

PANC/ANC

STEVENS ANCHORAGE INTL

**JEPPesen**

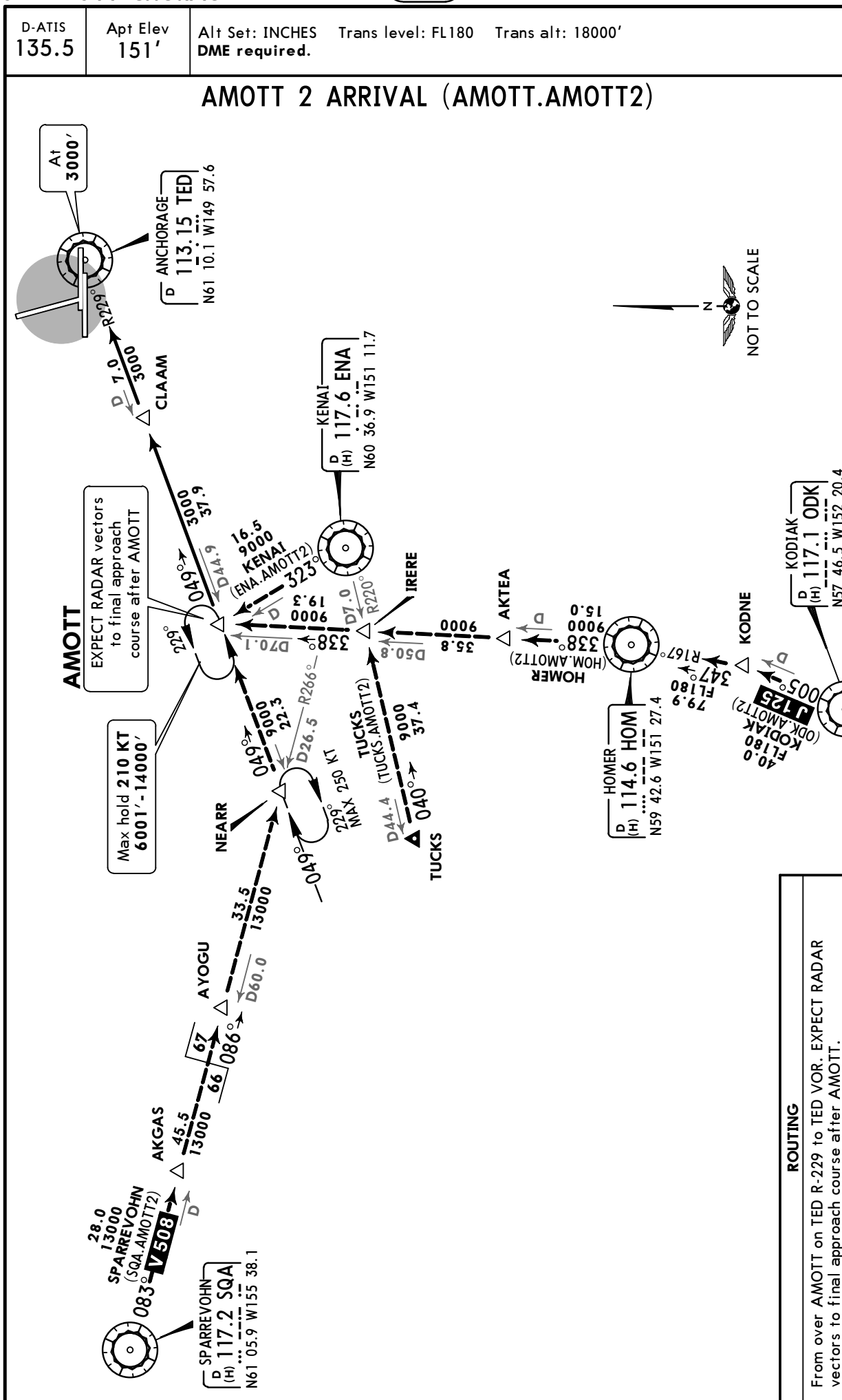
21 APR 17

10-2

Eff 27 Apr

ANCHORAGE, ALASKA

STAR



PANC/ANC

STEVENS ANCHORAGE INTL



**JEPPESEN**

21 APR 17

(10-2A)

Eff 27 Apr

ANCHORAGE, ALASKA

STAR

D-ATIS  
135.5

Apt Elev  
151'

Alt Set: INCHES  
DME required.

Trans level: FL180

Trans alt: 18000'

## ELLAM FIVE ARRIVAL (ELLAM.ELLAM5)

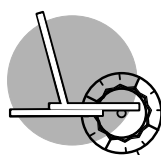
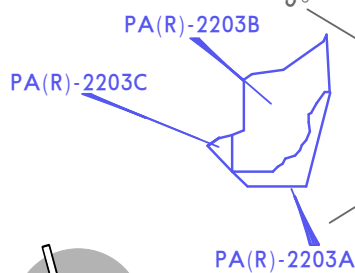
BIG LAKE  
D(H) 112.5 BGQ  
N61 34.2 W149 58.0



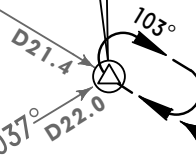
**ELLAM**

N61 22.7  
W149 20.3

EXPECT RADAR  
vectors to final  
approach course



ANCHORAGE  
D 113.15 TED  
N61 10.1 W149 57.6



16.6  
11000

TAZLI  
N61 13.7  
W148 51.5

D38.0

JOHNSTONE POINT  
(JOH. ELLAM5)  
43  
75  
12000  
80.1

287°



JOHNSTONE  
POINT  
D(H) 116.7 JOH  
N60 28.9 W146 36.0



Direct distance from ELLAM to:  
Stevens Anchorage Intl 23 NM

### ROUTING

From over ELLAM EXPECT RADAR vectors to final approach course.

PANC/ANC  
STEVENS ANCHORAGE INTL

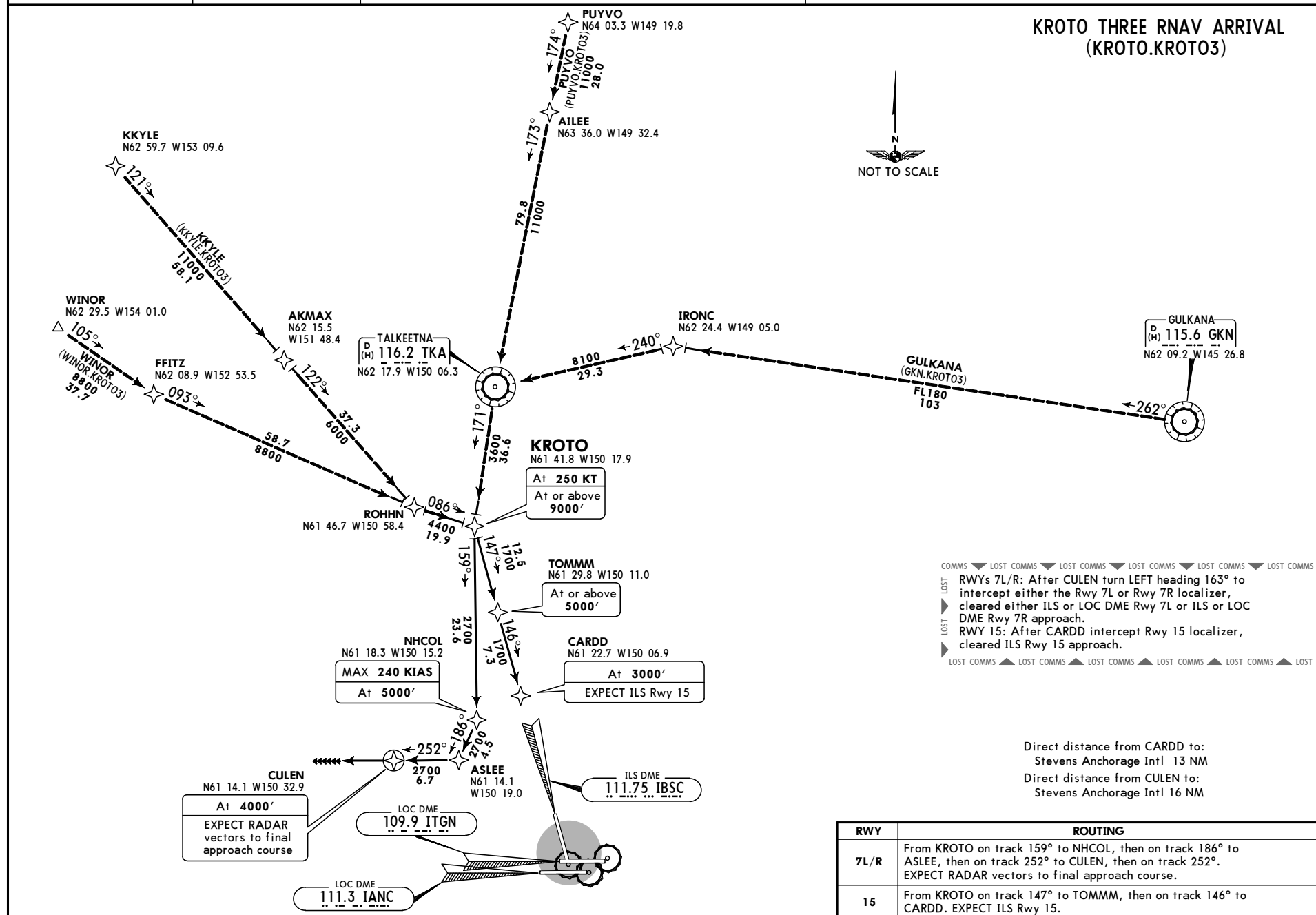
ANCHORAGE,  
ALASKA  
9 OCT 15 (10-2B) Eff 15 Oct RNAV STAR

