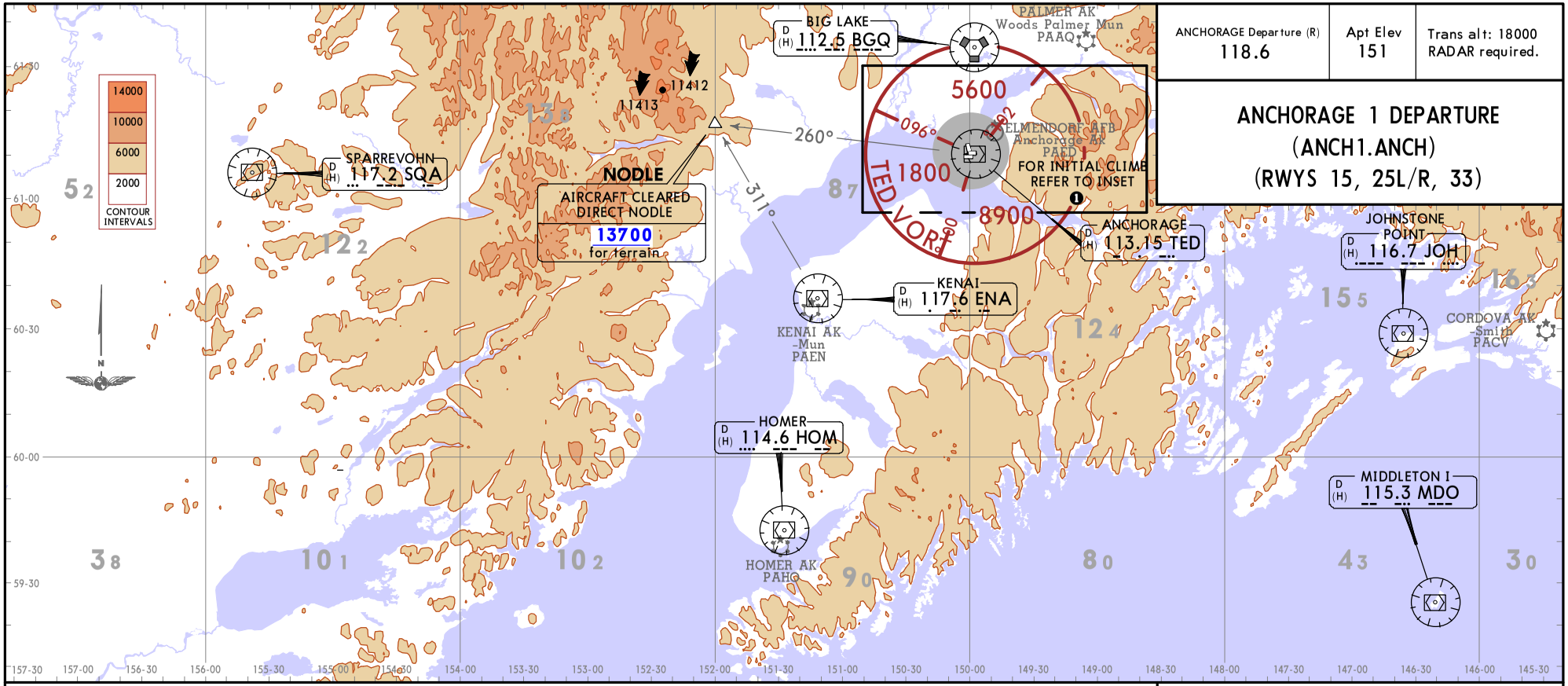


ROUTING

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

CHANGES: PANC airport name.

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

ANCHORAGE 1 DEPARTURE
(ANCH1.ANCH)
(RWYS 15, 25L/R, 33)

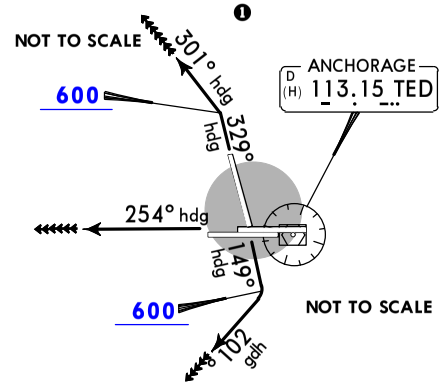
TAKE-OFF OBSTACLE NOTES

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, 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.
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.

TAKE-OFF MINIMUMS:
Rwys 7L/R: Not authorized - ATC.
Rwy 15: 300 - 1 1/2 with minimum climb of 310 FT/NM to 400.
Rwys 25L/R, 33: Standard.

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

INITIAL CLIMB



RWY	INITIAL CLIMB	TOP ALTITUDE
15	Climb on heading 149° to 600, then climbing RIGHT turn on heading 201°.	4000
25L/R	Climb on heading 254°.	
33	Climb on heading 329° to 600, then climbing LEFT turn on heading 301°.	

ROUTING

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

CHANGES: Procedure renumbered, take-off minimums, ILI NDB removed.

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

FFITZ 4 RNAV DEPARTURE (FFITZ4.FFITZ)

RWY	INITIAL CLIMB	TOP ALTITUDE
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.	10000
33	Climb on heading 329° to at or above 660, then climb direct ISACC, and on track 247° to RRROB, and on track 255° to cross EVRTS at or above 5000.	

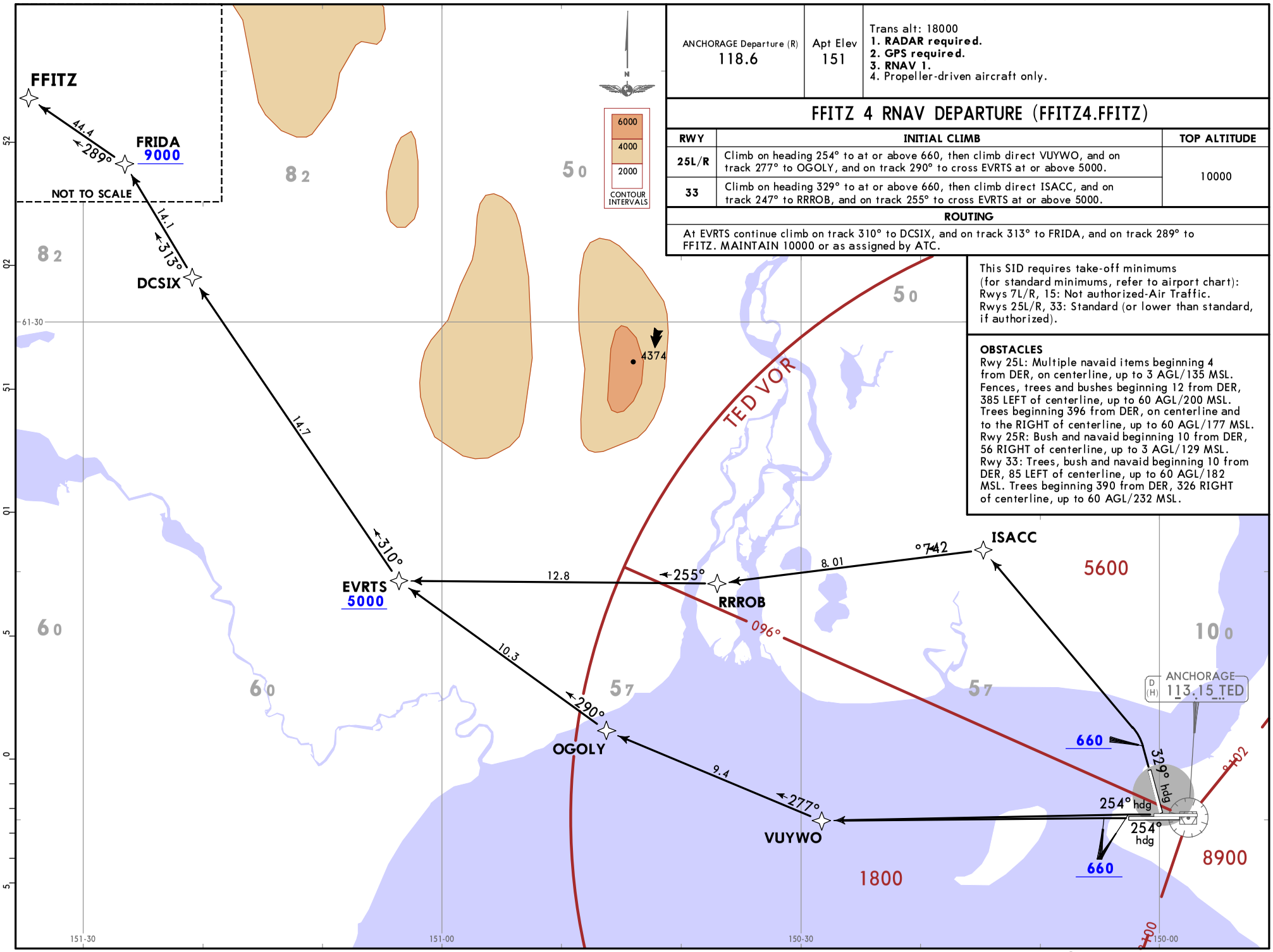
ROUTING

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):
Rwys 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.



CHANGES: None.

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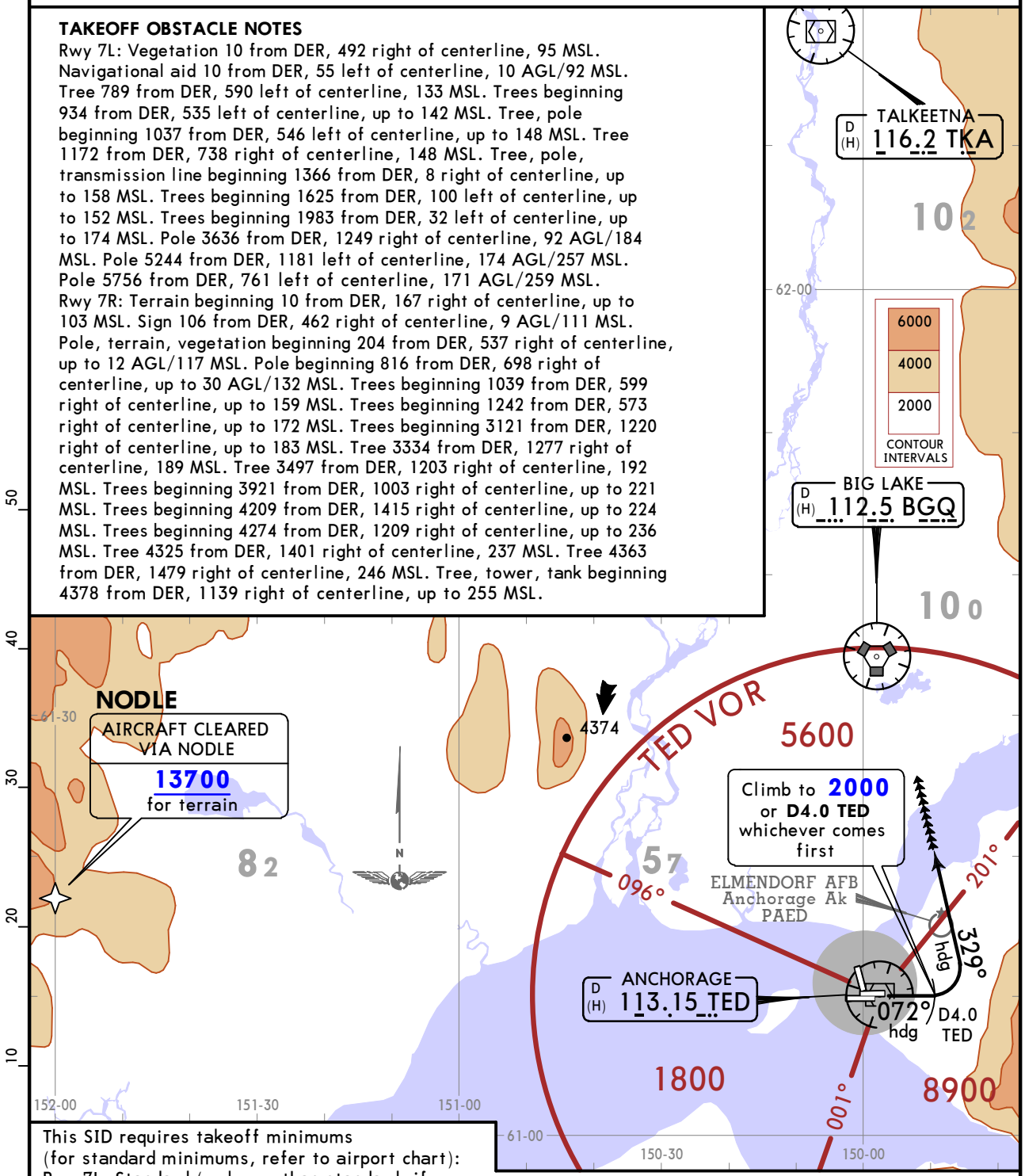
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ANCHORAGE Departure (R)	Apt Elev	Trans alt: 18000
118.6	151	RADAR required.

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

CHANGES: Procedure renumbered, takeoff minimums, takeoff obstacle notes.

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NOEND 4 RNAV DEPARTURE (NOEND4.NOEND)
(RWY 33)

SPEED: DO NOT EXCEED 230 KT UNTIL PASSING LIFFE

ANCHORAGE Departure (R) 118.6

Apt Elev 151

Trans level: FL180
1. **RADAR required.**
2. **GPS required.**
3. **RNAV 1.**

INITIAL CLIMB

Climb heading 329° to 652, then LEFT turn direct to cross EGKAJ at or above 3000, then on track 030° to LIFFE, then on track 117° to cross OUTER at or above 6000, then on track 089° to cross CRAFT at or above 8000, then on track 086° to cross RAMMA at or above 10000, then on track 085° to cross NOEND at or above 12800. EXPECT RADAR vectors or direct next fix after NOEND. MAINTAIN FL200 (or requested altitude if lower); EXPECT filed altitude 10 minutes after departure.

TOP ALTITUDE

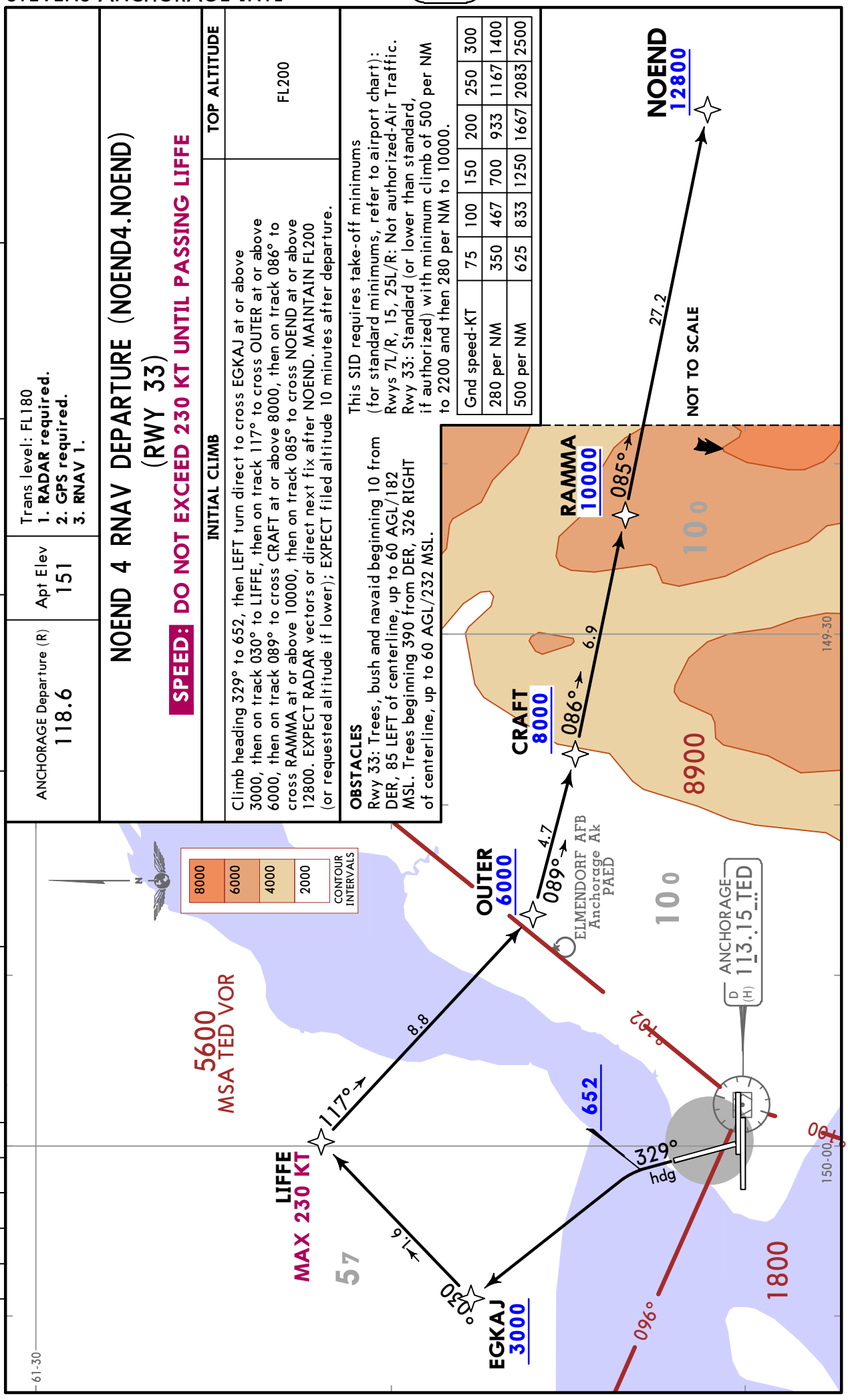
FL200

OBSTACLES

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.

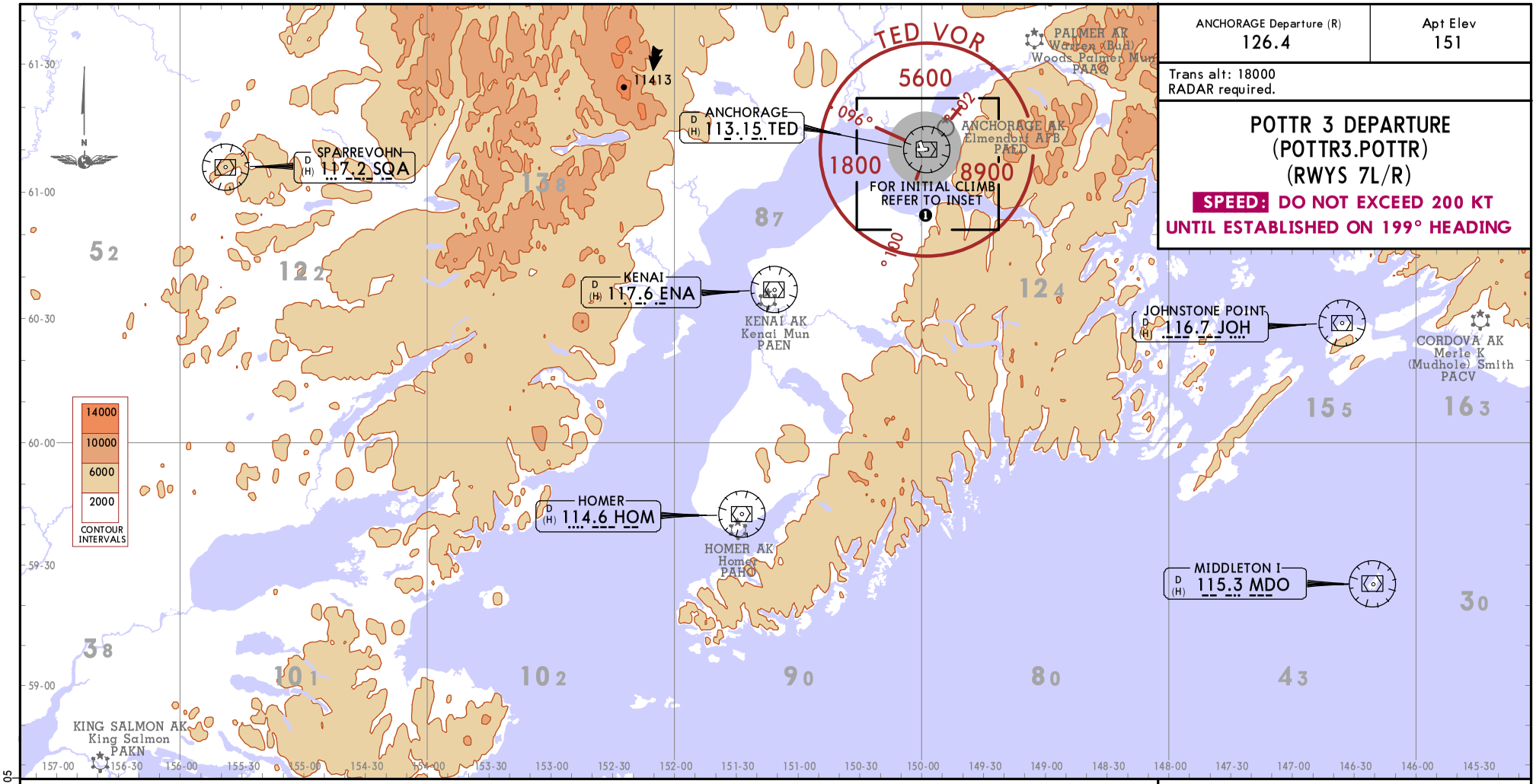
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 7L/R, 15, 25L/R: Not authorized-Air Traffic. Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 2200 and then 280 per NM to 10000.

Gnd speed-KT	75	100	150	200	250	300
280 per NM	350	467	700	933	1167	1400
500 per NM	625	833	1250	1667	2083	2500



CHANGES: None.

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ANCHORAGE Departure (R)	Apt Elev
126.4	151

Trans alt: 18000
RADAR required.

POTTR 3 DEPARTURE
(POTTR3.POTTR)
(RWYS 7L/R)

SPEED: DO NOT EXCEED 200 KT UNTIL ESTABLISHED ON 199° HEADING

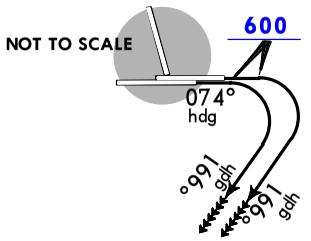
TAKE-OFF OBSTACLE NOTES

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.

TAKE-OFF MINIMUMS:
Rwy 7L: 300-1 1/8 or standard with minimum climb of 255 FT/NM to 400.
Rwy 7R: 300-1 or standard with minimum climb of 285 FT/NM to 400.
Rwys 15, 25L/R, 33: Not authorized - ATC.

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

INITIAL CLIMB ❶



INITIAL CLIMB	TOP ALTITUDE
Climb on heading 074° to 600, then climbing RIGHT turn on heading 199°.	4000

ROUTING

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

CHANGES: Procedure renumbered, speed restriction note.

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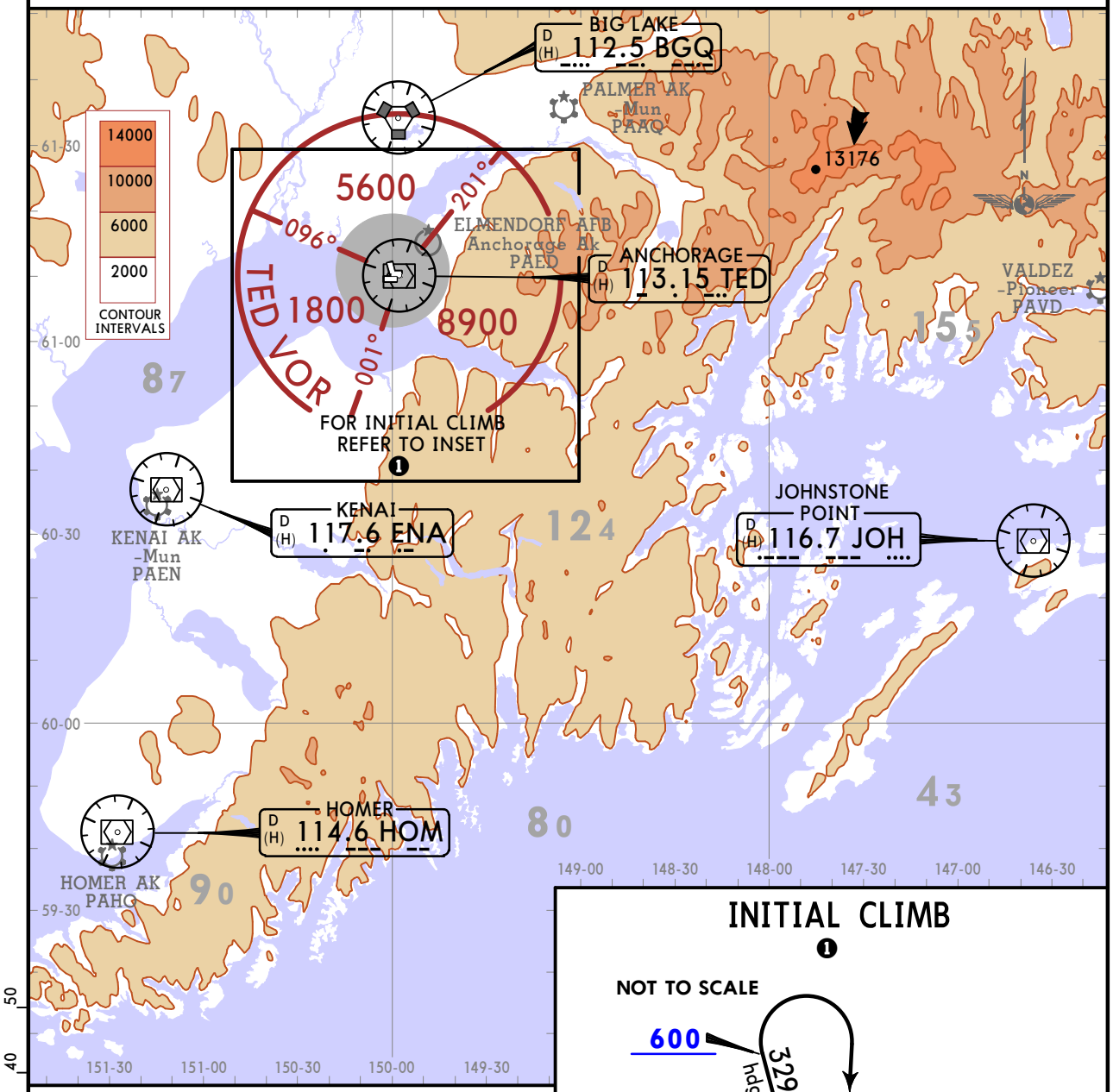
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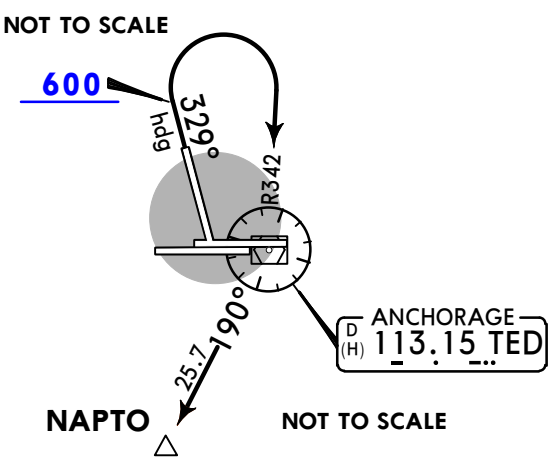
ANCHORAGE Departure (R)	Apt Elev	Trans alt: 18000
126.4	151	**RADAR required.**

TURNAGAIN 8 DEPARTURE [TURNA8]
(RWY 33)

SPEED RESTRICTION
Do not exceed 200 KT until
TED VOR.



INITIAL CLIMB



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.

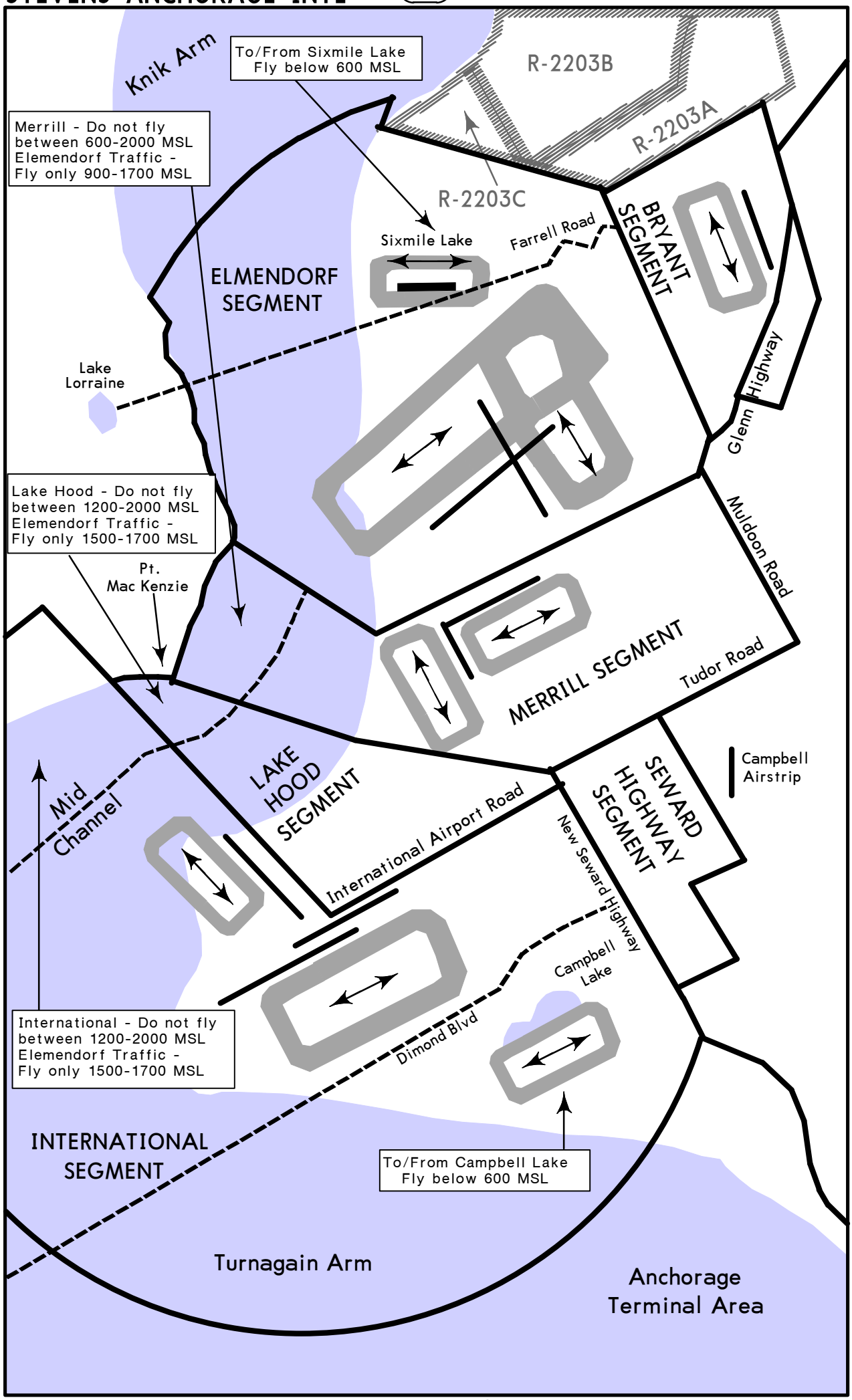
This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 7L/R, 15, 25L/R: Not Authorized - ATC.
Rwy 33: Standard (or lower than standard, if authorized).

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

CHANGES: None.

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CHANGES: New chart.

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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.

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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° 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.

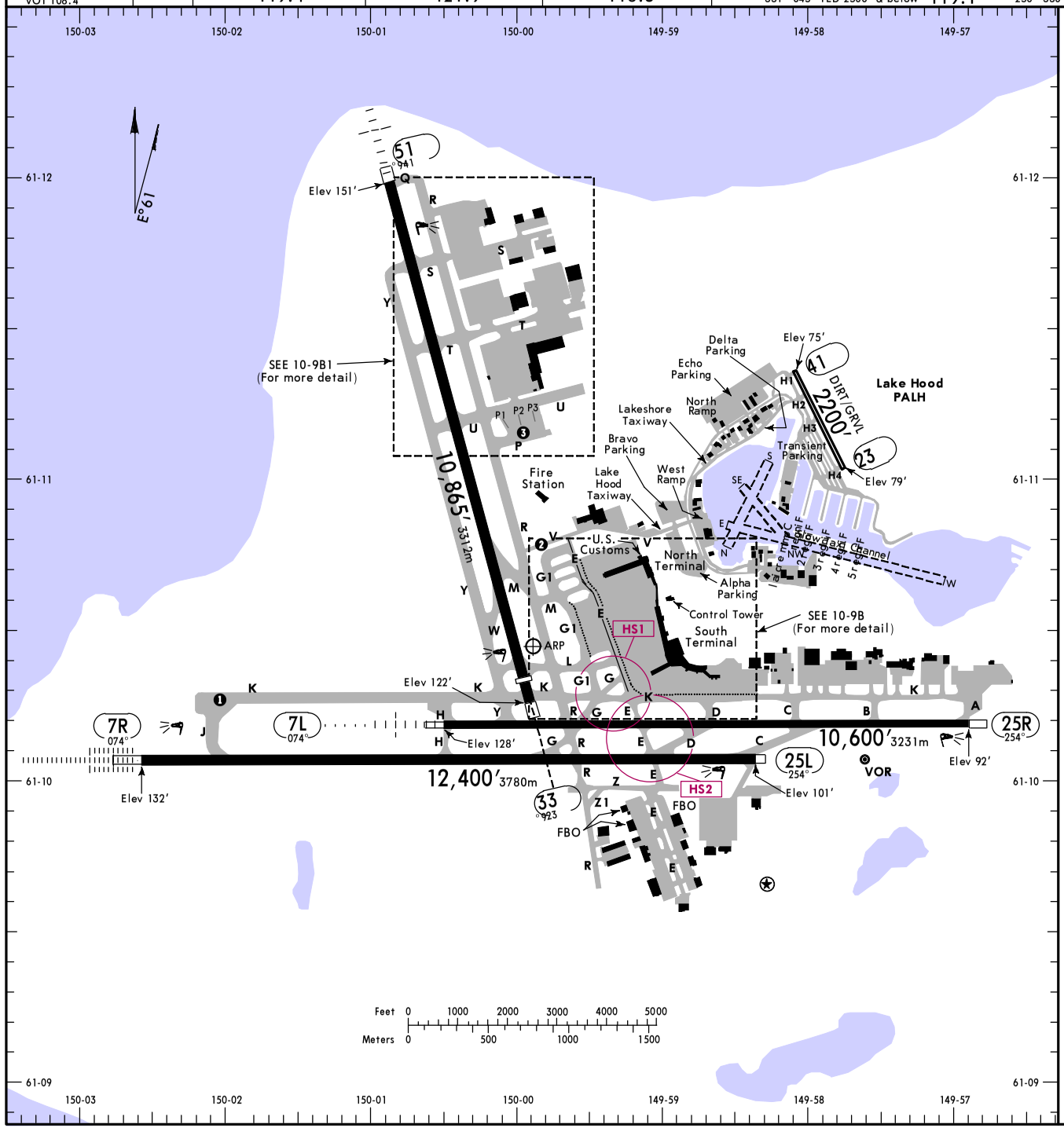
(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

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.