D-ATIS  
135.5

Apt Elev  
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

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



PANC/ANC  
STEVENS ANCHORAGE INTL

JEPPesen  
9 OCT 15 (10-2C) Eff 15 Oct

ANCHORAGE,  
ALASKA  
RNAV STAR

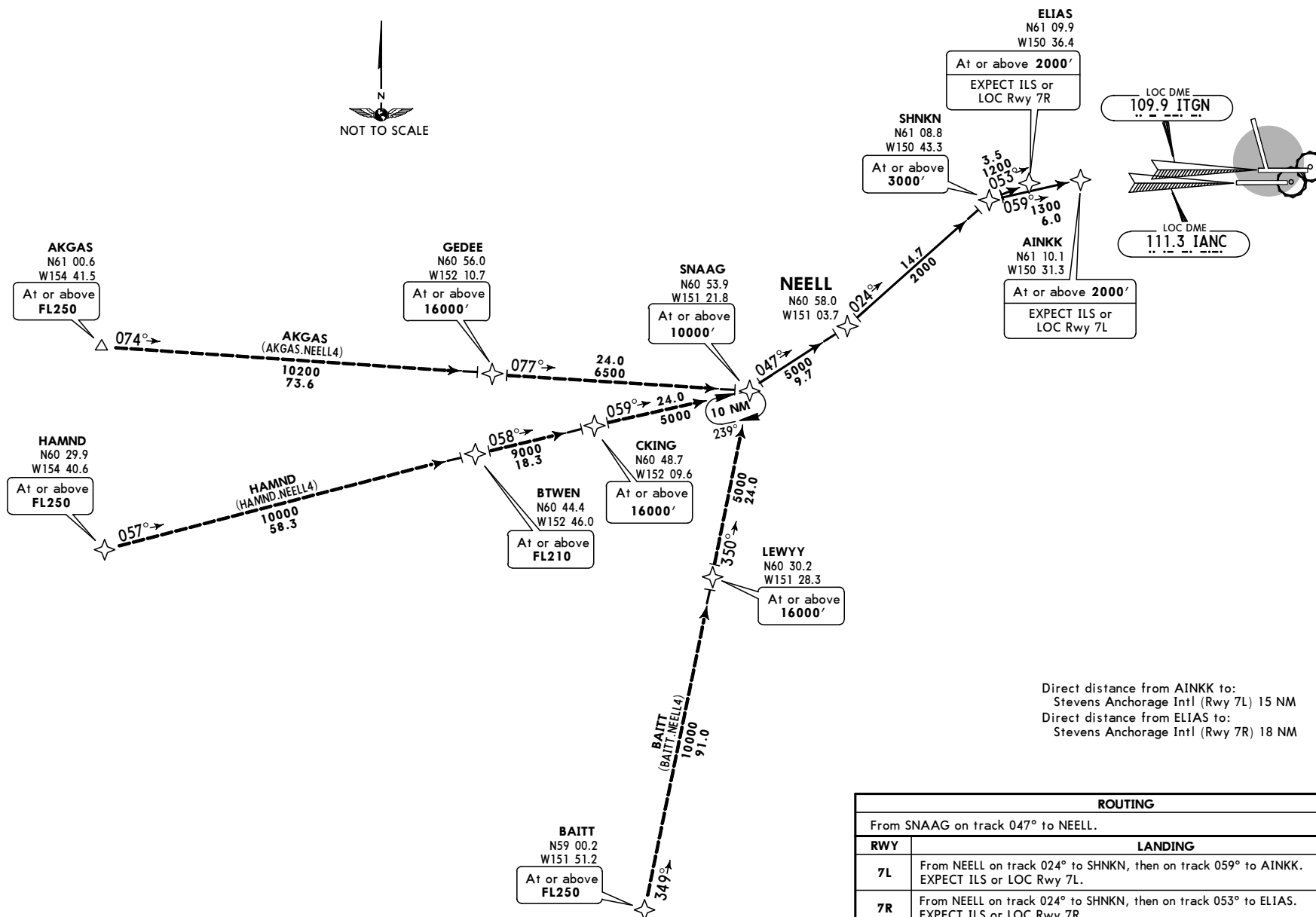
D-ATIS  
135.5

Apt Elev  
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

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

NEELL FOUR RNAV ARRIVAL  
(SNAAG.NEELL4)



ROUTING

From SNAAG on track 047° to NEELL.

RWY	LANDING
7L	From NEELL on track 024° to SHNKN, then on track 059° to AINKK. EXPECT ILS or LOC Rwy 7L.
7R	From NEELL on track 024° to SHNKN, then on track 053° to ELIAS. EXPECT ILS or LOC Rwy 7R.

PANC/ANC  
STEVENS ANCHORAGE INTL

JEPPESSEN

9 OCT 15 10-2D Eff 15 Oct

ANCHORAGE,  
ALASKA

RNAV STAR

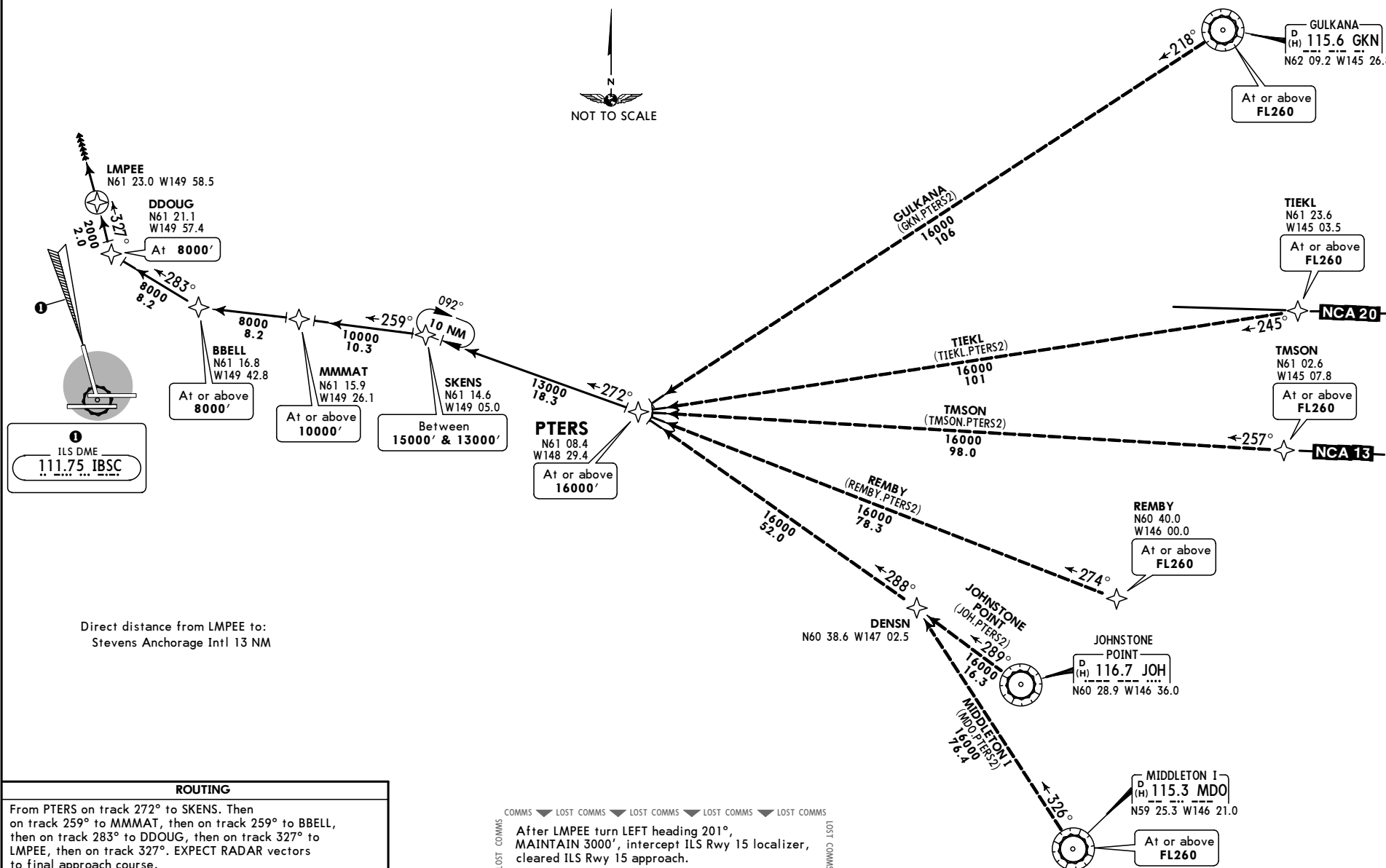
D-ATIS  
135.5

Apt Elev  
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

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

PTERS TWO RNAV ARRIVAL  
(PTERS.PTERS2)  
(RWY 15)



## PANC/ANC

STEVENS ANCHORAGE INTL

9 OCT 15

**JEPPESEN**

## ANCHORAGE, ALASKA

**Eff 15 Oct****STAR**

D-ATIS

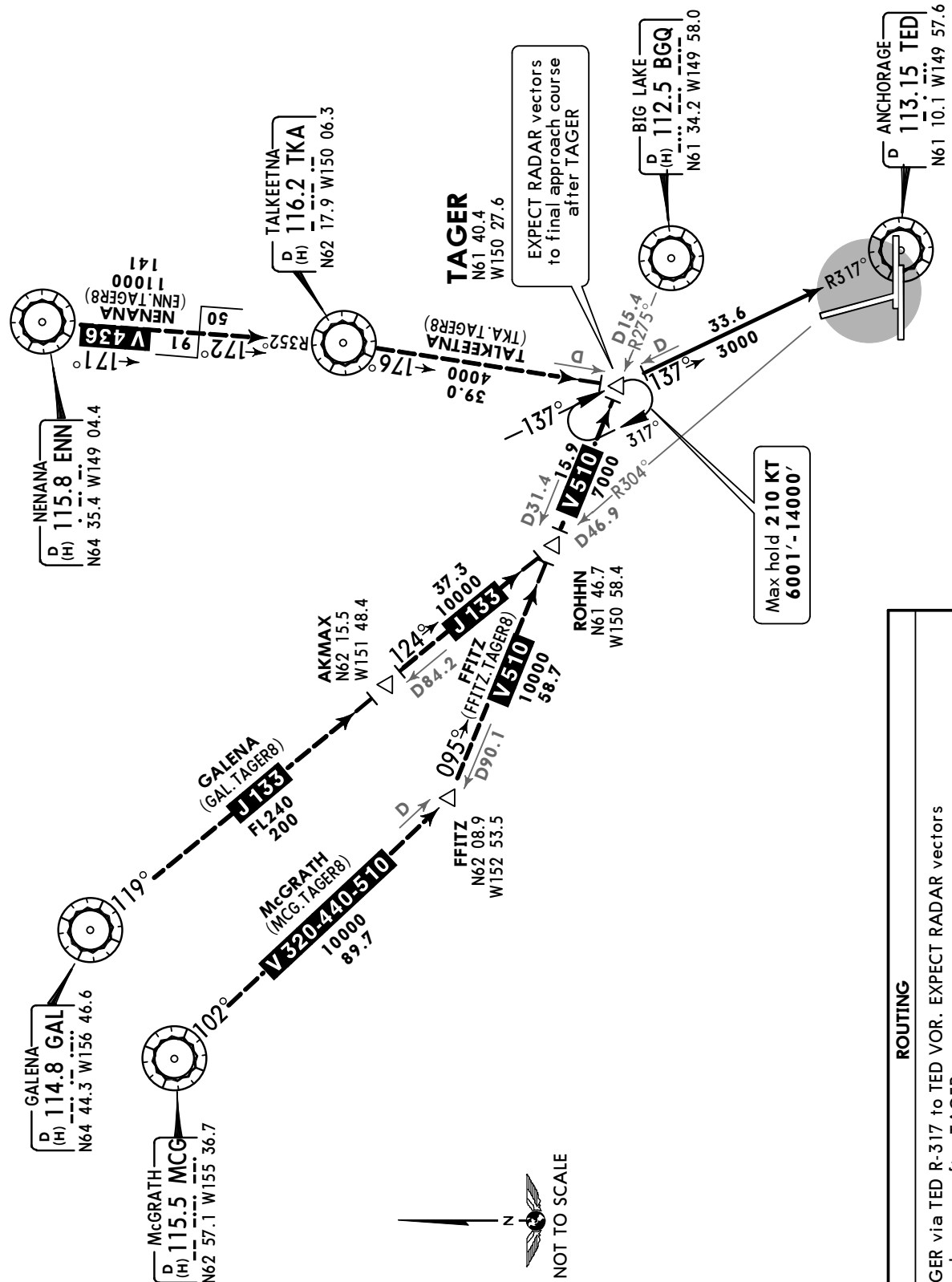
135.5

Apt Elev

151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
DME required.

## TAGER EIGHT ARRIVAL (TAGER.TAGER8)



## **ROUTING**

From over TAGER via TED R-317 to TED VOR. EXPECT RADAR vectors to final approach course after TAGER.

ANCHORAGE,  
ALASKA

JEPPesen

9 OCT 15 10-2F

Eff 15 Oct

RNAV STAR

PANC/ANC  
STEVENS ANCHORAGE INTL

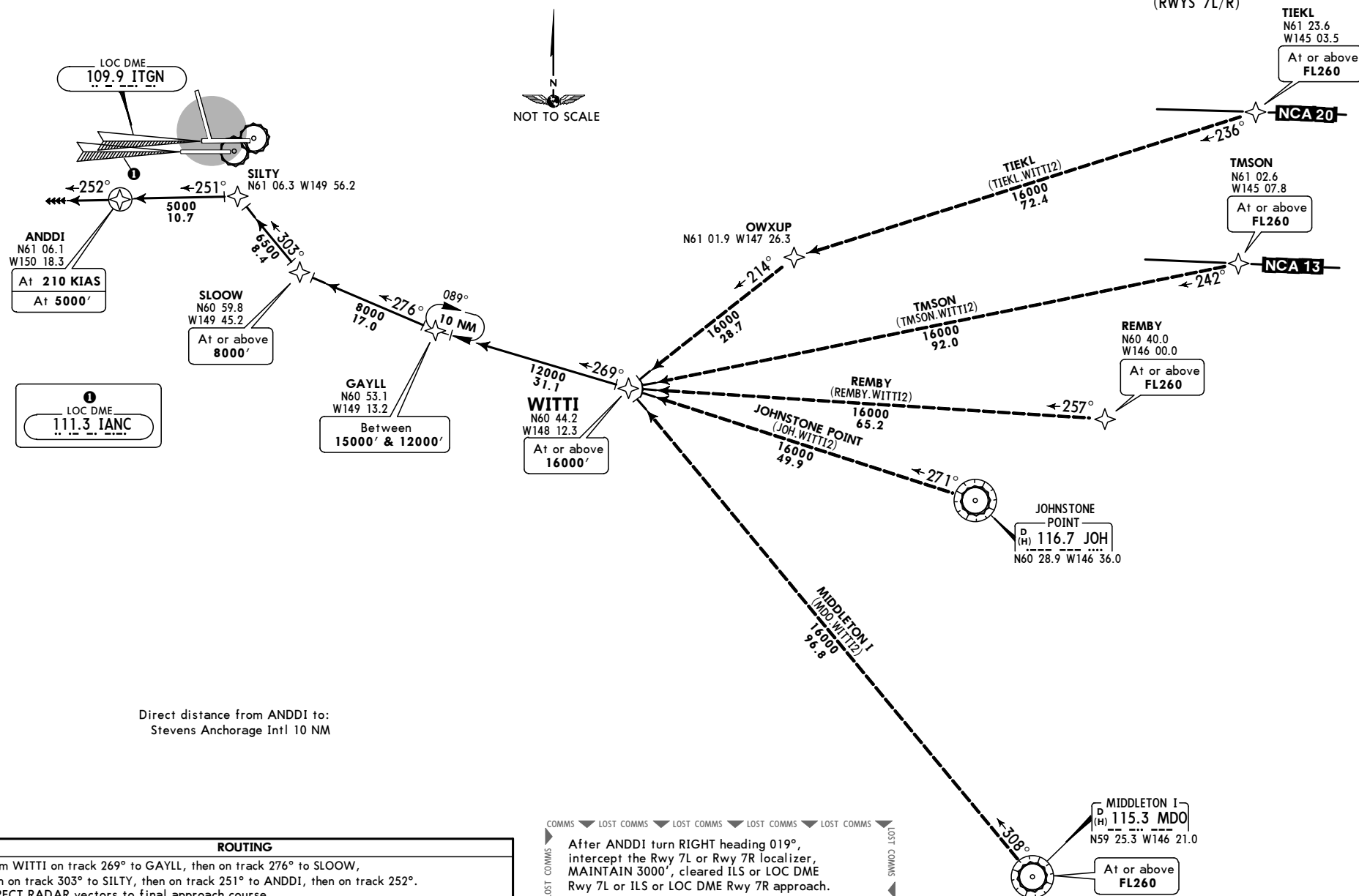
D-ATIS  
135.5

Apt Elev  
151'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

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

WITTI TWO RNAV ARRIVAL  
(WITTI.WITTI2)  
(RWYS 7L/R)



**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPESEN**

9 OCT 15 **(10-2G)**

**Eff 15 Oct**

**ANCHORAGE, ALASKA**

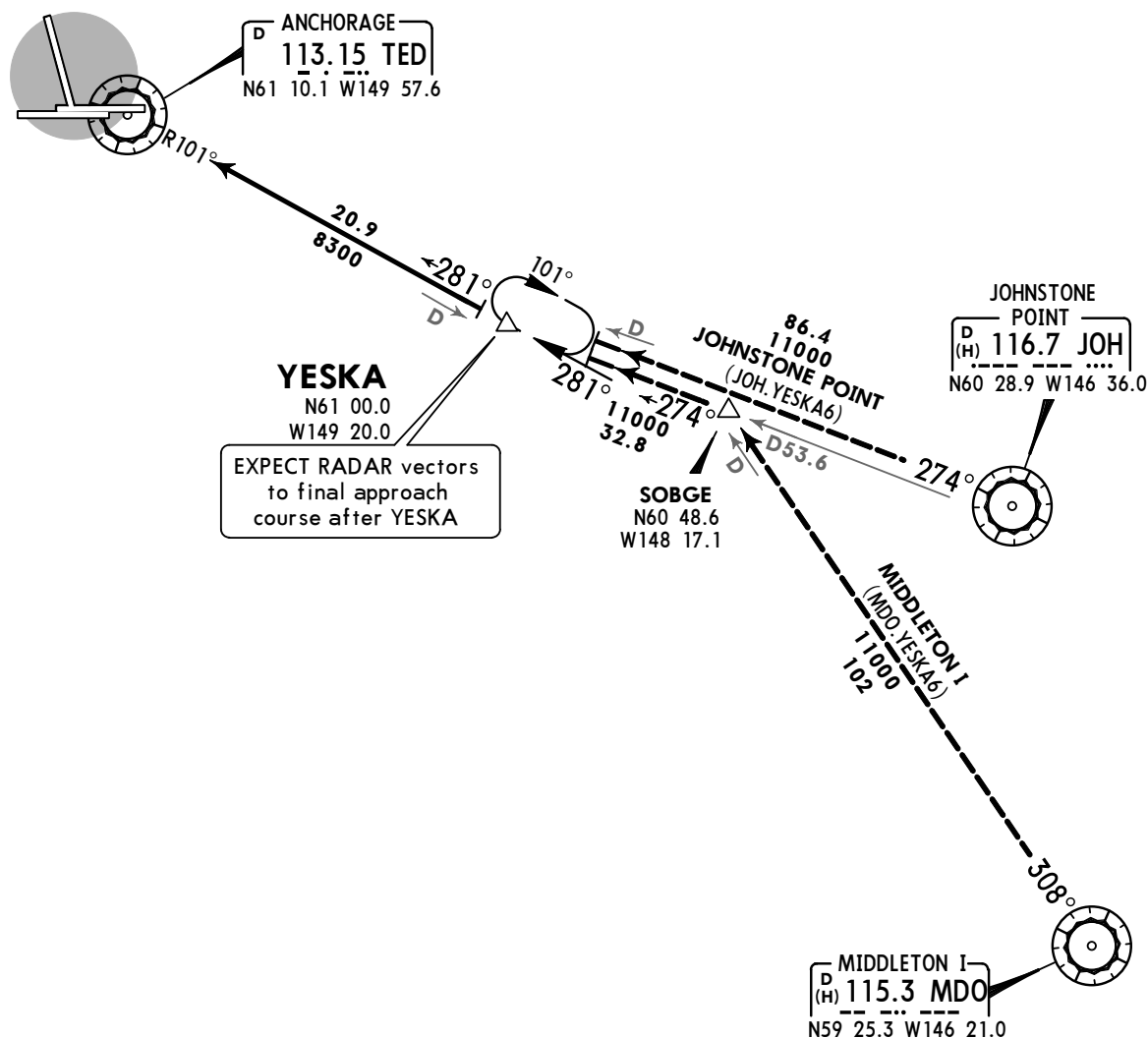
**STAR**

D-ATIS  
**135.5**

Apt Elev  
**151'**

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
**DME required.**

# **YESKA SIX ARRIVAL (YESKA.YESKA6)**



## **ROUTING**

From over YESKA on TED R-101 to TED VOR. EXPECT RADAR vectors to final approach course after YESKA.