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D-ATIS	ACARS:	ANCHORAGE Clearance	Ground	Tower	ANCHORAGE Departure (R)			
135.5	D-ATIS	119.4	121.9	118.3	331°-045° TED above 2500′	118.6	250°-330° TED above 1500′	118.6	046°-205° TED all altitudes	126.4
VOT 108.4	PDC				331°-045° TED 2500′ & below	119.1	250°-330° TED 1500′ & below	119.1	206°-249° TED all altitudes	123.8



LEGEND

RUNWAY INCURSION HOT SPOT

HS1

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

HS1 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.

HS2 Aircraft taxiing to Twy K via Twy E may confuse hold short instructions for Rwys 7R/25L and 7L/25R. Twy D signage may not be visible from Twy E hold positions.

CAUTION NOTES

❶ 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.

❷ Twy V restricted to 12,500 lbs (5670 kg) or less; subject to jet blast west of Twy E.

❸ Papa Ramp parking spots P1/2/3 jet blast hazard; exit using minimum thrust required.

CHANGES: Rwy 25L end elevation, Twy Q modified.

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GENERAL

Noise sensitive area south and east; Rwy 7R, 7L, 15 Turbojet/turbofan departures employ FAA close-in noise abatement departure procedure or ICAO procedure B noise abatement departure procedure when safety permits. Information - airport manager.

Non-radio night ops not authorized; Non-transponder ops 1 hour PPR; Non-radio ops PPR; must provide ETA and remain within 15 min.

Airport Surface Surveillance Capability in use. Operate transponder with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

489' unlighted tower 2.5 miles NE.

Birds in vicinity of airport spring - fall.

Transient military PPR.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
7R ❶	❷HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		11,326'3452m	10,900'3322m	200' 61m
25L	❷HIRL CL PAPI-L (angle 3.0°) RVR	❸			
7L ❹	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		9600'2926m		150' 46m
25R	HIRL CL PAPI-L (angle 3.0°) RVR				
15	HIRL CL MALSF PAPI-R (angle 3.2°)grooved RVR	❺	9689'2953m		200' 61m
33	HIRL CL REIL PAPI-R (angle 3.0°) grooved RVR	10,400'3170m			

❶ Grooved.
❷ Non-Std.
❸ LDA 12,000' (3658m).
❹ Grooved.
❺ LDA 10,000' (3048m).

TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 8)

Rwys 25L, 33

LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 15

With Mim climb of 205'/NM to 400'

LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng	Other
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 1/2

Rwy 7R

With Mim climb of 285'/NM to 400'

LOWER THAN STANDARD OpSpec Authorization Required: 2 operating RVRs are required. All operating RVRs are controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng	Other CEIL-VIS
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ inop) MID RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-RVR 50 or 1

Rwy 25R

LOWER THAN STANDARD OpSpec Authorization Required: Both RVRs are required & controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 7L

With Mim climb of 255'/NM to 1600'

LOWER THAN STANDARD OpSpec Authorization Required: Both RVRs are required & controlling. CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD 3 & 4 Eng	STANDARD 1 & 2 Eng	Other CEIL-VIS Other
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-RVR 60 or 1 1/4

OBSTACLE DP

Rwys 7L, 7R, 15, climbing right turn heading 252° thence...
Rwys 25L, 25R, climbing left turn heading 182° thence...
Rwy 33, climbing left turn heading 162° thence...
...on TED VOR R-210 and ENA R-028 to ENA VOR before proceeding on course.

(For TAKE-OFF 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.

FOR FILING AS ALTERNATE

	ILS Rwy 7L, ILS Rwy 7R, ILS Rwy 15	RNAV (RNP) Z Rwy 7R, RNAV (RNP) Rwy 33	LOC Rwy 7L, LOC Rwy 7R, RNAV (GPS) Rwy 15	Authorized Only When Local Weather Available. RNAV (GPS) Rwy 7L	RNAV (GPS) Y Rwy 7R
A	600-2	800-2	800-2	800-2	
B					
C					
D			800-2 1/2	800-2 1/2	

CHANGES: None.

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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.

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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:

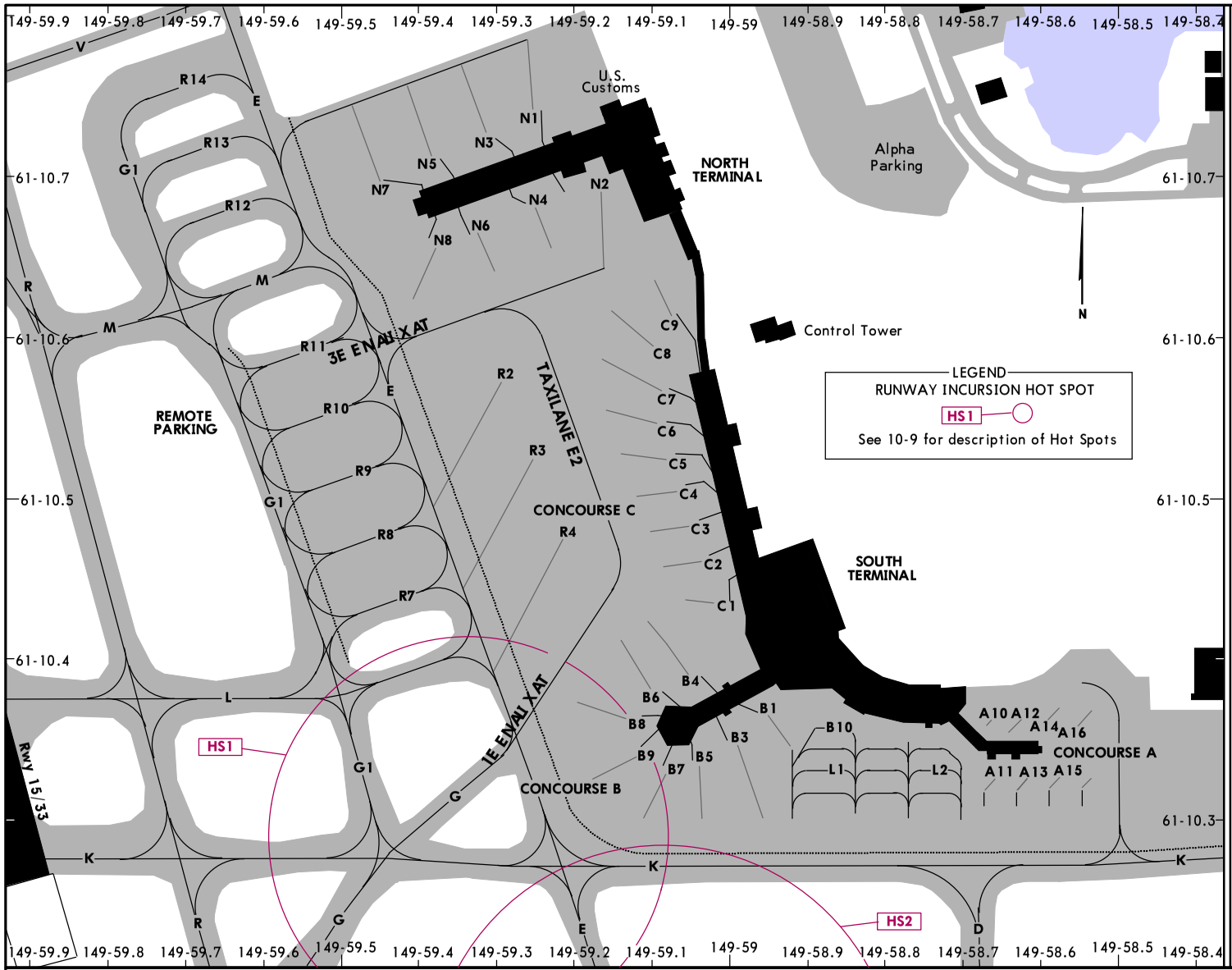
Navigational aid 9′ from DER, 55′ right of centerline, 6′ AGL/128′ MSL.

◦ 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.

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ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL



Twy V restricted to 12,500 lbs (5670 kg) or less; subject to jet blast west of Twy E.

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.

Gate B1 is capable of receiving all 737 aircraft, including the 737 MAX.

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

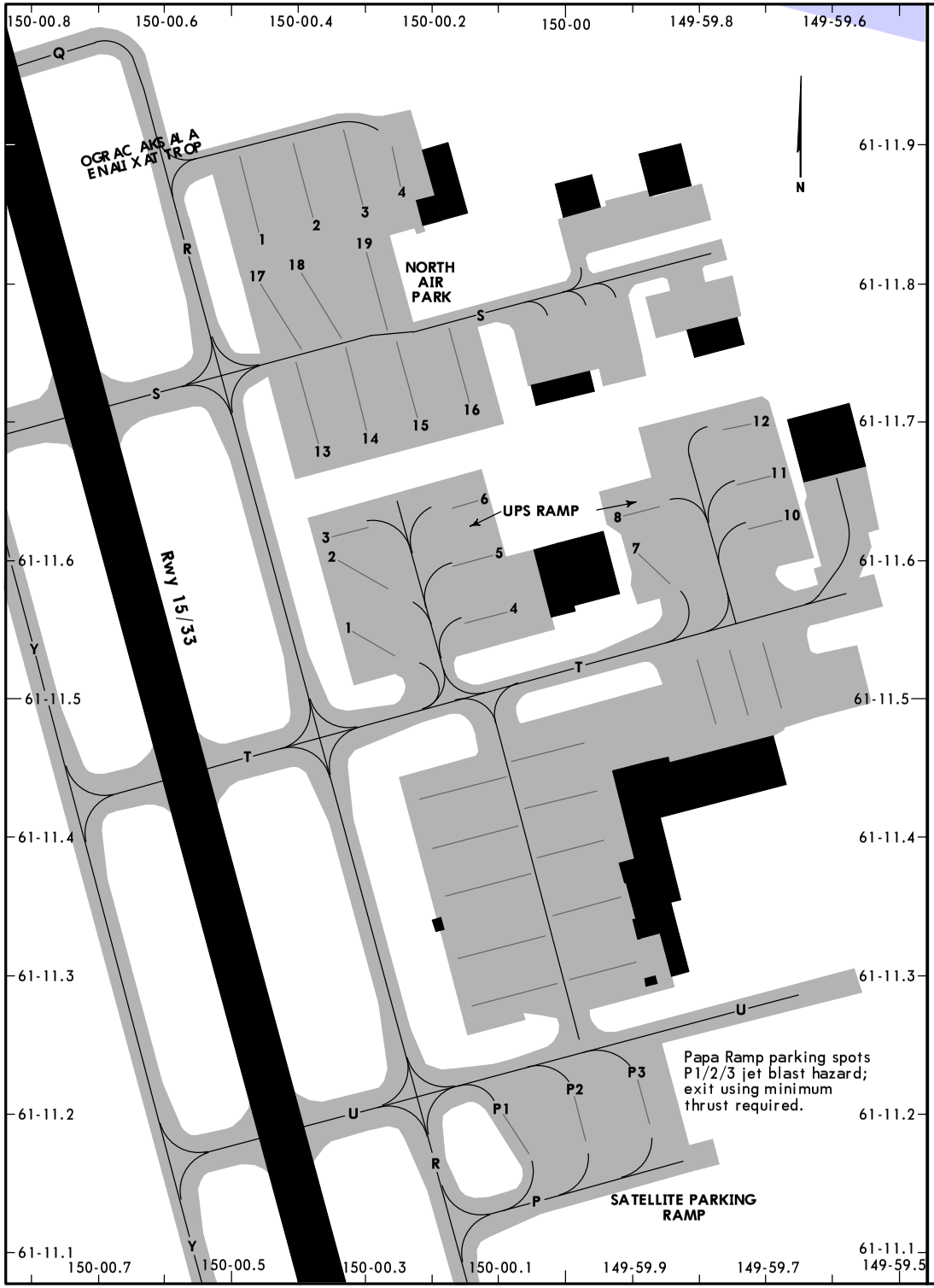
GATE No.	COORDINATES	GATE No.	COORDINATES	GATE No.	COORDINATES	GATE No.	COORDINATES
REMOTE PARKING		**NORTH TERMINAL**		**SOUTH TERMINAL**		**SOUTH TERMINAL**	
R2	N61 10.6 W149 59.3	N1	N61 10.7 W149 59.3	A10	N61 10.4 W149 58.7	C1	N61 10.4 W149 59.0
R3	N61 10.5 W149 59.3	N2	N61 10.7 W149 59.2	A11	N61 10.3 W149 58.7	C2, C3	N61 10.5 W149 59.0
R4	N61 10.5 W149 59.2	N3, N4, N6	N61 10.7 W149 59.3	A12, A14, A16	N61 10.4 W149 58.6	C4 thru C6	N61 10.5 W149 59.1
R7	N61 10.4 W149 59.4	N5, N7, N8	N61 10.7 W149 59.4	A13, A15	N61 10.3 W149 58.6	C7 thru C9	N61 10.6 W149 59.1
R8	N61 10.5 W149 59.4						
R9	N61 10.5 W149 59.5			B1 thru B4	N61 10.4 W149 59.0	L1	N61 10.3 W149 58.9
R10, R11	N61 10.6 W149 59.5			B5	N61 10.3 W149 59.0	L2	N61 10.3 W149 58.7
R12, R13	N61 10.7 W149 59.6			B6, B8	N61 10.4 W149 59.1		
R14	N61 10.8 W149 59.7			B7, B9	N61 10.3 W149 59.1		
				B10	N61 10.4 W149 58.8		

CHANGES: None.

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ANCHORAGE, ALASKA
TED STEVENS ANCHORAGE INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES
NORTH AIR PARK	
1	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	N61 11.7 W150 00.2
16	N61 11.7 W150 00.1
17	N61 11.8 W150 00.5
18	N61 11.8 W150 00.4
19	N61 11.8 W150 00.3
UPS RAMP	
1	N61 11.5 W150 00.3
2, 3	N61 11.6 W150 00.3
4 thru 6	N61 11.6 W150 00.1
7, 8	N61 11.6 W149 59.9
10	N61 11.6 W149 59.7
11, 12	N61 11.7 W149 59.7
SATELLITE PARKING RAMP	
P1	N61 11.2 W150 00.1
P2	N61 11.2 W150 00.0
P3	N61 11.2 W149 59.9

CHANGES: Taxiway Q.

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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** (Kilo ramp designated by K prefix, Papa ramp designated by P prefix, and Zulu ramp designated by Z 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′). P-1 is Design Group V (less than 214′ wingspan). P-2/3 are Design Group VI (less than 262′ wingspan). K-1 is A330 or smaller. K-2 is MD-11 (less than 171′ wingspan). K-3 is B-737 or smaller (due to light poles/ramp obstructions). Z-1/2/3 are B-737/A320 or smaller.

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
Z-1/2/3	B737/A320	6

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.
6. Larger aircraft up to DC-10/K-10 can park with adjacency restrictions.

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.

CHANGES: Airport name, Kilo and Zulu ramp restrictions revised.