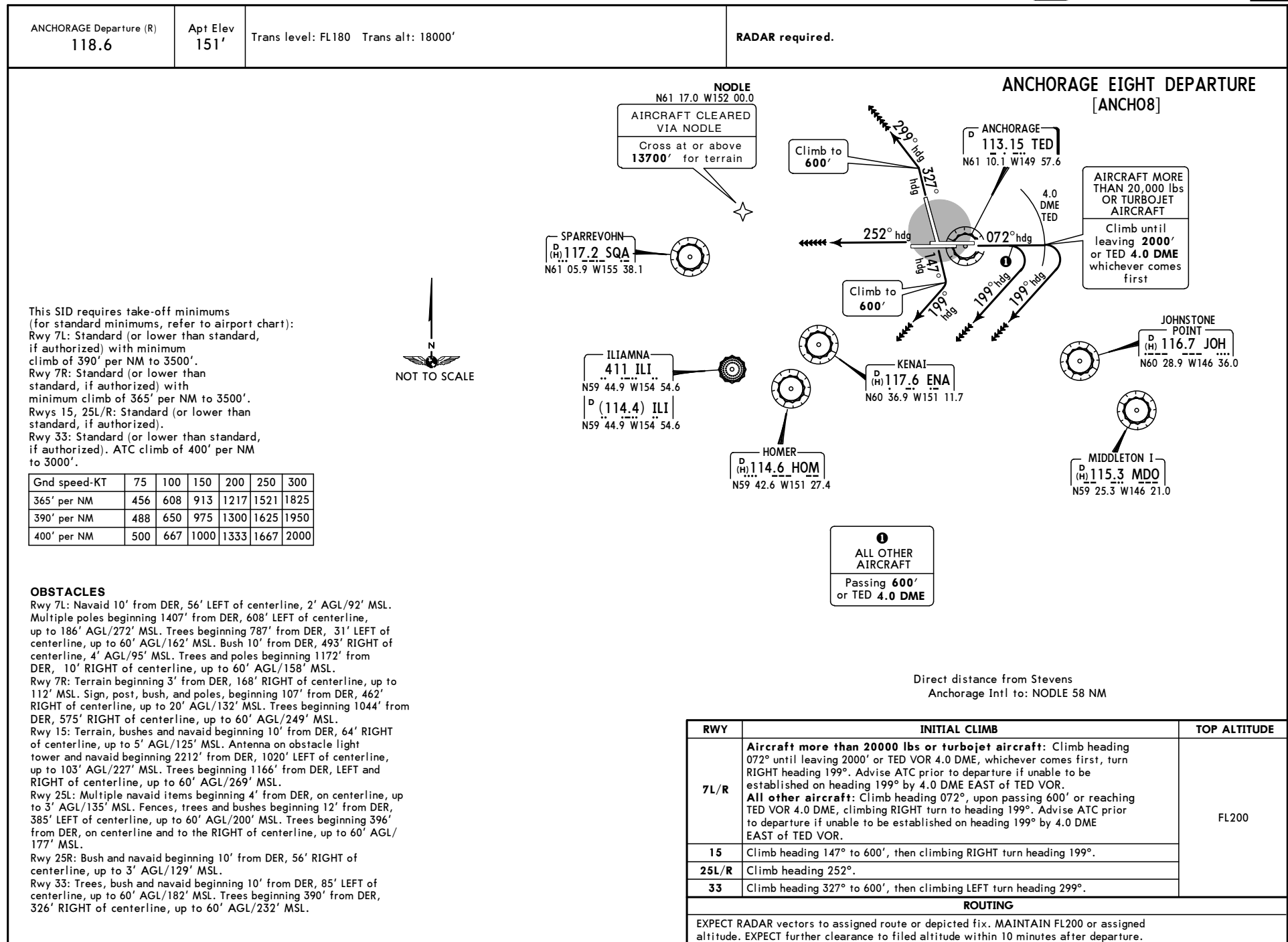
PANC/ANC  
STEVENS ANCHORAGE INTL



9 OCT 15 10-3 Eff 15 Oct

ANCHORAGE,  
ALASKA

SID



**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPesen**

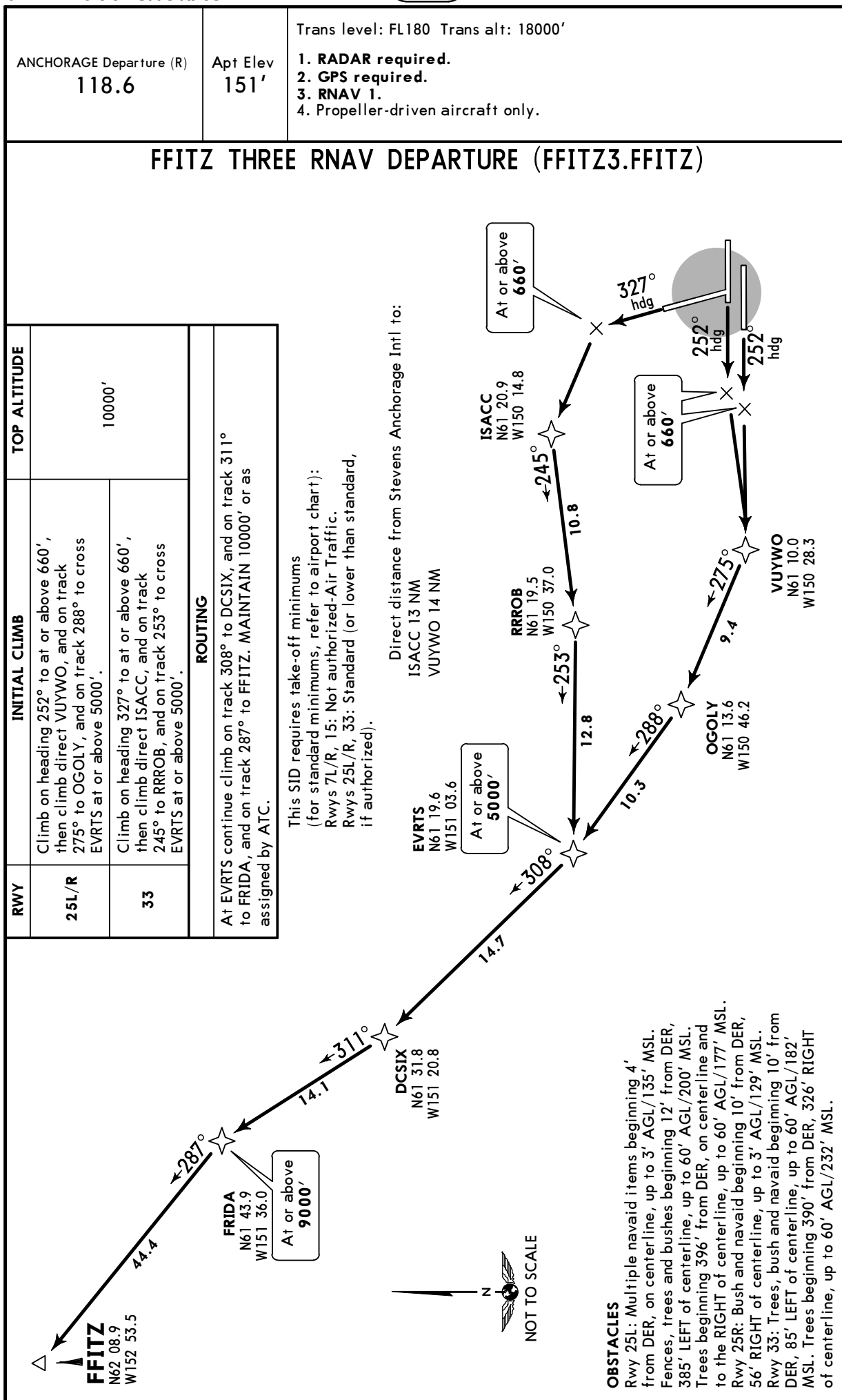
9 OCT 15

(10-3A)

Eff 15 Oct

**ANCHORAGE, ALASKA**

**RNAV SID**



**PANC/ANC**  
**STEVENS ANCHORAGE INTL**

**JEPPesen**  
9 OCT 15 **(10-3B)** **Eff 15 Oct**

**ANCHORAGE, ALASKA**

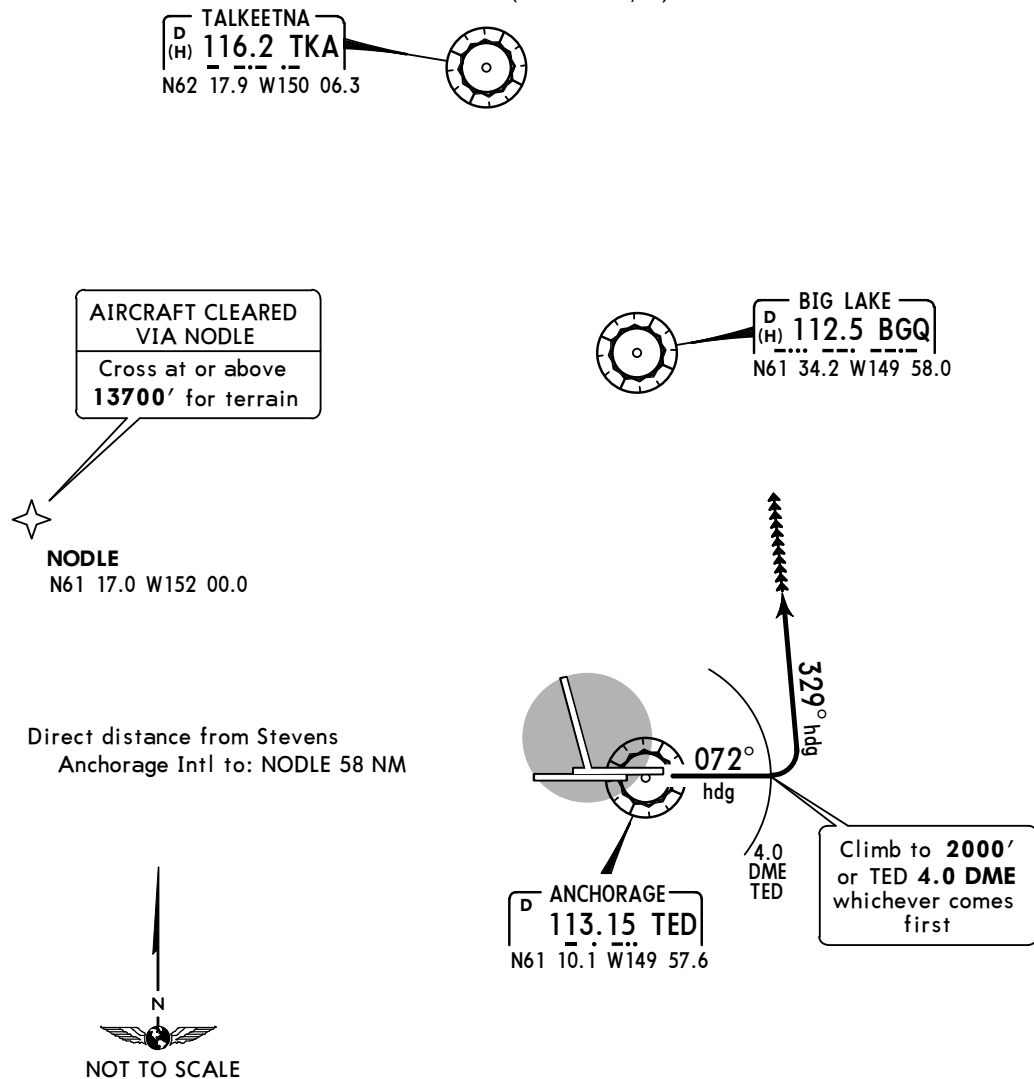
**SID**

ANCHORAGE Departure (R) <b>118.6</b>	Apt Elev <b>151'</b>	Trans level: FL180 Trans alt: 18000' <b>RADAR required.</b>
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## KNIK TWO DEPARTURE

[KNIK2]

(RWYS 7L/R)



This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 7L: Standard (or lower than standard, if authorized) with minimum climb of 252' per NM to 400'. Minimum ATC climb of 560' per NM to 3000'.

Rwy 7R: Standard (or lower than standard, if authorized). Minimum ATC climb of 460' per NM to 3000'.

Rwys 15, 25L/R, 33: Not authorized-ATC.

Gnd speed-KT	75	100	150	200	250	300
252' per NM	315	420	630	840	1050	1260
460' per NM	575	767	1150	1533	1917	2300
560' per NM	700	933	1400	1867	2333	2800

### OBSTACLES

Rwy 7L: Navaid 10' from DER, 56' LEFT of centerline, 2' AGL/92' MSL. Multiple poles beginning 1407' from DER, 608' LEFT of centerline, up to 186' AGL/272' MSL. Trees beginning 787' from DER, 31' LEFT of centerline, up to 60' AGL/162' MSL. Bush 10' from DER, 493' RIGHT of centerline, 4' AGL/95' MSL. Trees and poles beginning 1172' from DER, 10' RIGHT of centerline, up to 60' AGL/158' MSL.

Rwy 7R: Terrain beginning 3' from DER, 168' RIGHT of centerline, up to 112' MSL. Sign, post, bush, and poles beginning 107' from DER, 462' RIGHT of centerline, up to 20' AGL/132' MSL. Trees beginning 1044' from DER, 575' RIGHT of centerline, up to 60' AGL/249' MSL.

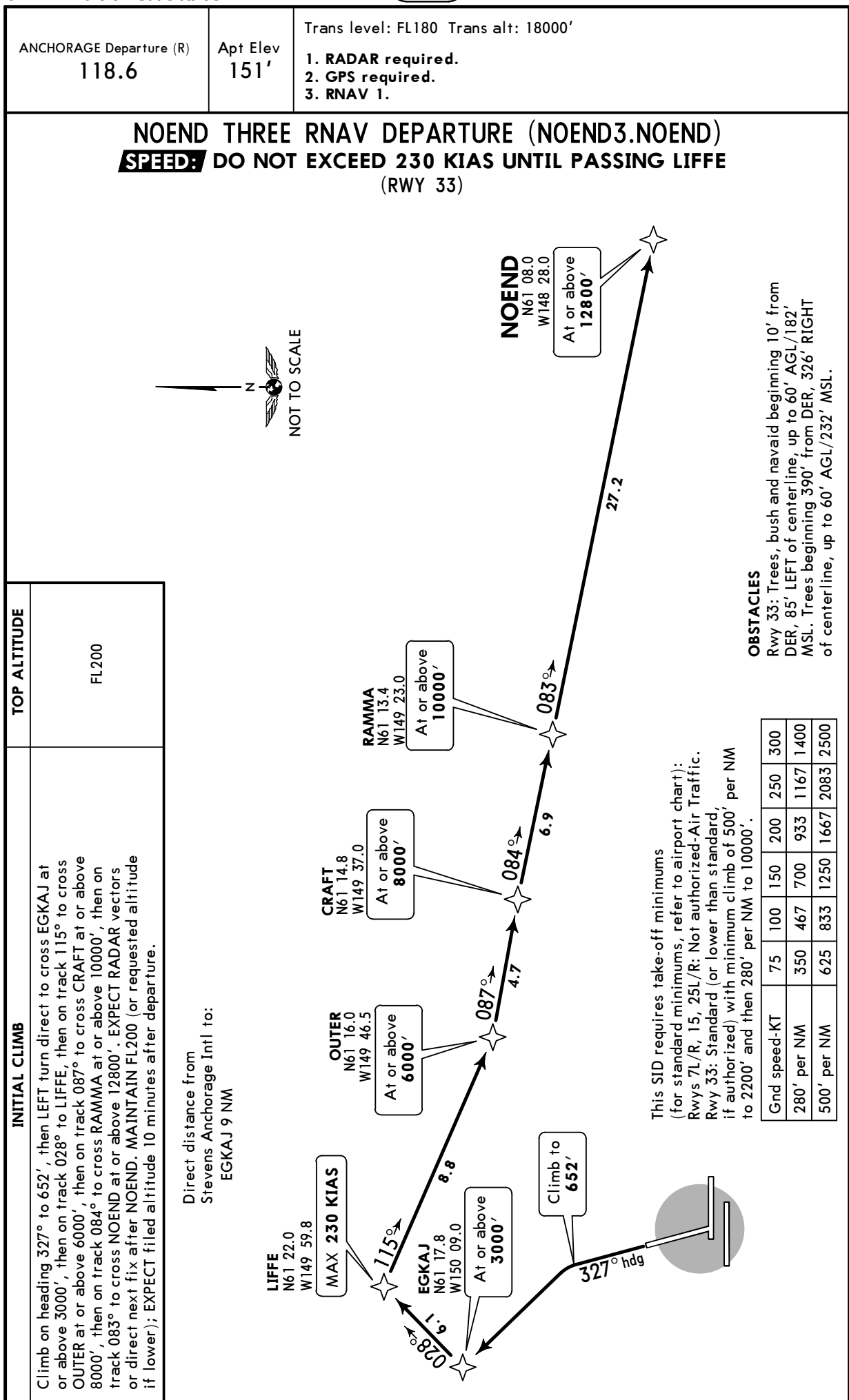
INITIAL CLIMB	TOP ALTITUDE
Climb heading 072° to 2000' or TED VOR 4.0 DME, whichever comes first, then climbing LEFT turn heading 329° for vectors to assigned route or fix. MAINTAIN FL200 or assigned altitude, EXPECT filed altitude 10 minutes after departure. All aircraft, climb as rapidly as practical through 3000', if unable to reach 2000' by TED VOR 4.0 DME advise ATC prior to departure.	FL200

**PANC/ANC**  
**STEVENS ANCHORAGE INTL**

**JEPPesen**  
9 OCT 15 **(10-3C)** **Eff 15 Oct**

**ANCHORAGE, ALASKA**

**RNAV SID**



INITIAL CLIMB	TOP ALTITUDE
Climb on heading 327° to 652', then LEFT turn direct to cross EGKAJ at or above 3000', then on track 028° to LIFFE, then on track 115° to cross OUTER at or above 6000', then on track 087° to cross CRAFT at or above 8000', then on track 084° to cross RAMMA at or above 10000', then on track 083° 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.	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):  
 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

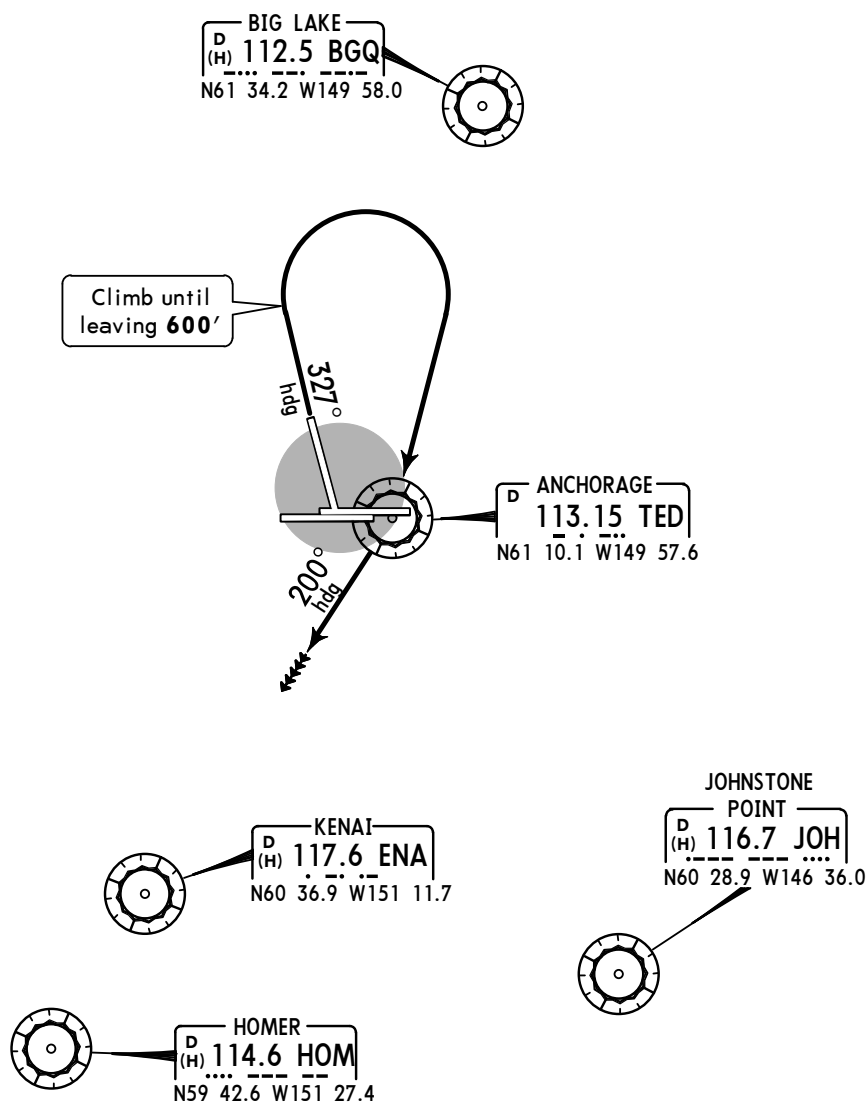
**PANC/ANC**  
**STEVENS ANCHORAGE INTL**

**JEPPESEN**  
1 JAN 16 **10-3D**

**ANCHORAGE, ALASKA**  
**SID**

ANCHORAGE Departure (R) <b>126.4</b>	Apt Elev <b>151'</b>	Trans level: FL180 Trans alt: 18000' <b>1. RADAR required.</b> <b>2. Category A and B aircraft weighing 17,500 lbs or less only.</b>
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**TURNAGAIN 7 [TURNA7]**  
**(RWY 33)**



**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 - ATC.  
Rwy 33: Standard (or lower than standard, if authorized).



INITIAL CLIMB	TOP ALTITUDE
Climb heading 327° until leaving 600', then climbing RIGHT turn to 2000' direct TED VOR, after passing TED VOR, climb to FL200 or assigned altitude on heading 200°. EXPECT RADAR vectors to assigned route. EXPECT further clearance to filed altitude within 10 minutes after departure.	FL200

PANC/ANC

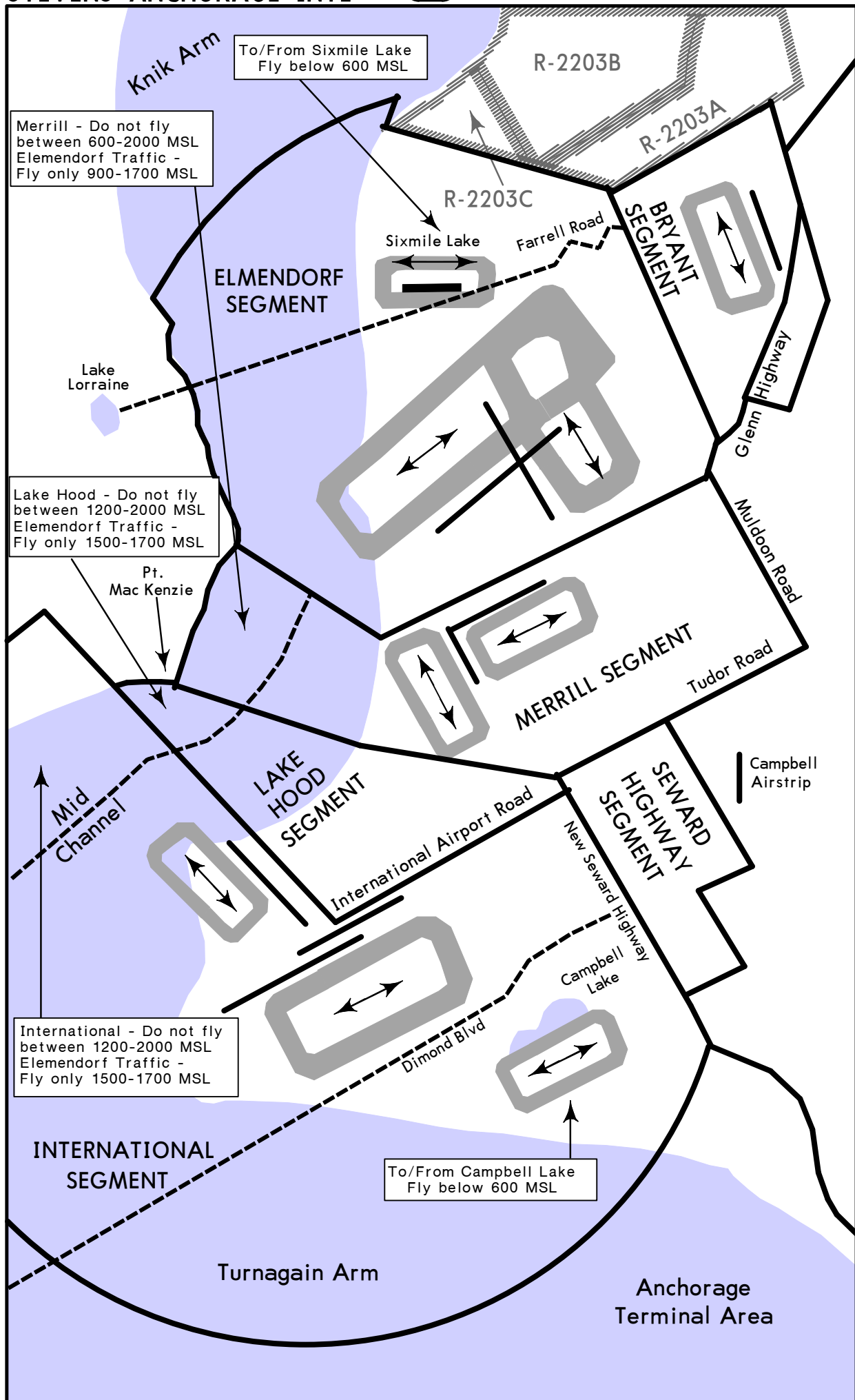
25 MAR 05 **JEPPesen**

**STEVENS ANCHORAGE INTL**

(10-4)

**ANCHORAGE, ALASKA**

**AIRPORT TRAFFIC AREA**



PANC/ANC

JEPPESEN

25 MAR 05

10-4A

ANCHORAGE, ALASKA  
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**

25 MAR 05

10-4A1

**ANCHORAGE, ALASKA**  
**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° 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.