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PANC/ANC

TED STEVENS ANCHORAGE INTL

LESS THAN RVR 1200 to 500

JEPPESEN

30 JAN 26 (10-9D)

SMGCS

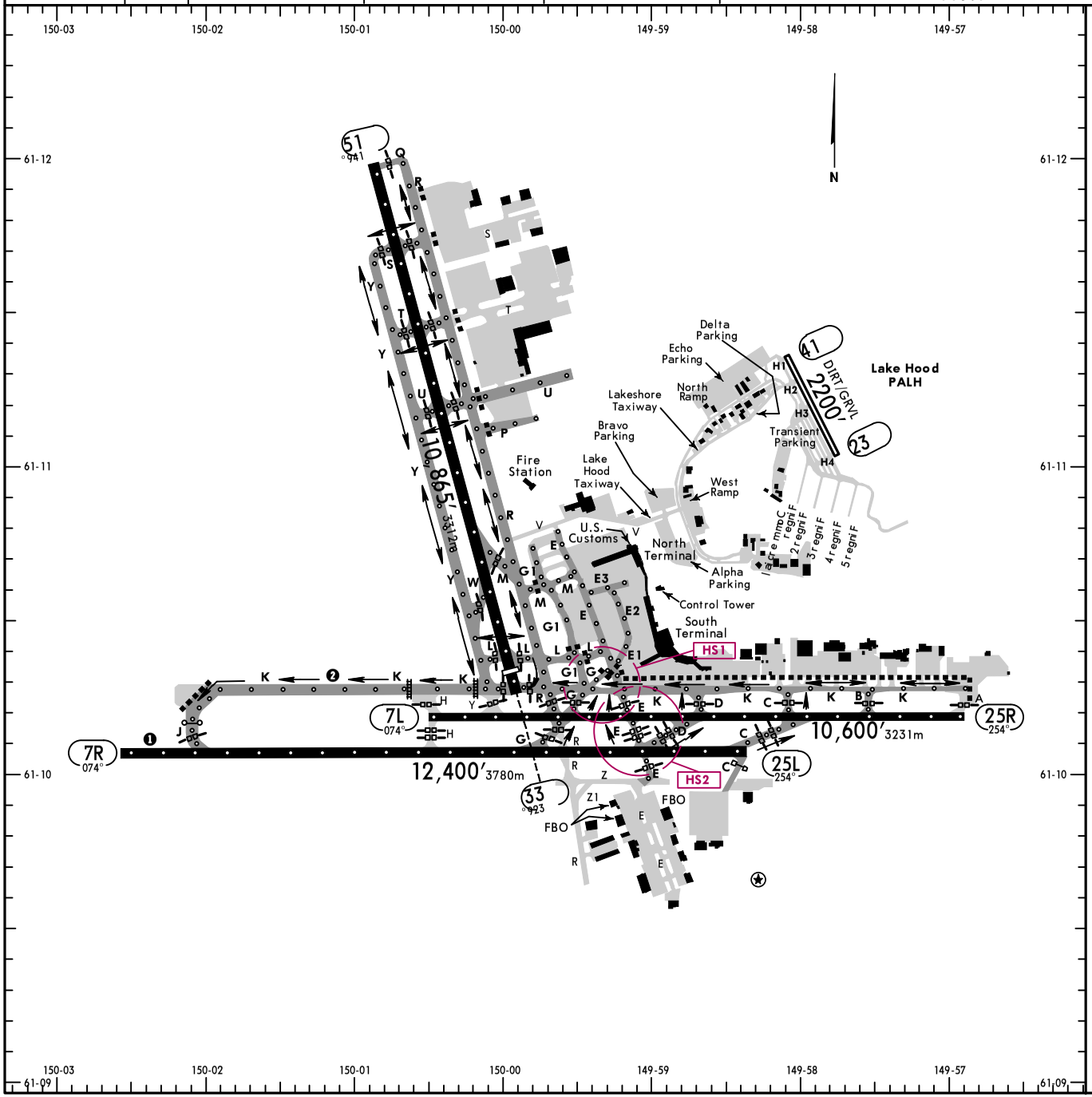
ANCHORAGE, ALASKA

LOW VISIBILITY TAXI ROUTES

ARRIVAL Rwy 7R

DEPARTURE Rwys 7R/33, Rwy 15

D-ATIS	ACARS: D-ATIS PDC	ANCHORAGE Clearance	Ground	Tower	ANCHORAGE Departure (R)					
135.5 VOT 108.4		119.4	121.9	118.3	331°-045° above 2500′	118.6	250°-330° above 1500′	118.6	046°-205° all altitudes	126.4
					331°-045° 2500′ & below	119.1	250°-330° 1500′ & below	119.1	206°-249° all altitudes	123.8



LEGEND

- HS1 — RUNWAY INCURSION HOT SPOT See 10-9 for description of Hot Spots
- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- RWY STOP BAR
- ELEVATED AND IN-PAVEMENT GUARD LIGHTS
- ELEVATED GUARD LIGHTS
- ILS HOLD LINE
- MOVEMENT AREA BOUNDARY

OPERATIONAL NOTES

- All taxiways south of Rwy 7R/25L are uncontrolled.

❶ Rwy 7R: Back-taxi from Twy J for departure not authorized.

❷ Portions of Twy K between Twy H and J not visible from tower.

CHANGES: Taxiway Q.

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PANC/ANC ANCHORAGE, ALASKA

JEPPESEN

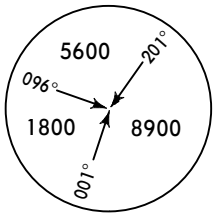
TED STEVENS ANCHORAGE INTL (11-1) 30 AUG 24 ILS or LOC Rwy 7L

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP

LOC ITGN	Final Apch Crs	WEBBI	ILS DA(H)	Apt Elev 151'
109.9	074°	1600' (1472')	328' (200')	TDZE 128'

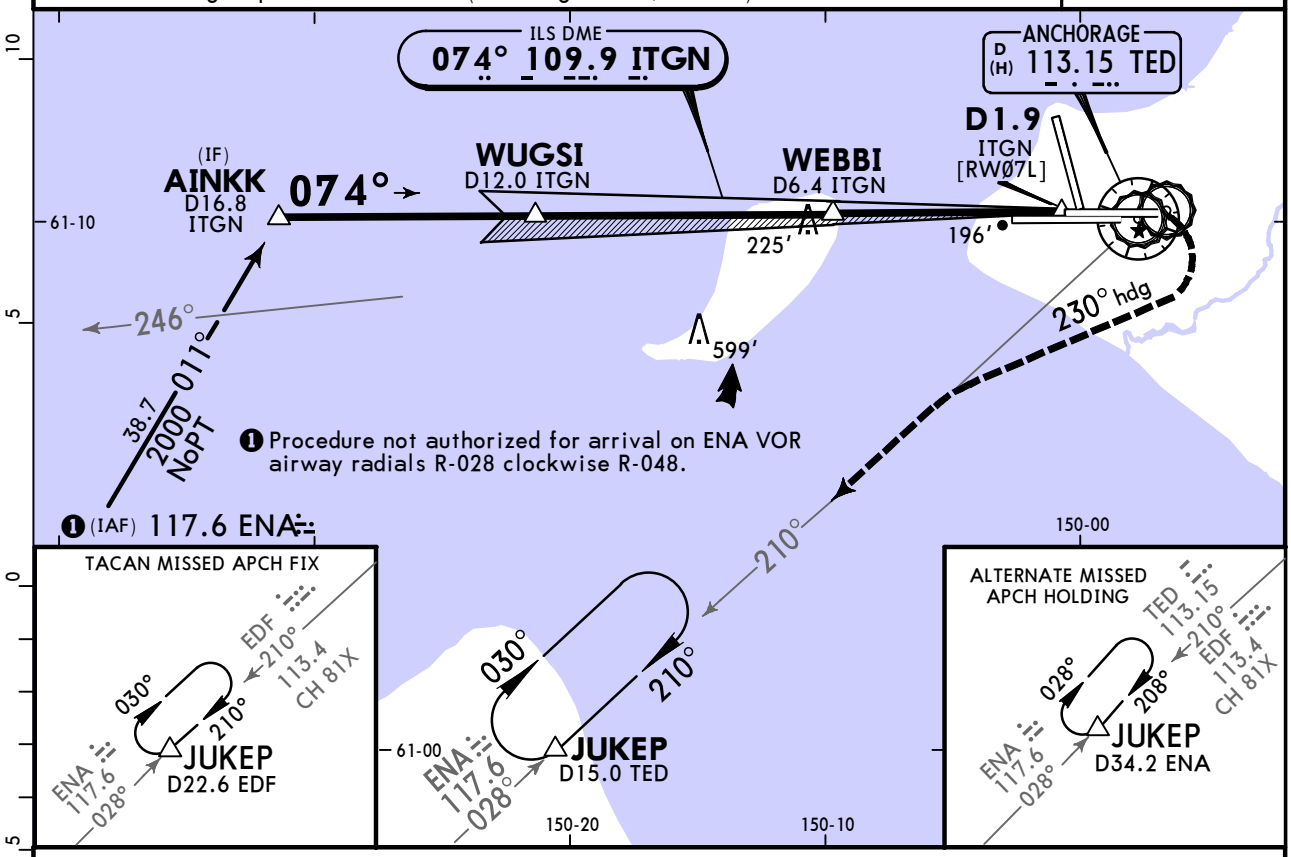
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 600' then climbing RIGHT turn to 3000' on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

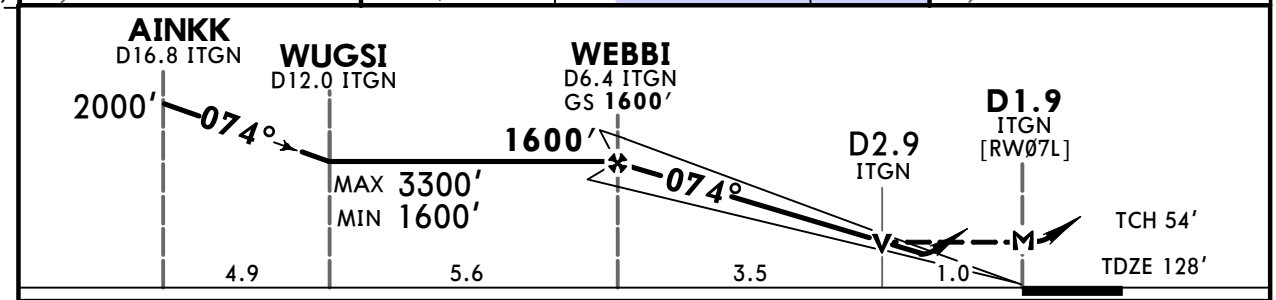


MSA TED VOR

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. DME required. 2. Cold temperature altitude correction required at or below -21°C.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 63').





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.9 ITGN							

MALSR PAPI | 600' | 3000' RT on 230° hdg

TERPS STRAIGHT-IN LANDING RWY 7L

	ILS DA(H) 328' (200')			LOC (GS out) MDA(H) 500' (372')		CIRCLE-TO-LAND	
		TDZ/CL out	RAIL/ALS out		RAIL/ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	700' (549') - 1
B						120	
C				RVR 30 or 5/8	RVR 55 or 1	140	800' (649') - 1 3/4
D						165	920' (769') - 2 1/2

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

TERPS AMEND 5 5 OCT 2023

CHANGES: Format.

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PANC/ANC ANCHORAGE, ~~ALASKA~~

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TED STEVENS ANCHORAGE INTL 2 AUG 24 (11-1A) ILS Rwy 7L SA CAT I

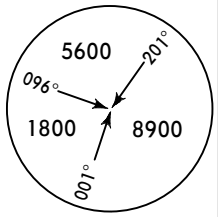
D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

LOC ITGN 109.9	Final Apch Crs 074°	WEBBI 1600′ (1472′)	SA CAT I ILS RA 158′ DA(H) 278′(150′)	Apt Elev 151′ TDZE 128′

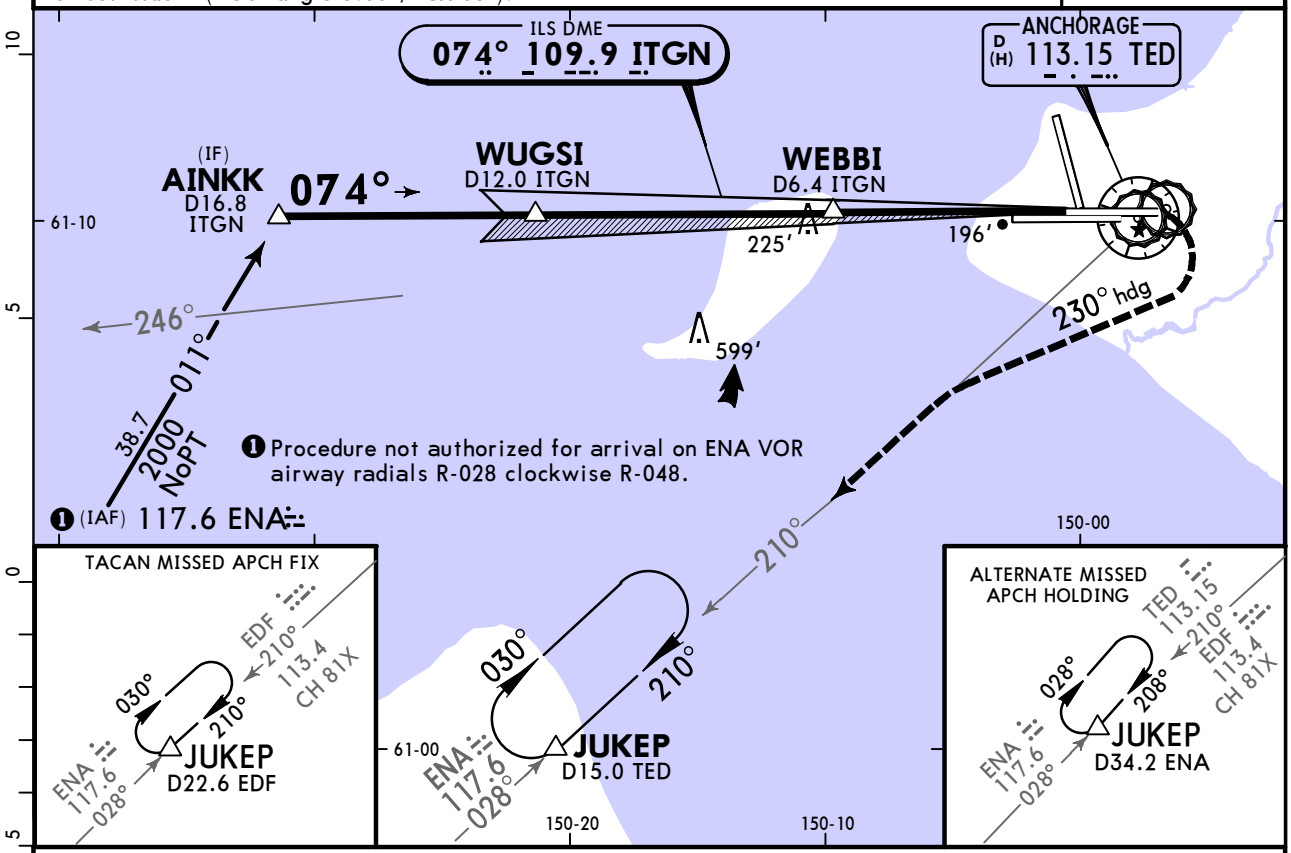
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 600′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

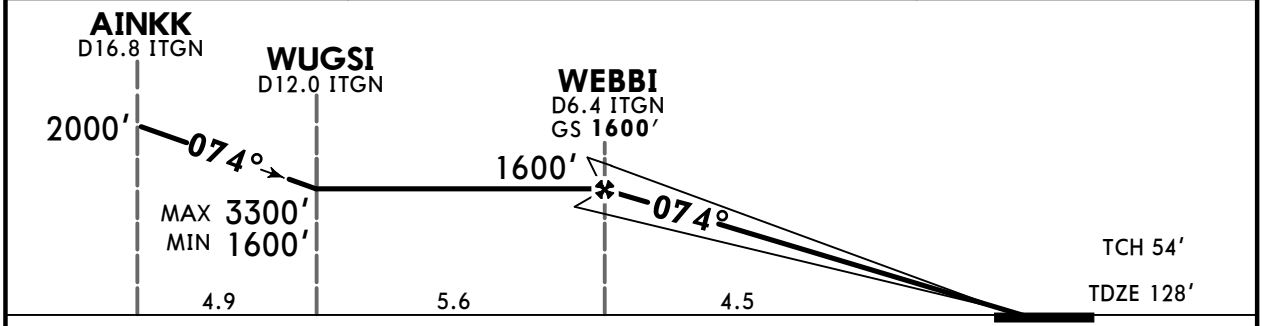
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 63′).



MSA TED VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR PAPI | 600′ | 3000′ on RT | 230° hdg

TERPS

STRAIGHT-IN LANDING RWY 7L

1 SA CAT I ILS

RA 158′

DA(H) 278′(150′)

RVR 14

A B C D

1 Requires specific OPSPEC, MSPEC, or LOA approval.

BRIEFING STRIP™

TERPS AMEND 5 5 OCT 2023

CHANGES: Airport name, cold temperature note.

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PANC/ANC ANCHORAGE, ALASKA

TED STEVENS ANCHORAGE INTL 2 AUG 24 (11-1B) ILS Rwy 7L SA CAT II

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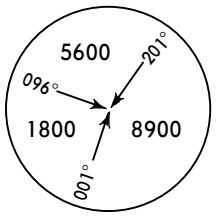
D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

LOC ITGN	Final Apch Crs	WEBBI	SA CAT II ILS	Apt Elev 151′
109.9	074°	1600′ (1472′)	RA 108′ DA(H) 228′ (100′)	TDZE 128′

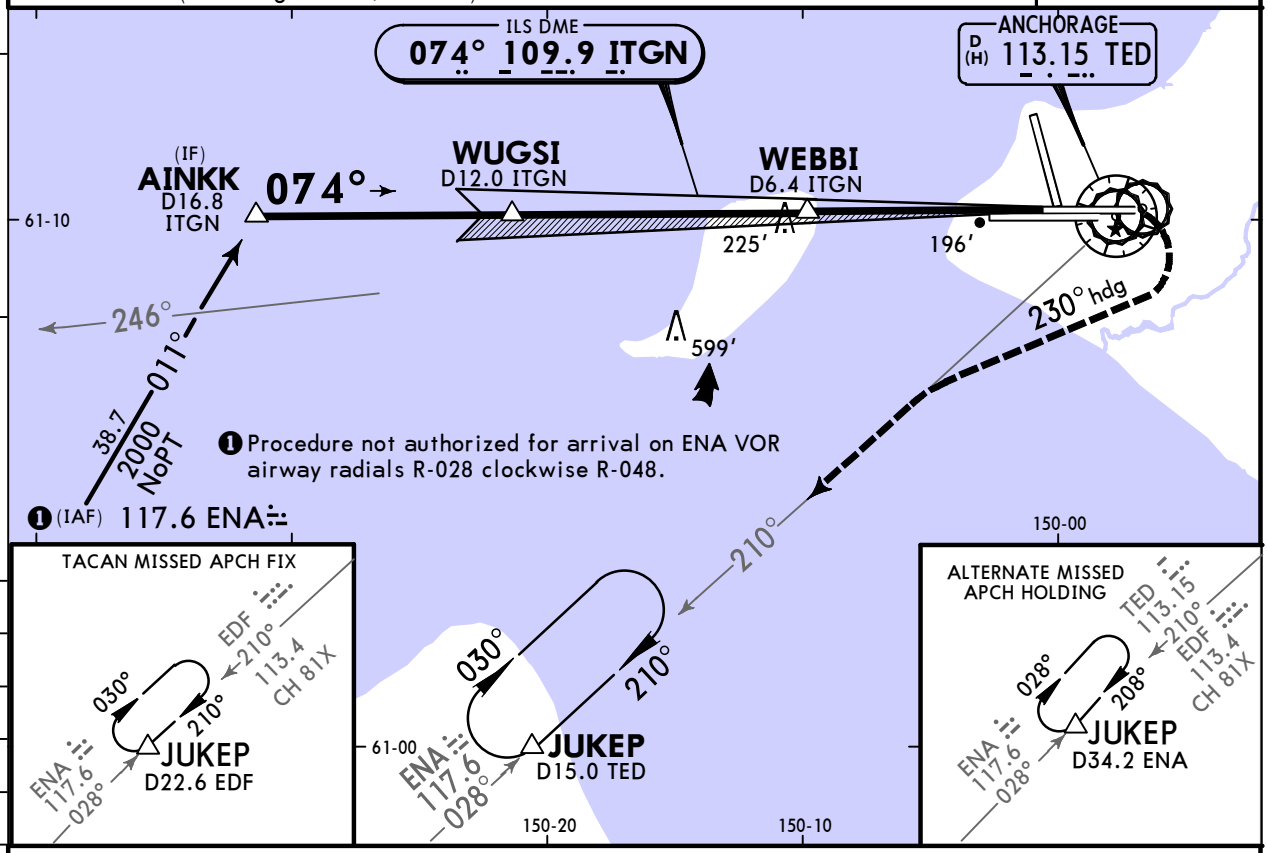
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 600′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

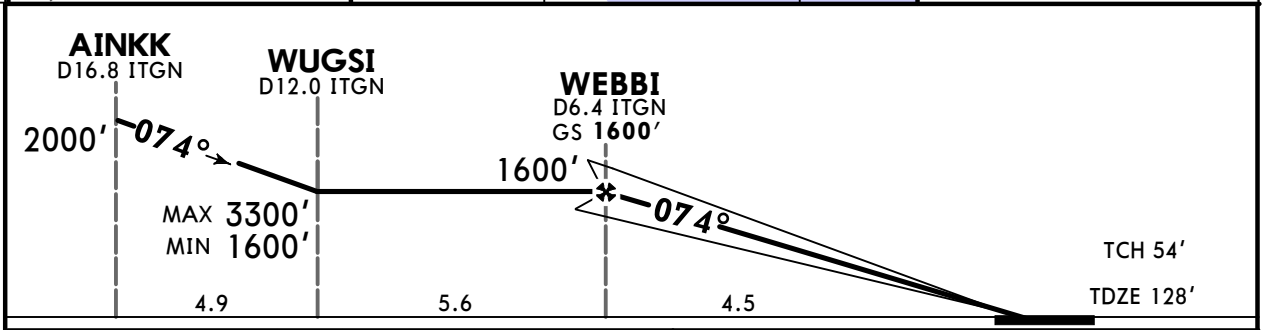
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 63′).



MSA TED VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

MALSR PAPI 600′ 3000′ RT on 230° hdg

TERPS

STRAIGHT-IN LANDING RWY 7L

1 SA CAT II ILS

RA 108′

DA(H) 228′ (100′)

A	RVR 12
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.

BRIEFING STRIP ™

TERPS AMEND 5 5 OCT 2023

CHANGES: Airport name, cold temperature note.

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PANC/ANC ANCHORAGE, ~~ALASKA~~

JEPPESEN

TED STEVENS ANCHORAGE INTL (11-2) 30 AUG 24 ILS or LOC Rwy 7R

BRIEFING STRIP ™

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

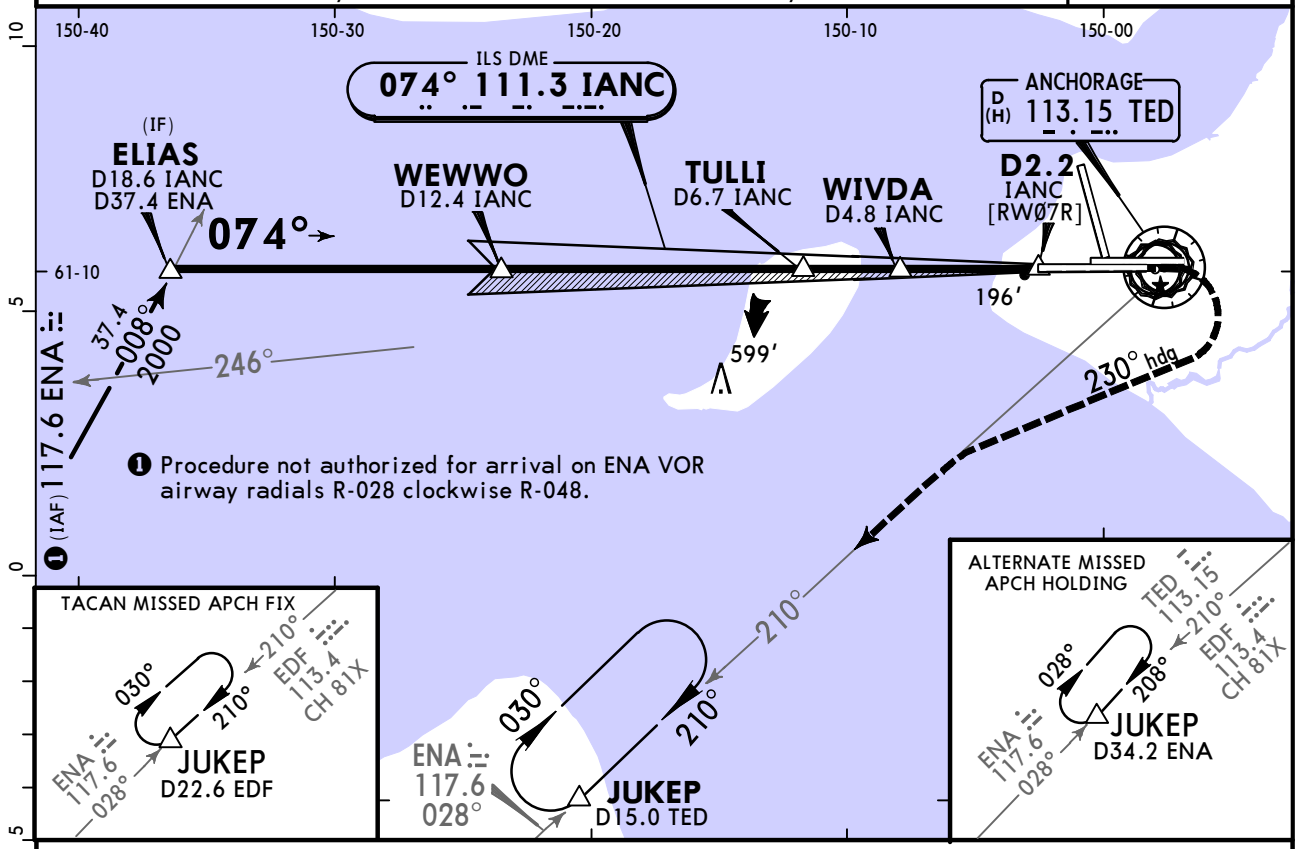
LOC IANC	Final Apch Crs	TULLI	ILS DA(H)	Apt Elev 151′
111.3	074°	1600′(1468′)	332′(200′)	TDZE 7R 132′

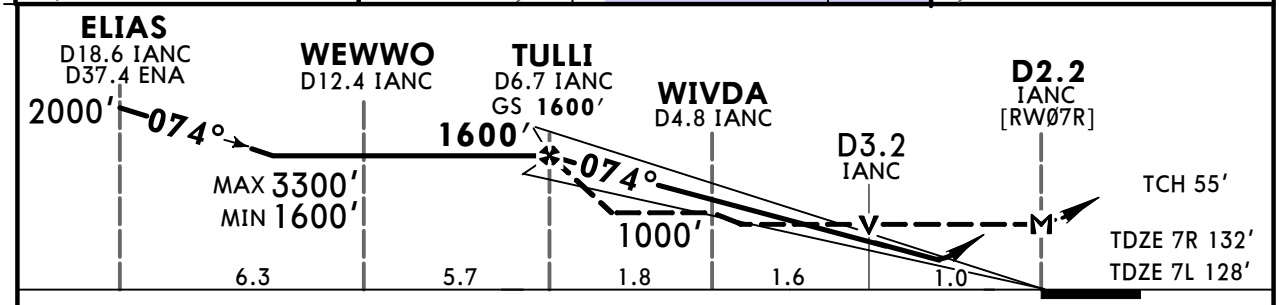
MISSED APCH: Climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

MSA TED VOR: 5600 (096°–201°), 1800 (201°–007°), 8900 (007°–096°)

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME required. 2. Cold temperature altitude correction required at or below -21°C. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72′). 4. Rwy 7L threshold 6140′ east of Rwy 7R threshold. 5. MALSR & PAPI-R on Rwy 7L.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D2.2 IANC							

ALSF-II PAPI | 780′ | 3000′ RT on 230° hdg

TERPS STRAIGHT-IN LANDING RWY 7R

	ILS DA(H) 332′(200′)			LOC (GS out) MDA(H) 520′(388′)		SIDESTEP LANDING RWY 7L MDA(H) 520′(392′)		CIRCLE-TO-LAND
		TDZ/CL out	ALS out		ALS out		RAIL/ALS out	Max Kts / MDA(H)
A	RVR 18 or 1/2	[1] RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 55 or 1	1 1/2	90 / 700′(549′) - 1
B								120 / 700′(549′) - 1
C				RVR 35 or 5/8	RVR 60 or 1 1/4			140 / 800′(649′) - 1 3/4
D						1 1/2	2	165 / 920′(769′) - 2 1/2

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

TERPS AMEND 5 5 OCT 2023

CHANGES: Format.

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PANC/ANC ANCHORAGE, ~~ALASKA~~

JEPPESEN

TED STEVENS ANCHORAGE INTL 2 AUG 24 (11-2A) ILS Rwy 7R CAT II & III

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP™

LOC IANC	Final Apch Crs	TULLI	CAT III	CAT II ILS	Apt Elev 151′
111.3	074°	1600′(1468′)	Refer to Minimums	RA 115′ DA(H) 232′(100′)	TDZE 132′

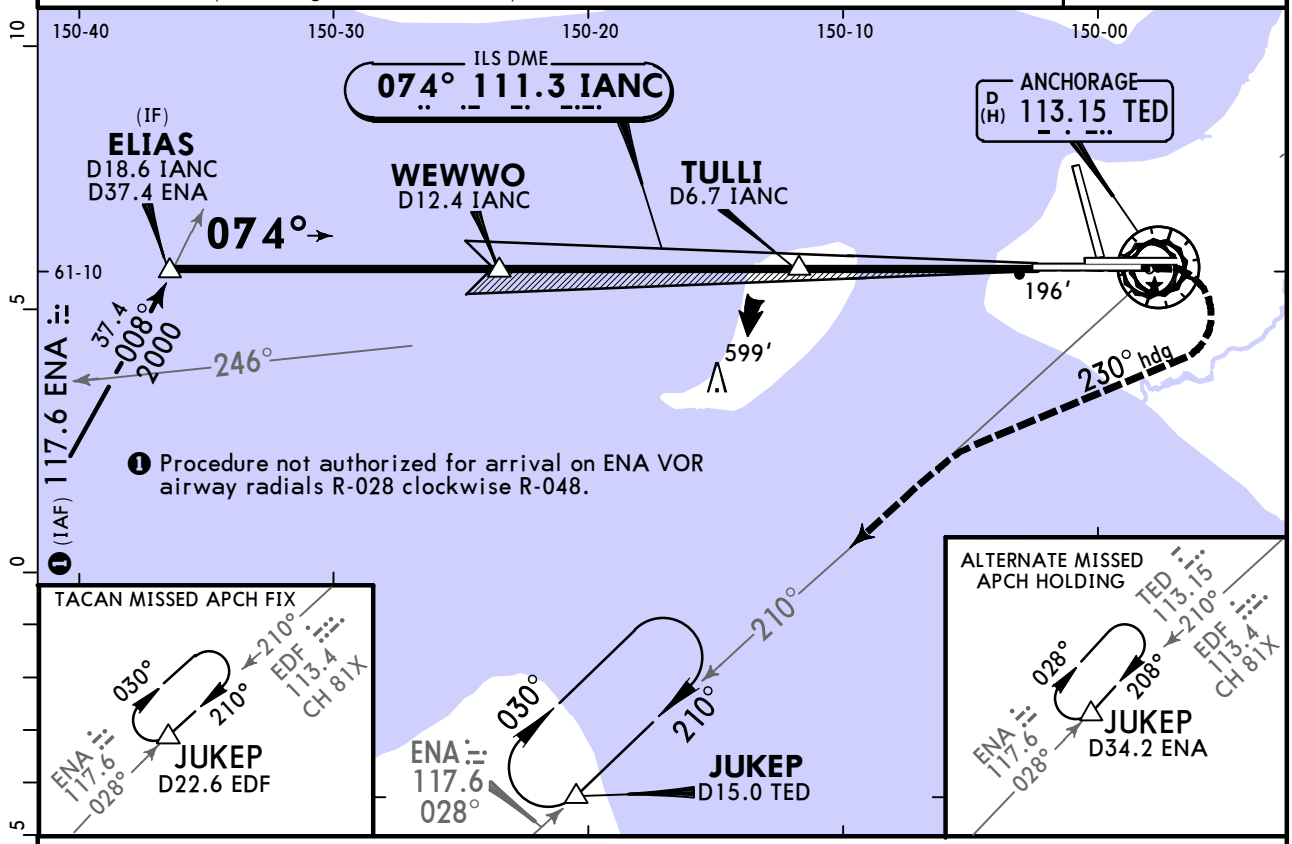
MISSED APCH: Climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

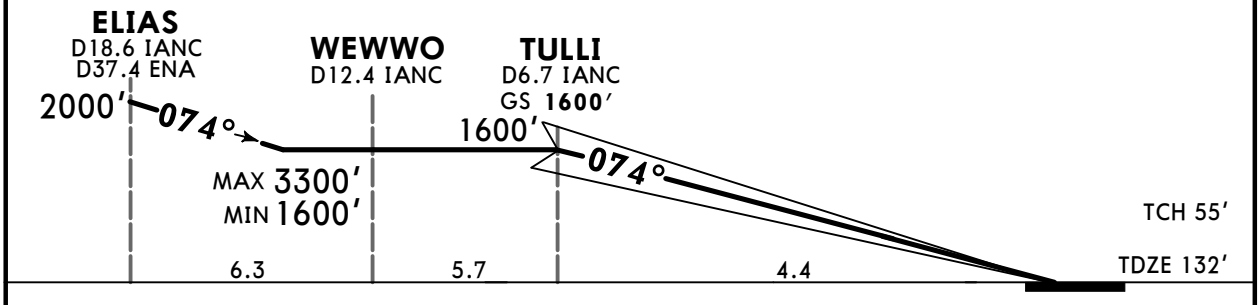
MSA TED VOR

5600 201° 096° 1800 8900 100°

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 780′ 3000′ on RT 230° hdg

TERPS STRAIGHT-IN LANDING RWY **7R**

CAT III ILS	CAT II ILS RA 115′ DA(H) 232′(100′)
RVR 6	1 RVR 12

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

TERPS AMEND 5 5 OCT 2023

CHANGES: Airport name, cold temperature note.