**PANC/ANC**

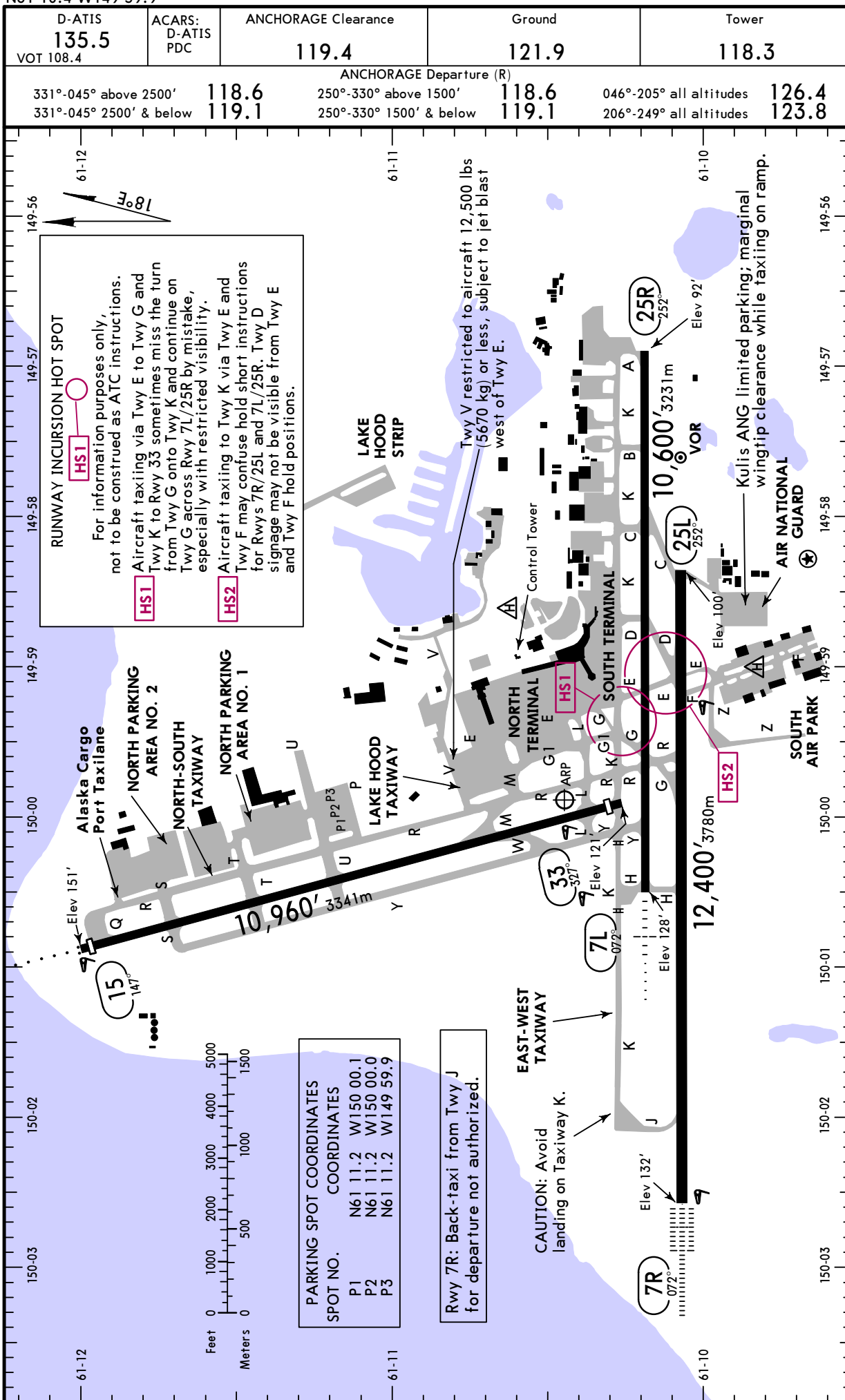
Apt Elev **151'**  
N61 10.4 W149 59.9

**JEPPesen**

8 APR 16 **(10-9)**

**ANCHORAGE, ALASKA**

**STEVENS ANCHORAGE INTL**



PANC/ANC

JEPPESEN  
8 APR 16 (10-9A)ANCHORAGE, ALASKA  
STEVENS ANCHORAGE INTL**GENERAL**

CAUTION: Noise sensitive area in effect, contact Airport Director's office for further information. One hour prior permission required for non-transponder acft operations. Non-radio night operations not permitted. To coordinate non-transponder or non-radio operations, contact Anchorage Tower weekdays or other FAA other times.

Pilots must provide an ETA & remain within  $\pm 15$  min of ETA.

Birds in vicinity of airport.

**ADDITIONAL RUNWAY INFORMATION**

		USABLE LENGTHS			
RWY		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
7R ① 25L	②HIRL CL ALSF-II TDZ PAPI-R (angle 3.0°) RVR		11,326'3452m	10,900'3322m	200' 61m
	②HIRL CL PAPI-L (angle 3.0°) RVR ③12,000'3658m				
① Grooved. ② Non-Std. ③ Last 400' (122m) unavailable for landing distance computations.					
7L ④ 25R	HIRL CL MALSR TDZ PAPI-R (angle 3.0°) RVR		9628'2935m		150' 46m
	HIRL CL VASI-L				
④ Grooved.					
15 33	HIRL CL ODALS PAPI-L (angle 3.2°) grooved RVR ⑤10,094'3077m	8646'2635m	10,760'3280m		150' 46m
	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR 10,694'3260m				
⑤ Last 666' (203m) unavailable for landing distance computations.					

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE****Rwys 7R, 15, 25L, 33**

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

**Rwy 25R****Rwy 7L**

Adequate Vis Ref	STD		Adequate Vis Ref	STD		With Min climb of 230'/NM to 1600'
	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1/4

**OBSTACLE DP**

Rwys 7L, 7R, 15, climbing right turn heading 250°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

Rwys 25L, 25R, climbing left turn heading 180°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

Rwy 33, climbing left turn heading 160°, then intercept TED VOR R-211 and ENA R-028 to ENA VOR before proceeding on course.

**DIVERSE VECTOR AREA (Radar Vectors) <sup>AMEND 1</sup>**

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

Rwy 7R, heading as assigned by ATC.

Rwy 15, heading as assigned by ATC.

Rwy 25L, heading as assigned by ATC.

Rwy 25R, heading as assigned by ATC.

Rwy 33, heading as assigned by ATC.

**FOR FILING AS ALTERNATE**

ILS Rwy 15		ILS Rwy 7L ILS Rwy 7R	LOC Rwy 7L LOC Rwy 7R RNAV (GPS) Rwy 7L RNAV (GPS) Y Rwy 7R RNAV (GPS) Rwy 15 RNAV (RNP) Z Rwy 7R RNAV (RNP) Rwy 33
A B C D	600-2	600-2	800-2
		700-2	

CHANGES: Lighting.

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**PANC/ANC** **JEPPESEN**  
9 OCT 15  
Eff 15 Oct (10-9A1)**ANCHORAGE, ALASKA**  
**STEVENS ANCHORAGE INTL****ODP TAKEOFF OBSTACLE NOTES**

## ◦ RWY 7L:

NAVAID 10' FROM DER, 56' LEFT OF CENTERLINE, 2' AGL/92' MSL. MULTIPLE POLES BEGINNING 1407' FROM DER, 608' LEFT OF CENTERLINE, UP TO 186' AGL/272' MSL. TREES BEGINNING 787' FROM DER, 31' LEFT OF CENTERLINE, UP TO 60' AGL/162' MSL. BUSH 10' FROM DER, 493' RIGHT OF CENTERLINE, 4' AGL/95' MSL. TREES AND POLES BEGINNING 1172' FROM DER, 10' RIGHT OF CENTERLINE, UP TO 60' AGL/158' MSL.

## ◦ RWY 7R:

TERRAIN BEGINNING 3' FROM DER, 168' RIGHT OF CENTERLINE, UP TO 112' MSL. SIGN, POST, BUSH, AND POLES, BEGINNING 107' FROM DER, 462' RIGHT OF CENTERLINE, UP TO 20' AGL/132' MSL. TREES BEGINNING 1044' FROM DER, 575' RIGHT OF CENTERLINE, UP TO 60' AGL/249' MSL.

## ◦ RWY 15:

TERRAIN, BUSHES, AND NAVAID BEGINNING 10' FROM DER, 64' RIGHT OF CENTERLINE, UP TO 5' AGL/125' MSL. ANTENNA, ANT ON OL TWR AND NAVAID BEGINNING 2212' FROM DER, 1020' LEFT OF CENTERLINE, UP TO 103' AGL/227' MSL. TREES BEGINNING 1166' FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60' AGL/269' MSL.