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PANC/ANC ANCHORAGE, ~~ALASKA~~

TED STEVENS ANCHORAGE INTL 2 AUG 24 (11-2B) ILS Rwy 7R SA CAT I

JEPPESEN

BRIEFING STRIP™

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

LOC IANC	Final Apch Crs	TULLI	SA CAT I ILS	Apt Elev 151′
111.3	074°	1600′(1468′)	RA 245′ DA(H) 282′(150′)	TDZE 132′

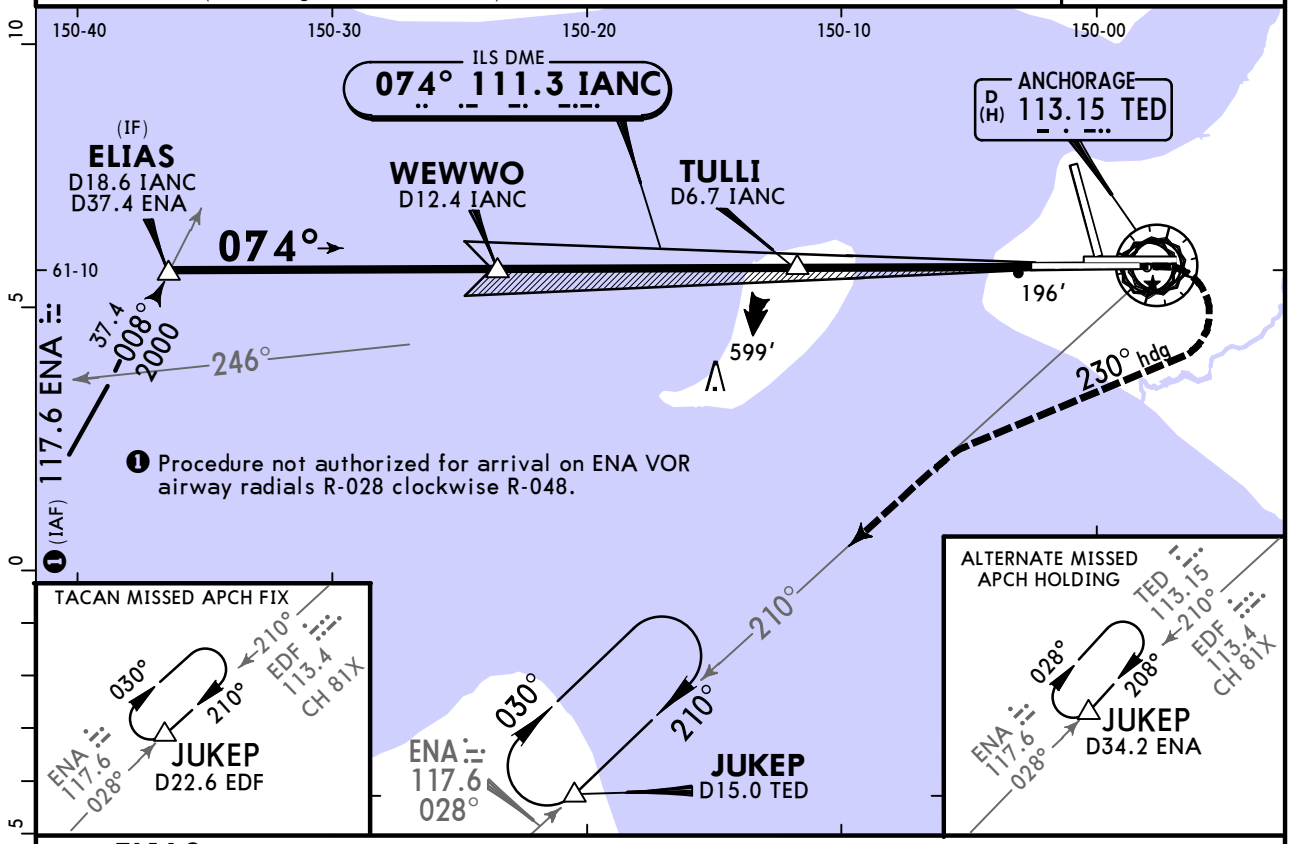
MISSED APCH: Climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on TED VOR R-210 to JUKEP/D15.0 TED and hold. (TACAN aircraft climb to 780′ then climbing RIGHT turn to 3000′ on heading 230° and outbound on EDF TACAN R-210 to JUKEP/D22.6 EDF and hold).

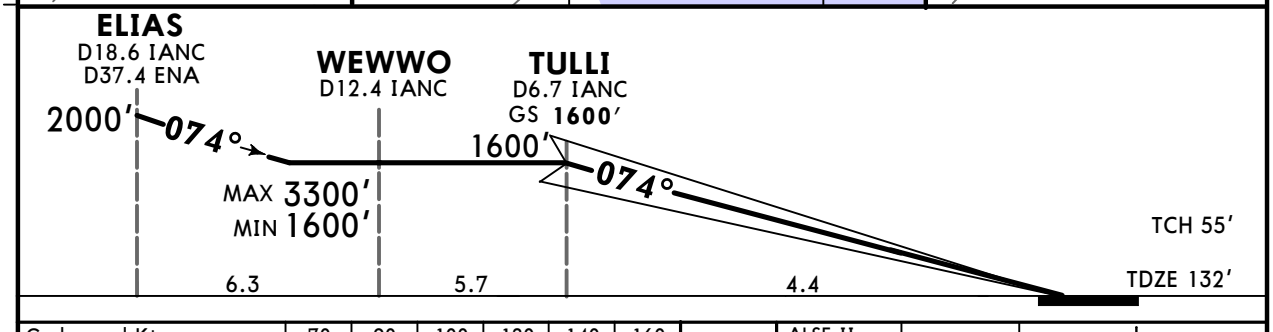
MSA TED VOR

5600 201° 096° 1800 8900 001°

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72′).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI 780′ 3000′ RT on 230° hdg

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.

TERPS AMEND 5 5 OCT 2023

CHANGES: Airport name, cold temperature note.

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PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN 4 JUL 25 (11-3)

ANCHORAGE, ~~ALASKA~~
ILS Rwy 15

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP ™

LOC IBSC	Final Apch Crs	KANSY	ILS DA(H)	Apt Elev 151′
111.75	149°	1600′ (1449′)	Refer to Minimums	TDZE 151′

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′

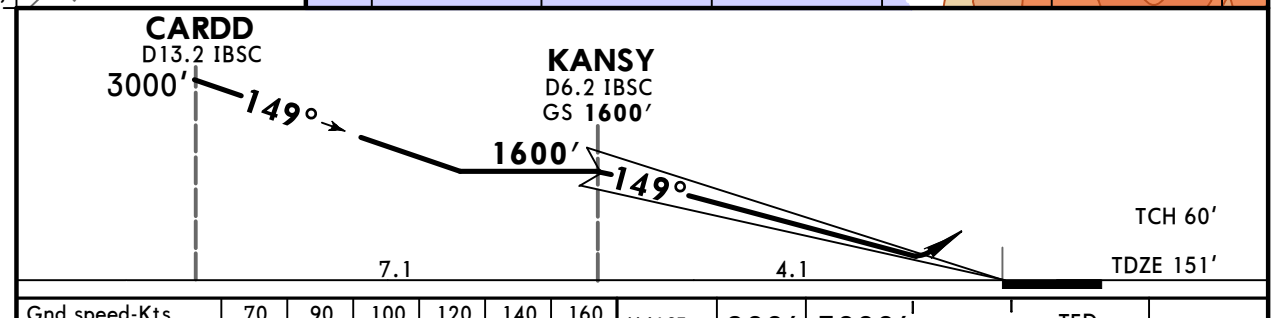
1. DME required. 2. Use IBSC DME when on the localizer course. 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.20°/TCH 78′).

MSA TED VOR
5600 201° 096° 1800 8900 100°

(IAF) YOHNN D21.8 IBSC RADAR FIX
(IAF) 112.5 BGQ
22 DME Arc TED 3300
BIG LAKE PAGQ
PEPVE D22.0 TED
6400
ELLAM/D22.0 TED R-037 (IAF)
Procedure not authorized for arrivals at BGQ VOR on V438-456 northbound and T227 northeast bound.
(IAF) IVANN D22.0 TED
(IF) CARDD D13.2 IBSC RADAR FIX
ILS DME 149° 111.75 IBSC
KANSY D6.2 IBSC RADAR FIX
R-2203B R-2203C R-2203A
ANCHORAGE Elmendorf AFB PAED
ANCHORAGE Merrill PAMR
ANCHORAGE (D) (H) 113.15 TED
5445′
721′ 960′ 557′ 599′

ALTERNATE MISSED APCH FIX
JUKEP D34.2 ENA
ENA 117.6

MISSED APCH FIX
JUKEP D15.0 TED D34.2 ENA
ENA 117.6
TED 113.15



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906

MALSF PAPI | 800′ | 3000′ RT on 200° hdg and TED 113.15 R-210 | JUKEP

TERPS

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

A	RVR 40 or ¾
B	
C	
D	

TERPS AMEND 7A 10 OCT 2019

CHANGES: VGSI not coincident note.

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PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN

12-1 2 AUG 24

ANCHORAGE, ~~ALASKA~~
RNAV (GPS) Rwy 7L

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP ™

WAAS	Final Apch Crs	WEBBI	LPV DA(H)	Apt Elev 151′
Ch 86215 W07B	074°	1600′ (1472′)	328′ (200′)	TDZE 128′

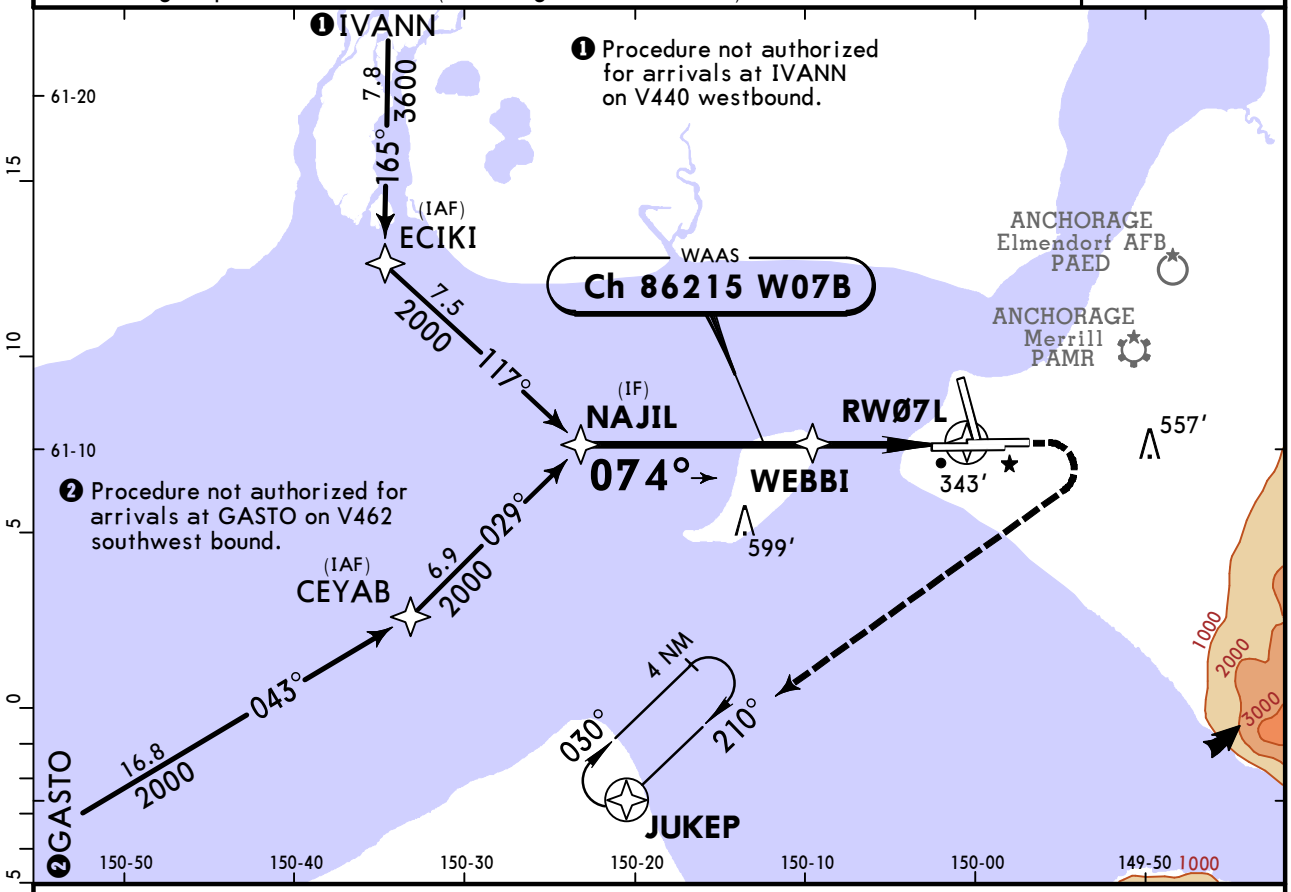
MISSED APCH: Climb to 800′ then climbing RIGHT turn to 3000′ direct JUKEP and hold.

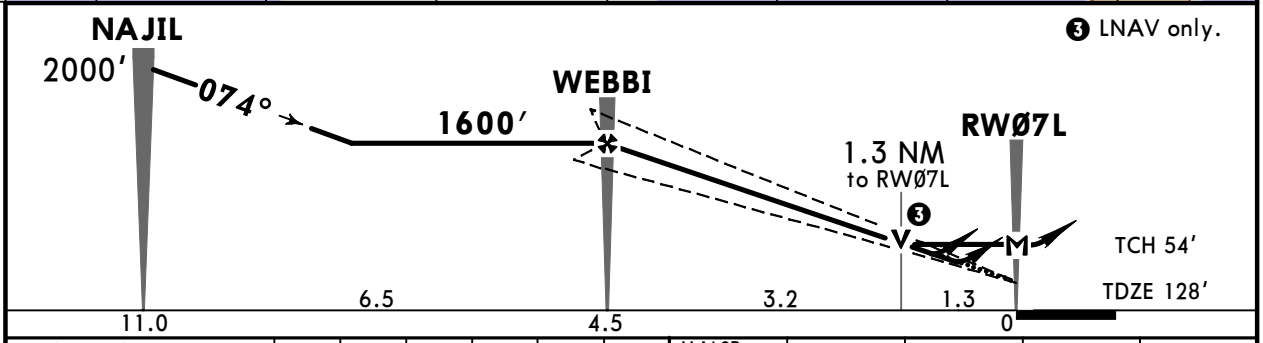
RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C. 2. Cold temperature altitude correction required at or below -21°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 63′).

8900

MSA RWØ7L





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7L							

MALSR PAPI | 800′ | 3000′ RT | D | JUKEP

TERPS — STRAIGHT-IN LANDING RWY 7L

	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
A	RVR 18 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (549′) - 1
120	
140	800′ (649′) - 1¾
165	920′ (769′) - 2½

TERPS AMEND 3 10 OCT 2019

CHANGES: Airport name, cold temperature note, chart format.

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PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN

12-2 2 AUG 24

ANCHORAGE, ~~ALASKA~~
RNAV (GPS) Y Rwy 7R

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP™

WAAS	Final Apch Crs	TULLI	LPV DA(H)	Apt Elev 151′
Ch 81815 W07A	074°	1600′ (1468′)	332′ (200′)	TDZE 132′

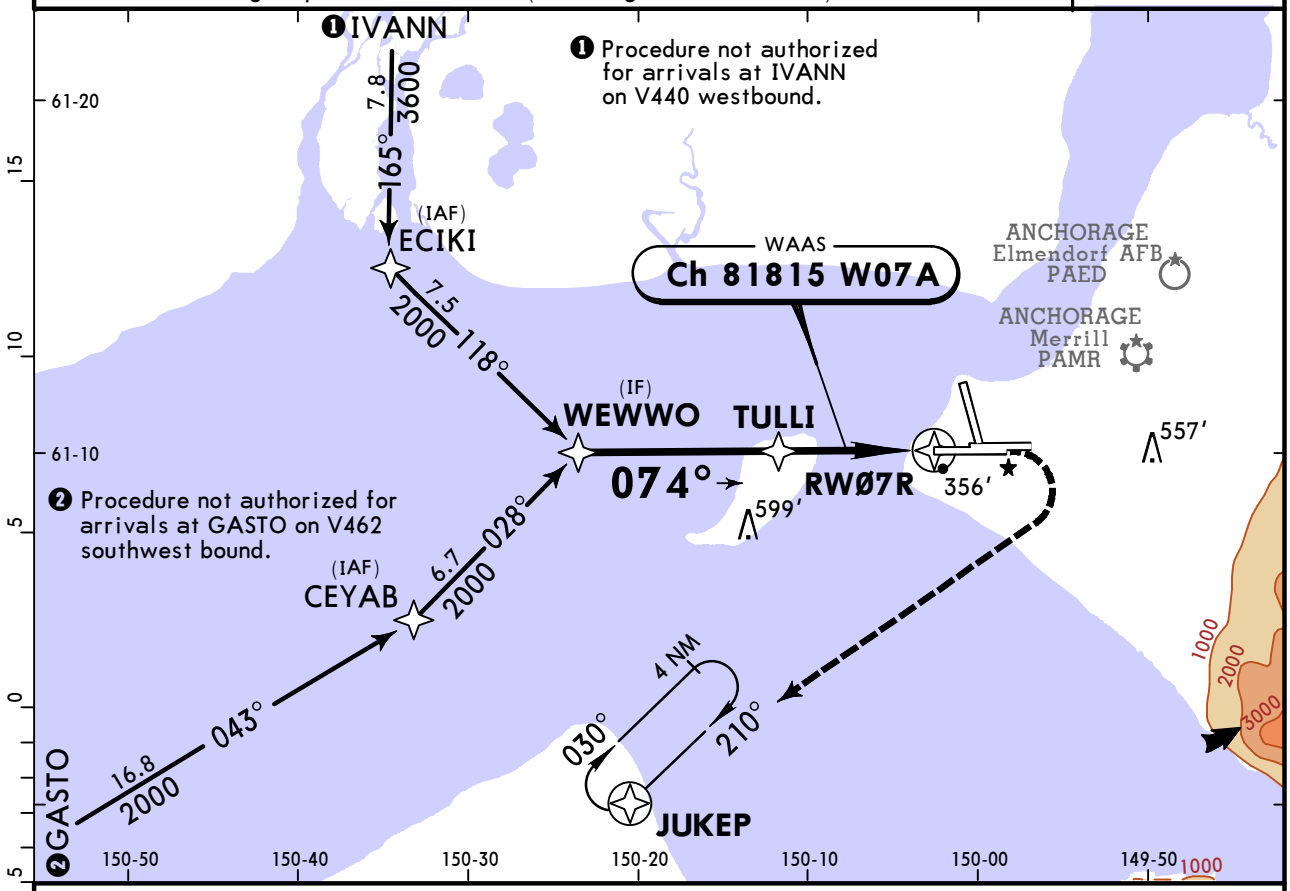
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 3000′ direct JUKEP and hold.

RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

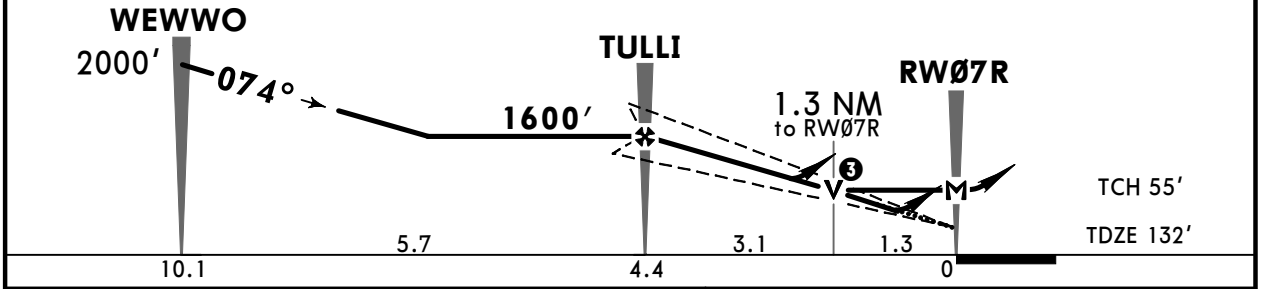
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C or above 54°C. 2. Cold temperature altitude correction required at or below -21°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72′).

8800

MSA RWØ7R



❸ LNAV only.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ7R							

ALSF-II PAPI | 900′ | 3000′ RT | D | JUKEP

TERPS STRAIGHT-IN LANDING RWY **7R** — CIRCLE-TO-LAND

	LPV DA(H) 332′(200′)			LNAV/VNAV DA(H) 648′(516′)		LNAV MDA(H) 620′(488′)		CIRCLE-TO-LAND
		TDZ/CL out	ALS out		ALS out		ALS out	Max Kts / MDA(H)
A	RVR 18 or ½	❶ RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1	1⅜	RVR 24 or ½	RVR 55 or 1	C: 90 / 700′(549′) -1
B								120 / 700′(549′) -1
C						RVR 50 or 1	1⅜	140 / 800′(649′) -1¾
D								165 / 920′(769′) -2½

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

TERPS AMEND 5 10 OCT 2019

CHANGES: Airport name, cold temperature note, chart format.

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PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN 4 JUL 25 (12-3)

ANCHORAGE, ~~ALASKA~~
RNAV (GPS) Rwy 15

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

BRIEFING STRIP ™

WAAS	Final	KANSY	LPV	Apt Elev 151′
Ch 90115 W15A	Apch Crs 149°	1600′ (1449′)	DA(H) Refer to Minimums	TDZE 151′

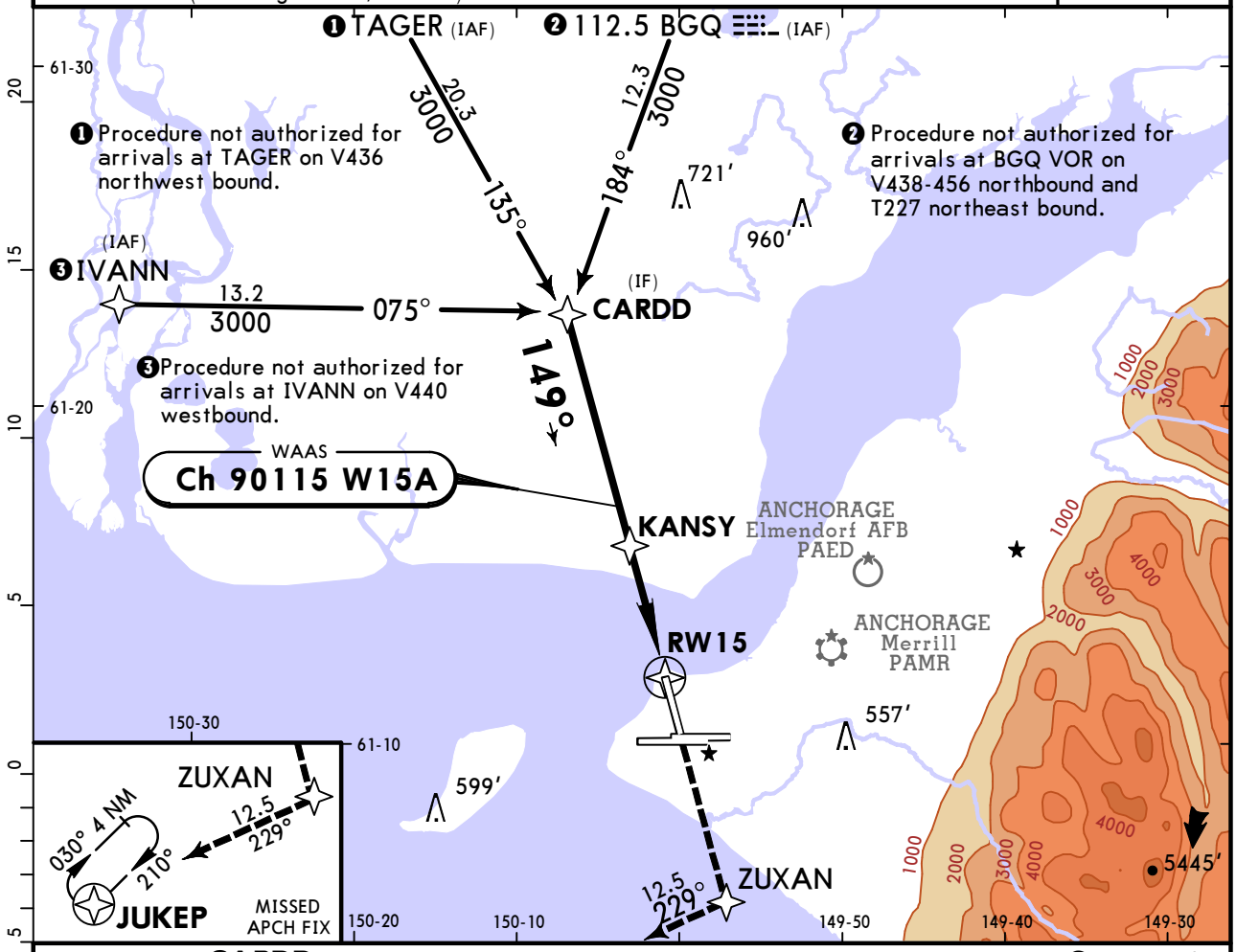
MISSED APCH: Climb to 3000′ direct ZUXAN and on track 229° to JUKEP and hold.

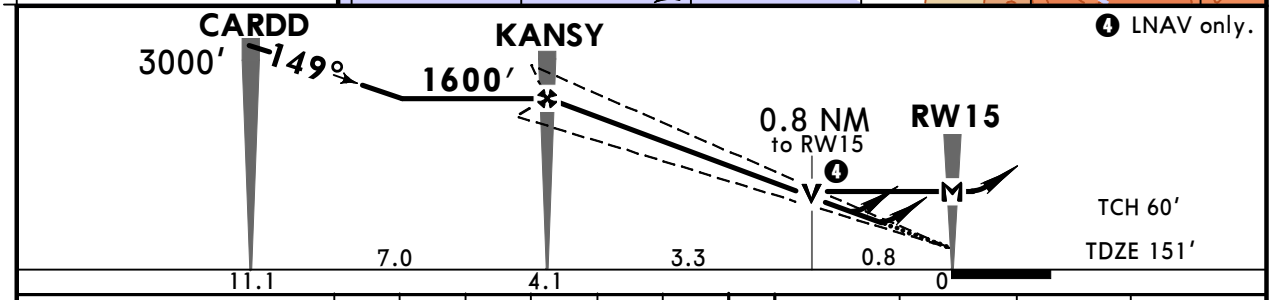
RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C or above 54°C.
2. Cold temperature altitude correction required at or below -21°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.20°/TCH 78′).

8700

MSA RW15





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at RW15							

MALSF PAPI 3000′ D ZUXAN

TERPS STRAIGHT-IN LANDING RWY 15 — CIRCLE-TO-LAND

	LPV	LNAV/VNAV	LNAV		
	DA(H) A & B: 351′(200′) C & D: 401′(250′)	DA(H) 404′(253′)	MDA(H) 600′(449′)		
	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 40 or ¾	RVR 40 or ¾	90	700′ (549′) -1
B			RVR 60 or 1¼	120	
C			RVR 60 or 1¼	140	800′ (649′) -1¾
D			1⅜	165	920′ (769′) -2½

TERPS AMEND 3 10 OCT 2019

CHANGES: VGSI not coincident note.

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PANC/ANC
TED STEVENS ANCHORAGE INTL

JEPPESEN 2 AUG 24 (12-20)

ANCHORAGE, ~~ALASKA~~
RNAV (RNP) Z Rwy 7R

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

RNAV	Final Apch Crs	TULLI	RNP 0.30 DA(H)	Apt Elev 151′ TDZE 132′
	074°	1600′ (1468′)	562′ (430′)	

MISSED APCH: Climb to 3000′ on the RNAV missed approach route to JUKEP and hold. Missed approach requires RNP less than 1.0.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

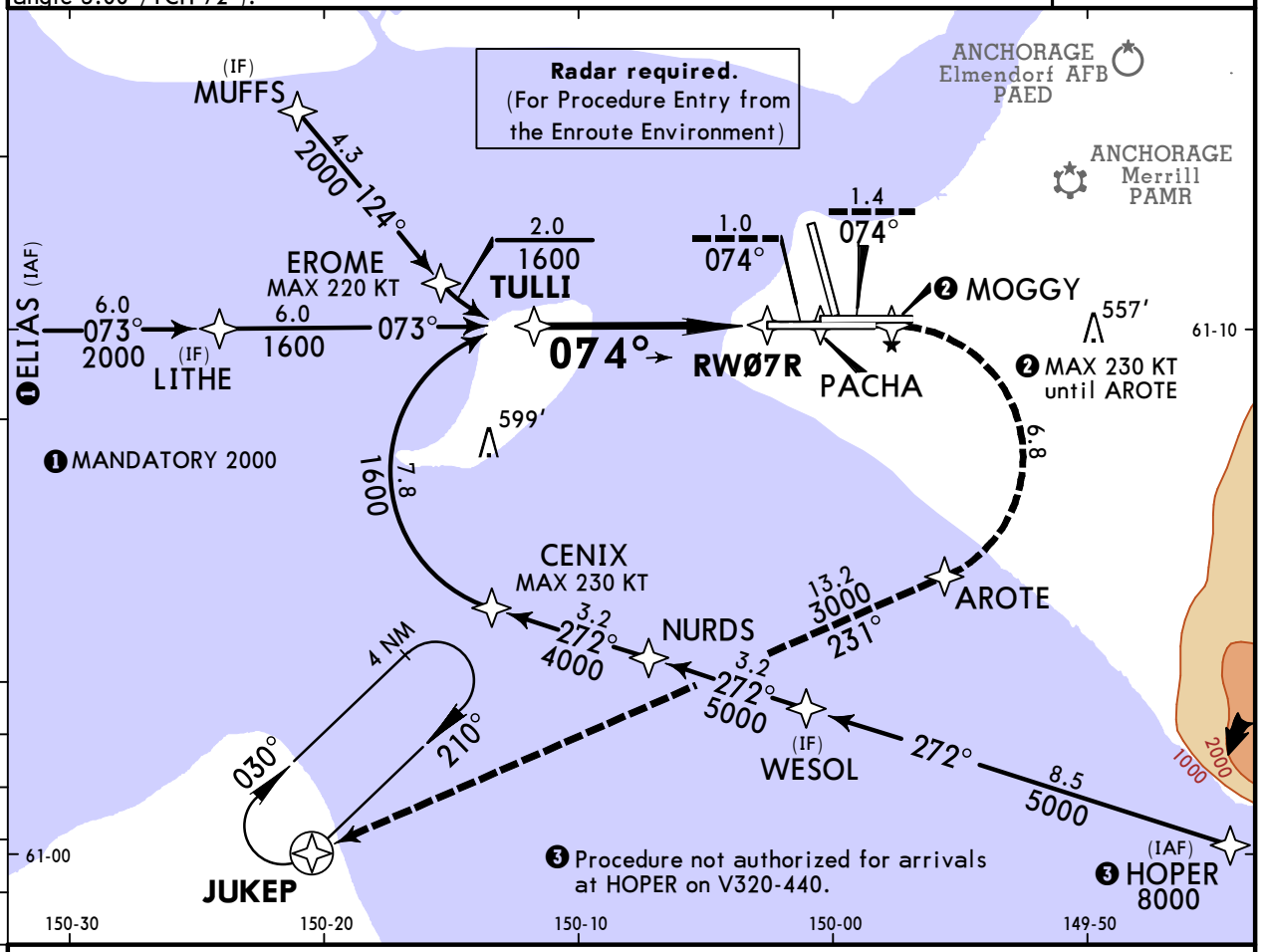
RNP AR Apch, RF required

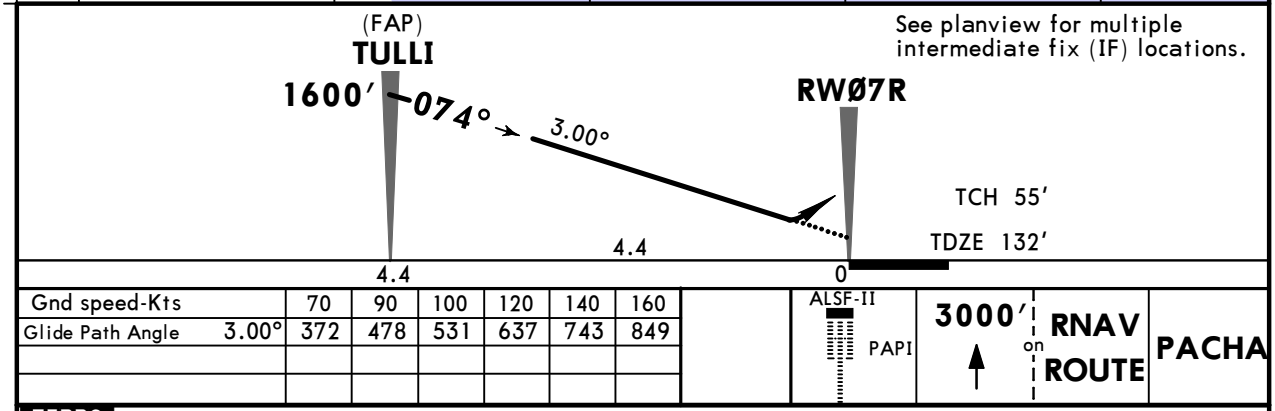
1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 3. Cold temperature altitude correction required at or below -21°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72′).