## ◦ 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.

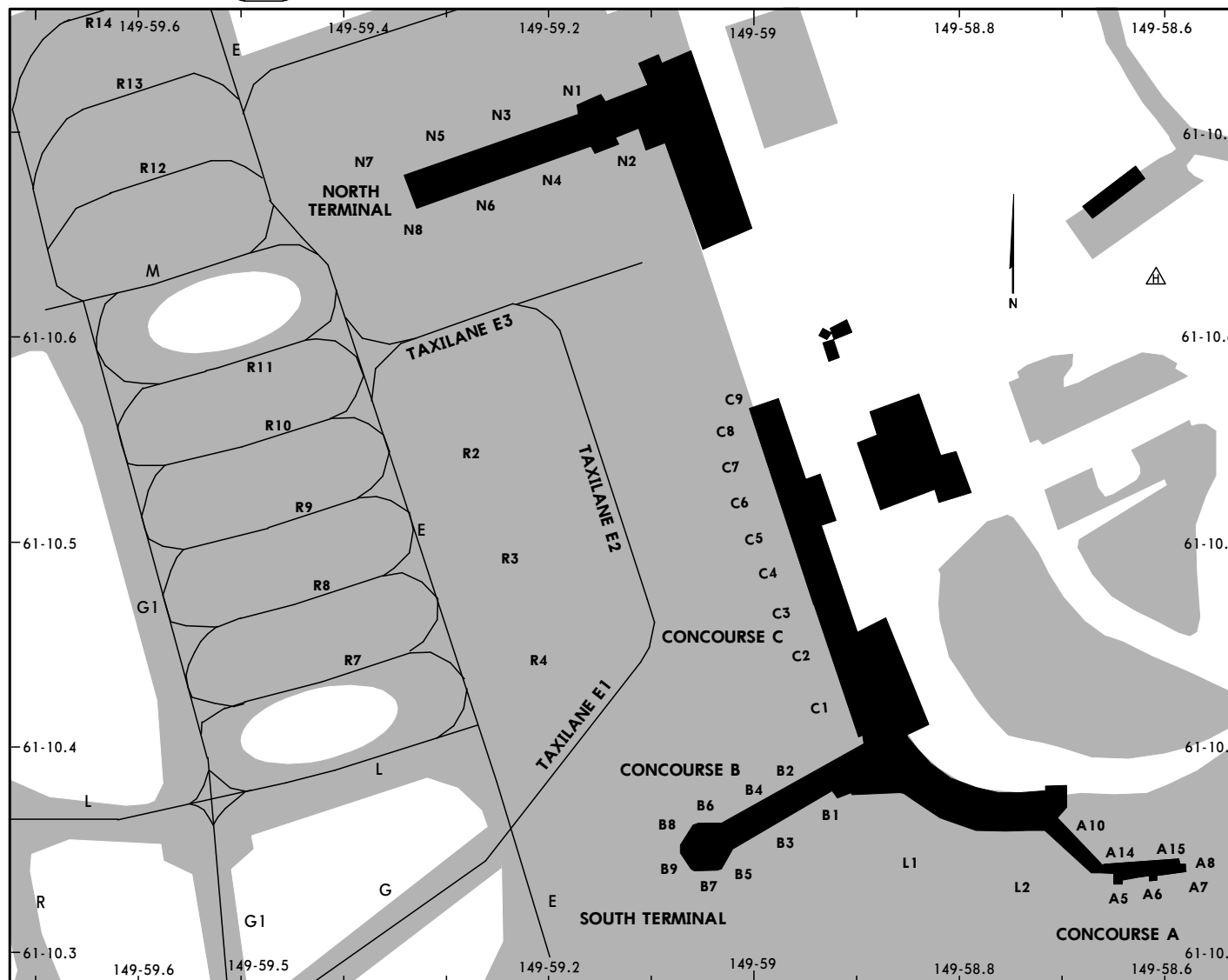
## ◦ RWY 33:

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.

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10 OCT 14 (10-9B)

ANCHORAGE, ALASKA  
STEVENS ANCHORAGE INTL



Right turns out of Romeo 2 through 4 parking are prohibited. These restrictions are to prevent jet blast damage.

Ramps R7-R11 are one way parking facing east.

See page 10-9D 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 5 [aircraft with a wingspan of 214' (65m)] capable.

Wide body aircraft should exercise extreme caution when transiting taxiway K between D and E taxiway.

Other wide body aircraft pushing back from the A and B terminal gates may create a ground collision hazard.

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	A5 thru A7	N61 10.3 W149 58.6	C7 thru C9	N61 10.6 W149 59.0
R3	N61 10.5 W149 59.3	N2	N61 10.7 W149 59.2	A8, A10	N61 10.4 W149 58.6	L1	N61 10.3 W149 58.9
R4	N61 10.5 W149 59.2	N3, N4	N61 10.7 W149 59.3	A14, A15	N61 10.4 W149 58.6	L2	N61 10.3 W149 58.8
R7	N61 10.4 W149 59.4	N5	N61 10.7 W149 59.4	B1	N61 10.4 W149 58.9		
R8	N61 10.5 W149 59.4	N6, N8	N61 10.7 W149 59.3	B2 thru B6	N61 10.4 W149 59.0		
R9	N61 10.5 W149 59.5	N7	N61 10.7 W149 59.4	B7, B8	N61 10.3 W149 59.0		
R10, R11	N61 10.6 W149 59.5			B9	N61 10.3 W149 59.1		
R12	N61 10.7 W149 59.6			C1	N61 10.4 W149 58.9		
R13	N61 10.7 W149 59.7			C2	N61 10.5 W149 59.0		
R14	N61 10.8 W149 59.7			C3 thru C6	N61 10.5 W149 59.0		

CHANGES: Chart reindexed.

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10 OCT 14 **(10-9C)****ANCHORAGE, ALASKA**  
**STEVENS ANCHORAGE INTL****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 ramps** (Kilo and Papa ramps). 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.

<b>Parking Area</b>	<b>Design Aircraft</b>	<b>Restrictions for Larger Design Aircraft</b>
<b>North Terminal</b>		
N-1/2/3/4/5/6/7	B-747-300	1, 2, 3
N-8	B-747-300	1
<b>Remote Parking Locations</b>		
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
<b>Satellite Parking Ramps</b>		
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.

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**SMGCS**

STEVENS ANCHORAGE INTL

10 FEB 17

(10-9D)