8800

MSA RWØ7R

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

ALSF-II PAPI 3000′ on RNAV ROUTE PACHA

TERPS

STRAIGHT-IN LANDING RWY **7R**

RNP 0.30

DA(H) **562′** (430′)

	ALS out
A	RVR 50 or 1
B	
C	
D	1⅜

TERPS ORIG-D 19 JUL 2018

CHANGES: Airport name, cold temperature note.

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PANC/ANC
TED STEVENS ANCHORAGE INTL 2 AUG 24 (12-21)

JEPPESEN

ANCHORAGE, ~~ALASKA~~
RNAV (RNP) Rwy 33

BRIEFING STRIP ™

D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6	118.3	121.9

RNAV	Final Apch Crs 329°	FOXON 1200′ (1079′)	RNP 0.11 DA(H) 463′ (342′)	Apt Elev 151′ TDZE 121′

MISSED APCH: Climb to 4000′ on the RNAV missed approach route to BGQ VOR and hold.

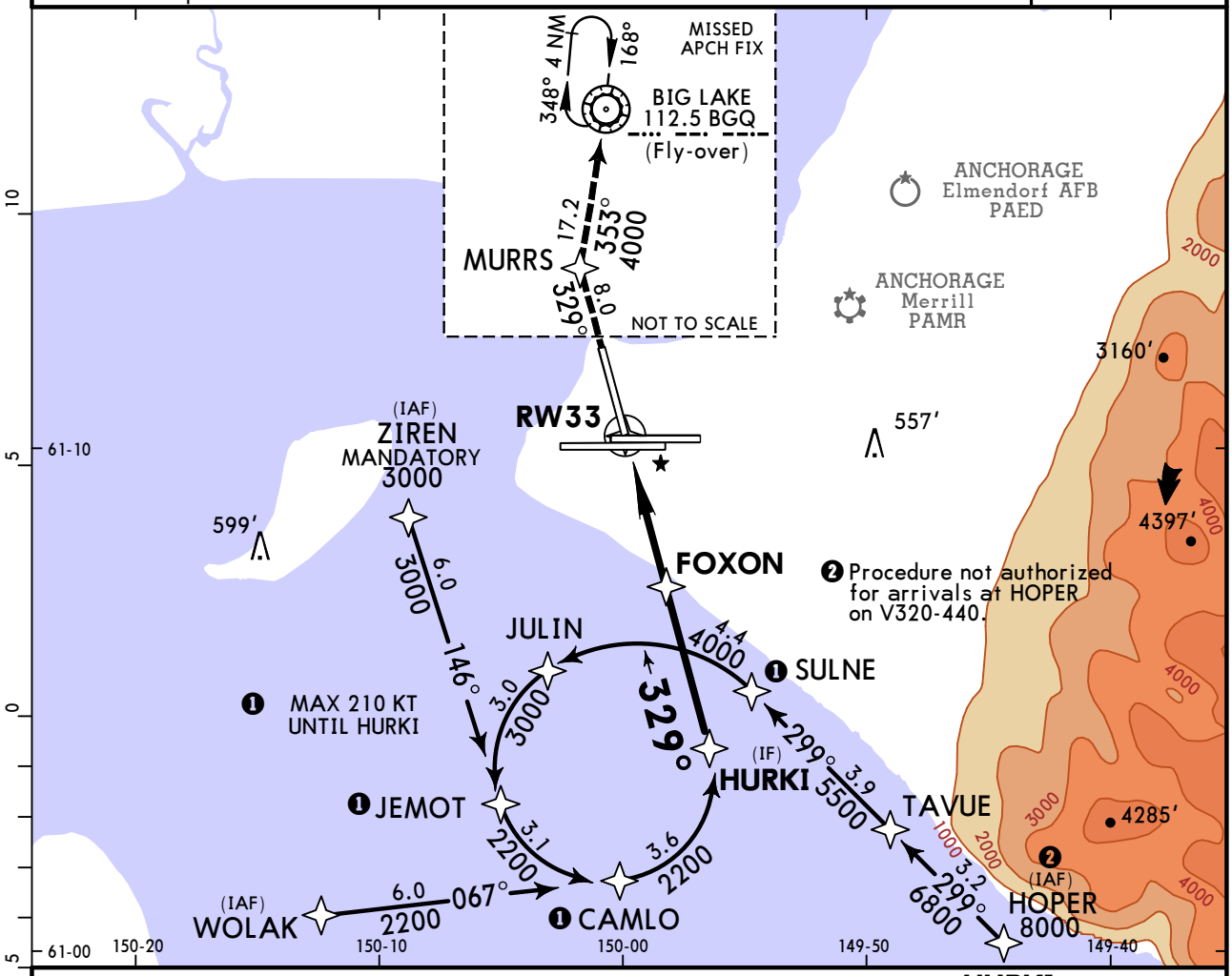
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

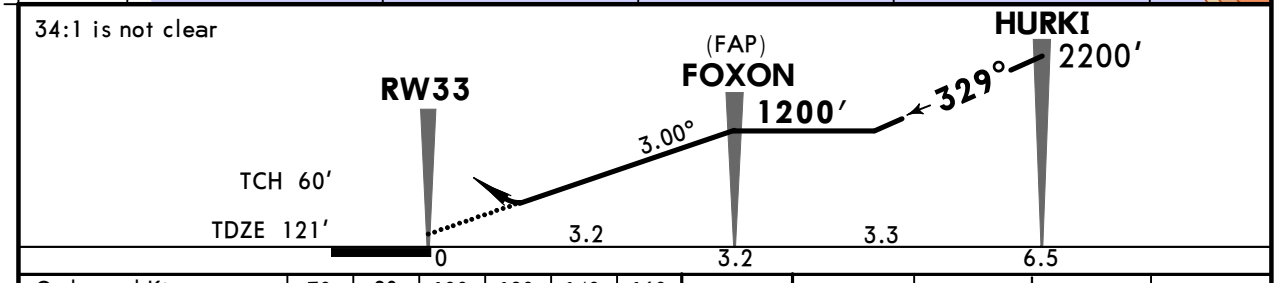
RNP AR Apch, RF required

1. Authorization required. 2. Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -17°C or above 54°C. 4. Cold temperature altitude correction required at or below -21°C.

8800

MSA RW33





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

REIL
PAPI-R

4000′ on RNAV ROUTE MURRS

TERPS STRAIGHT-IN LANDING RWY **33**

TERPS AMEND 1A 28 FEB 2019

	RNP 0.11 DA(H) 463′ (342′)	RNP 0.20 DA(H) 525′ (404′)	RNP 0.30 DA(H) 687′ (566′)
A B C D	1	1⅛	1⅝

CHANGES: Airport name, cold temperature note.

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Printed from JeppView for Windows 5.3.0.0 on 27 Sep 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN 29 JUN 18 (19-1)

ANCHORAGE, ~~ALASKA~~
HIGHWAY VISUAL Rwy 25R

BRIEFING STRIP ™

D-ATIS	ANCHORAGE Approach (R)		ANCHORAGE Tower	Ground
135.5	118.6	123.8	118.3	121.9

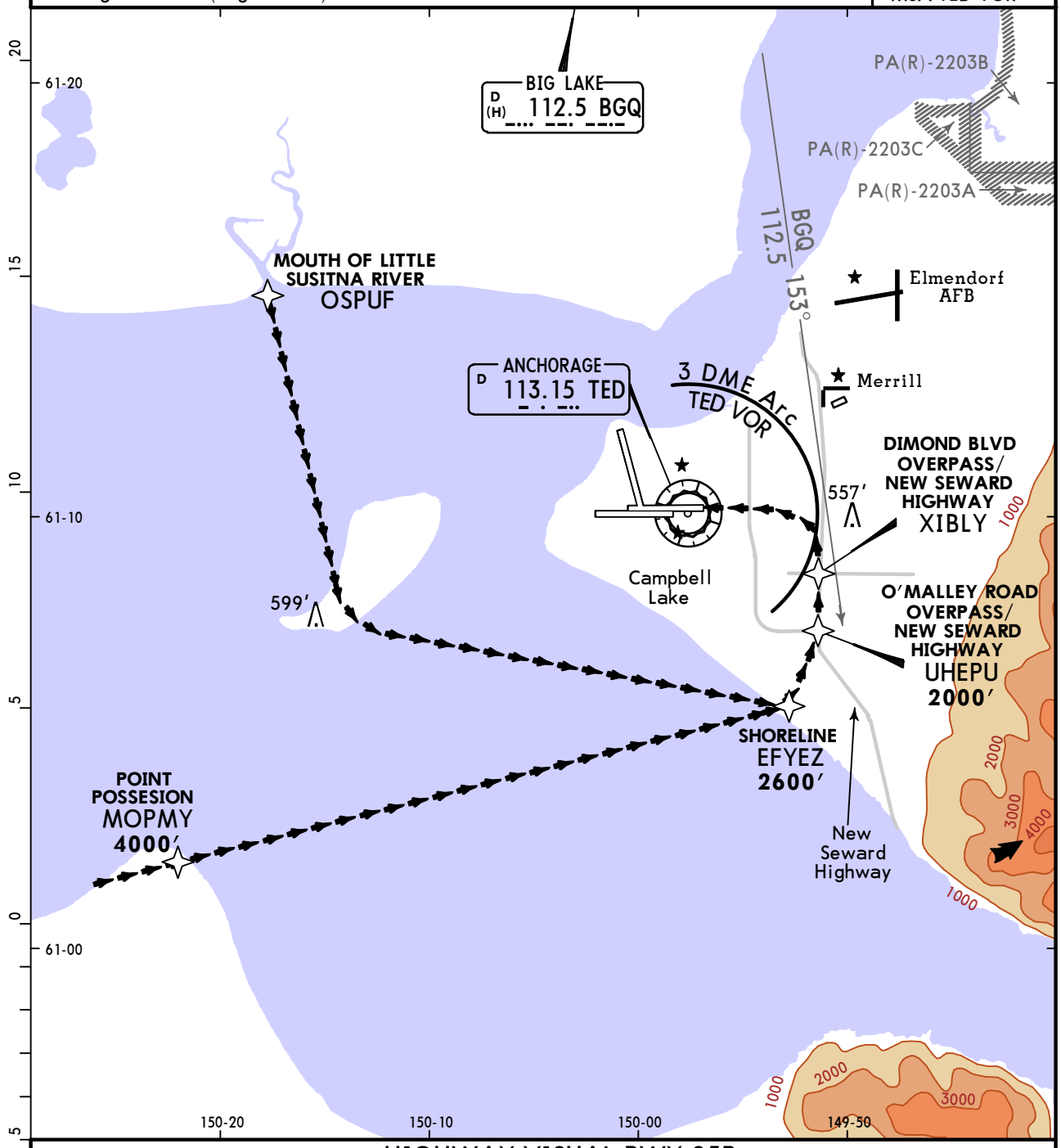
NAVAIDS- Refer to Planview	*Final Apch Crs* Refer to Planview	No FAF	CEIL-VIS **3000′- 3**	Apt Elev **151′**

MSA TED VOR: 5600 (200°–095°), 1800 (095°–200°), 8900 (200°–360°)

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

TERPS AMEND 0

WEATHER MINIMUMS

Ceiling **3000′-** VIS 3

CHANGES: PAPI-L added.

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PANC/ANC
STEVENS ANCHORAGE INTL

JEPPESEN 29 JUN 18 (19-2)

ANCHORAGE, ~~ALASKA~~
SEWARD VISUAL Rwy 25L

BRIEFING STRIP

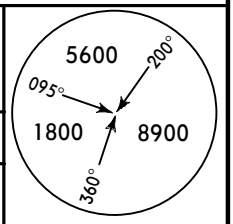
D-ATIS	ANCHORAGE Approach (R)	ANCHORAGE Tower	Ground
135.5	118.6 123.8	118.3	121.9

NAVAIDS- Refer to Planview	*Final Apch Crs* Refer to Planview	No FAF	CEIL-VIS **3000′- 3**	Apt Elev **151′**

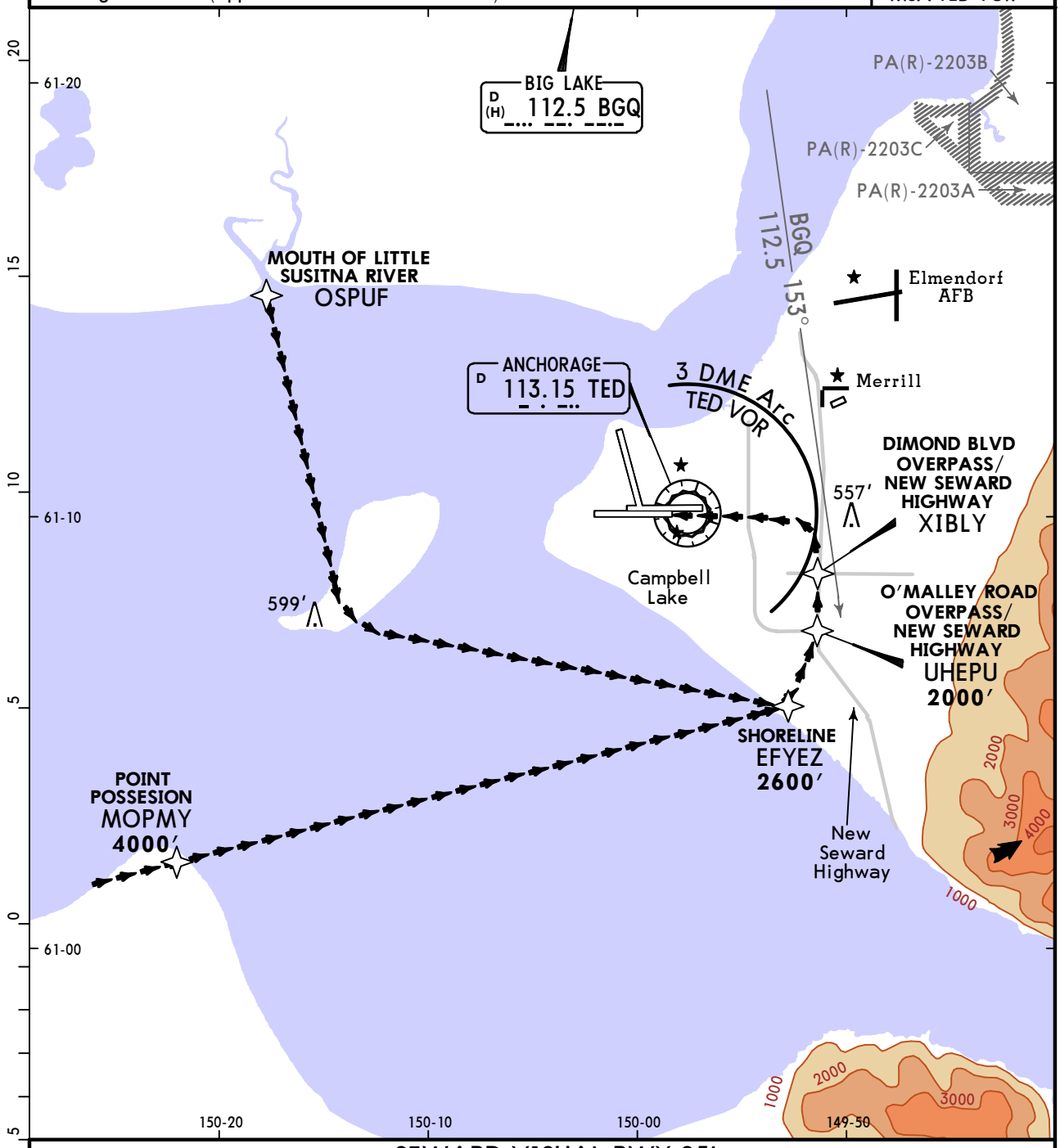
MISSED APCH: No Missed Approach procedure.

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

AMEND 0 TERPS

CHANGES: None.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANCHORAGE, AK (STEVENS ANCHORAGE INTL - PANC)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport PANC

Type: Terminal
Effectivity: Temporary
Begin Date: 20240709
End Date: Until Further Notice

(All charts) Update airport name to: TED STEVENS ANCHORAGE INTL.

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

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.

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.