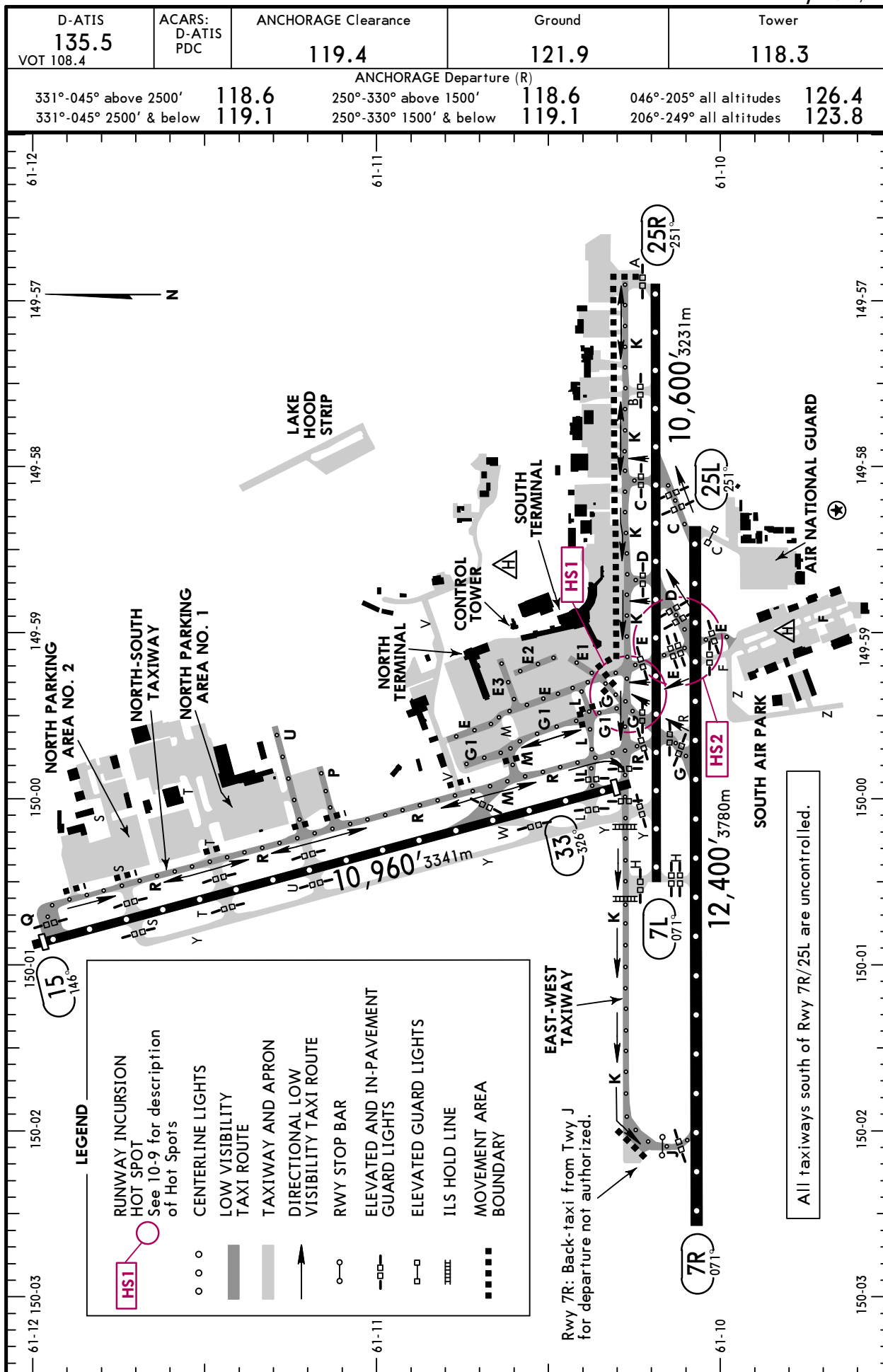
**ANCHORAGE, ALASKA**

LOW VISIBILITY TAXI ROUTES

ARRIVAL Rwy 7R

DEPARTURE Rwy 7R/33

**LESS THAN RVR 1200 to 500**



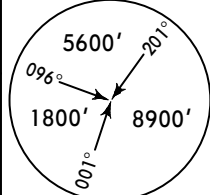
**PANC/ANC**

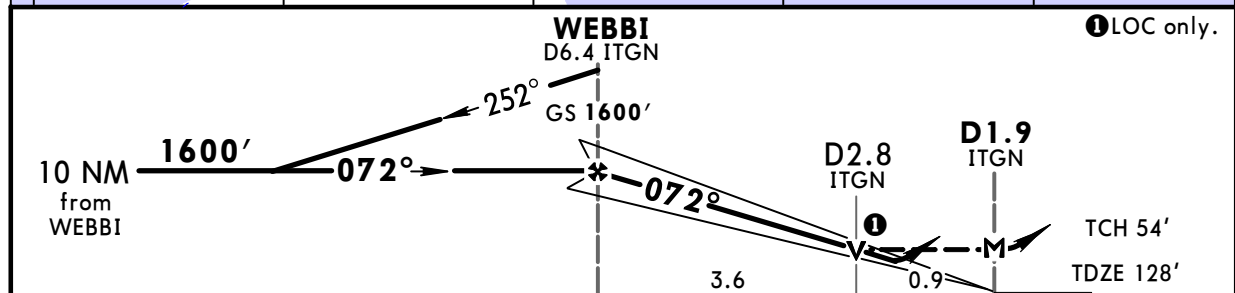
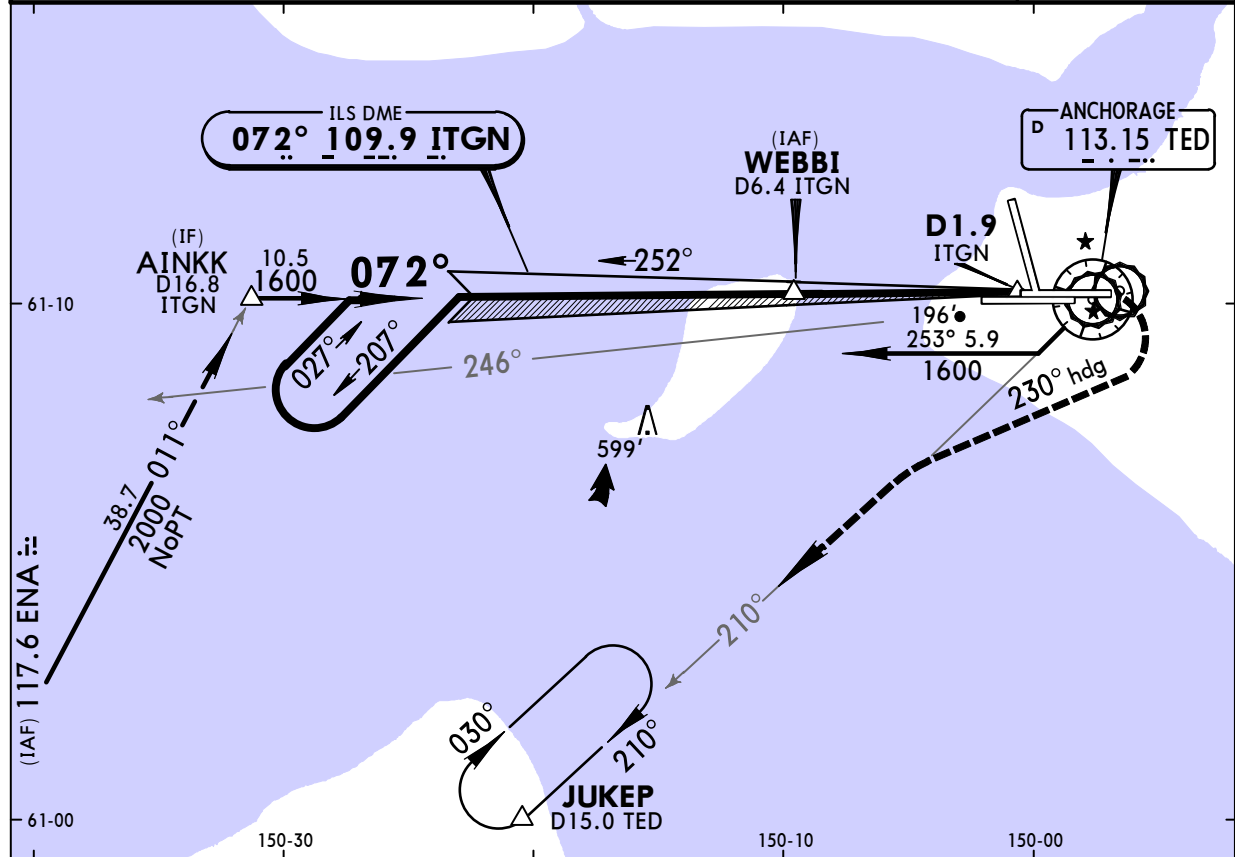
**STEVENS ANCHORAGE INTL**


**JEPPesen**  
9 OCT 15  
Eff 15 Oct (11-1)

**ANCHORAGE, ALASKA**  
**ILS or LOC DME Rwy 7L**

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC ITGN 109.9	Final Apch Crs 072°	GS WEBBI 1600' (1472')	ILS DA(H) 328' (200')	Apt Elev 151' TDZE 128'			
<b>MISSED APCH:</b> Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/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.							



Gnd speed-Kts	70	90	100	120	140	160		600'	2500'	230°
GS	3.00°	372	478	531	637	743		↑	RT	hdg
MAP at D1.9 ITGN										

TERPS			STRAIGHT-IN LANDING RWY 7L				CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 328' (200')			MDA(H) 500' (372')					
FULL	TDZ or CL out	RAIL or ALS out	RAIL out		ALS out		Max Kts	MDA(H)
A							90	700' (549') - 1
B			RVR 24 or 1/2				120	
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 55 or 1		140	700' (549') - 1 1/2
D			RVR 35 or 5/8				165	800' (649') - 2

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

TERPS AMEND 3B 15 OCT 2015

**PANC/ANC**

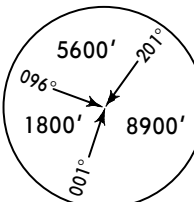
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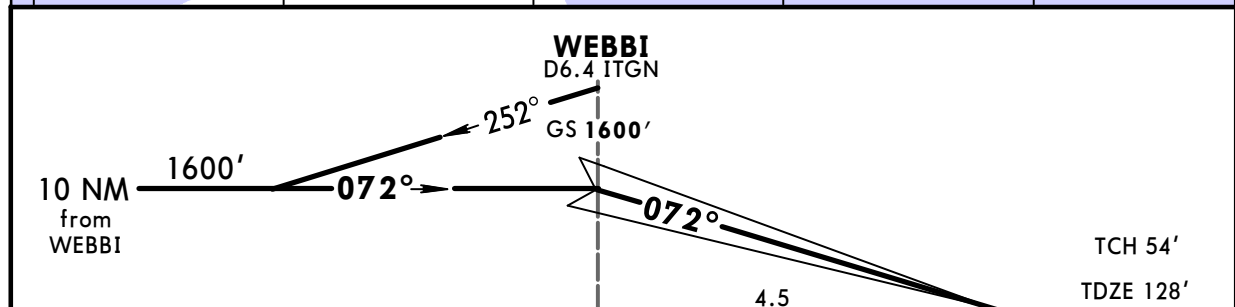
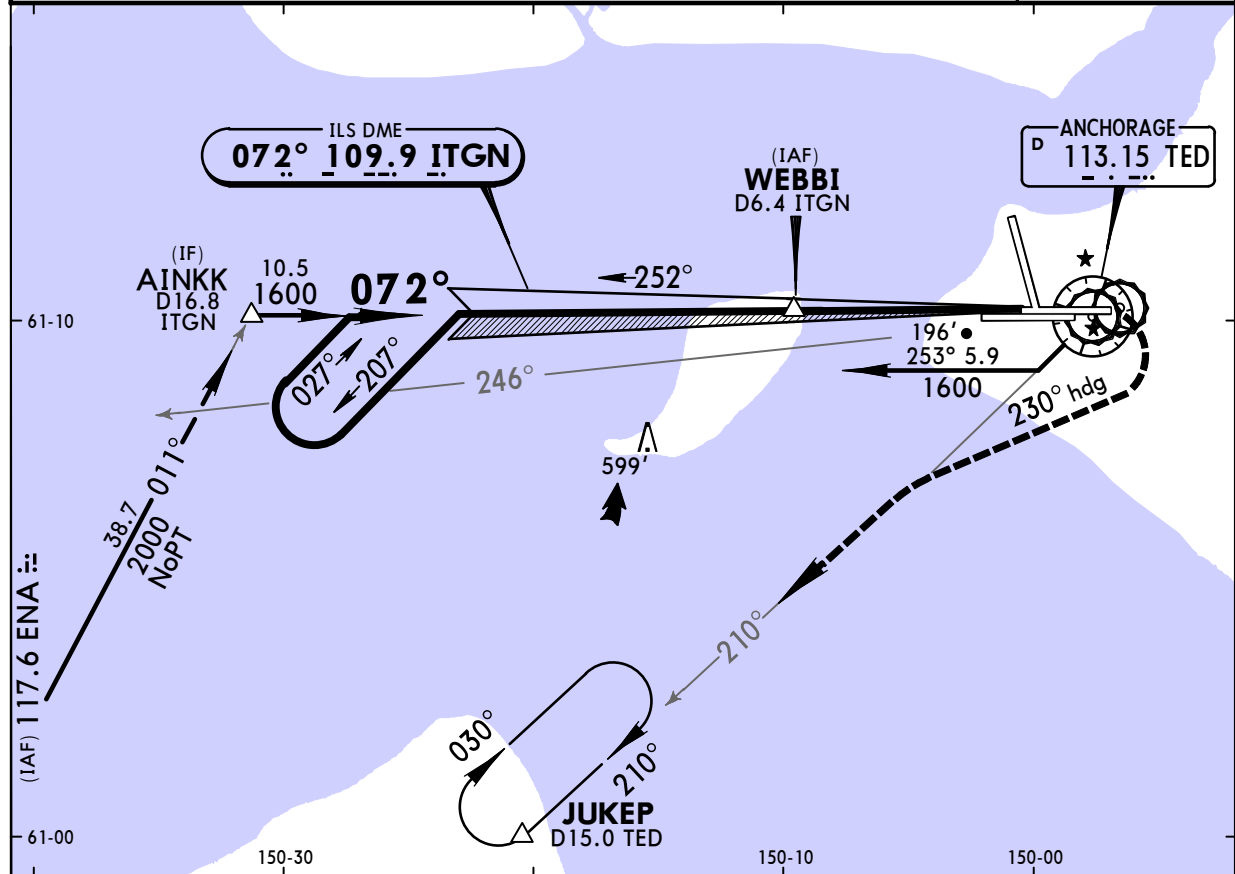
9 OCT 15  
Eff 15 Oct

**11-1A**

**ANCHORAGE, ALASKA**  
**ILS Rwy 7L SA CAT I**

BRIEFING STRIP™

D-ATIS  135.5		ANCHORAGE Approach (R)  118.6		ANCHORAGE Tower  118.3		Ground  121.9	
LOC ITGN  109.9	Final Apch Crs  072°	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 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Special Aircrew & Aircraft Certification Required. 2. DME Required. 3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	600'	2500'	230° via RT hdg
GS	3.00°	372	478	531	637	743				

**TERPS**

**STRAIGHT-IN LANDING RWY7L**

**SA CAT I ILS**  
**RA 158'**

DA(H) **278'** (150')

A  
B  
C  
D

RVR 14

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



**PANC/ANC**

**STEVENS ANCHORAGE INTL**

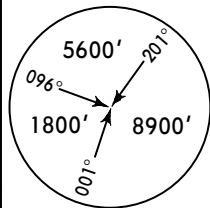
9 OCT 15  
Eff 15 Oct

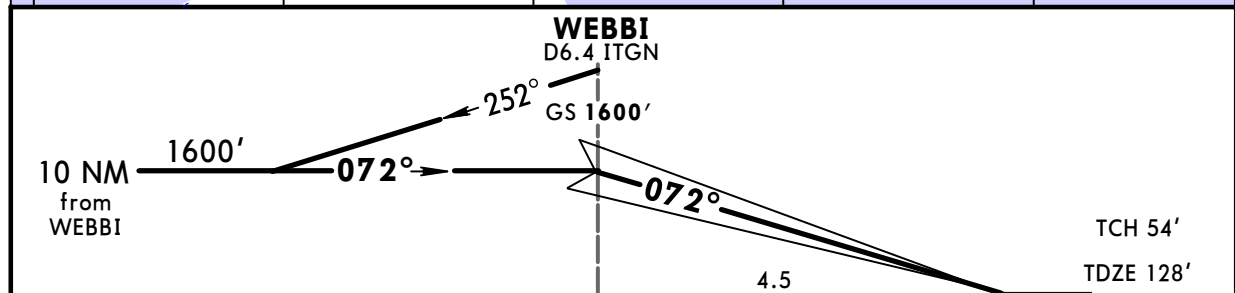
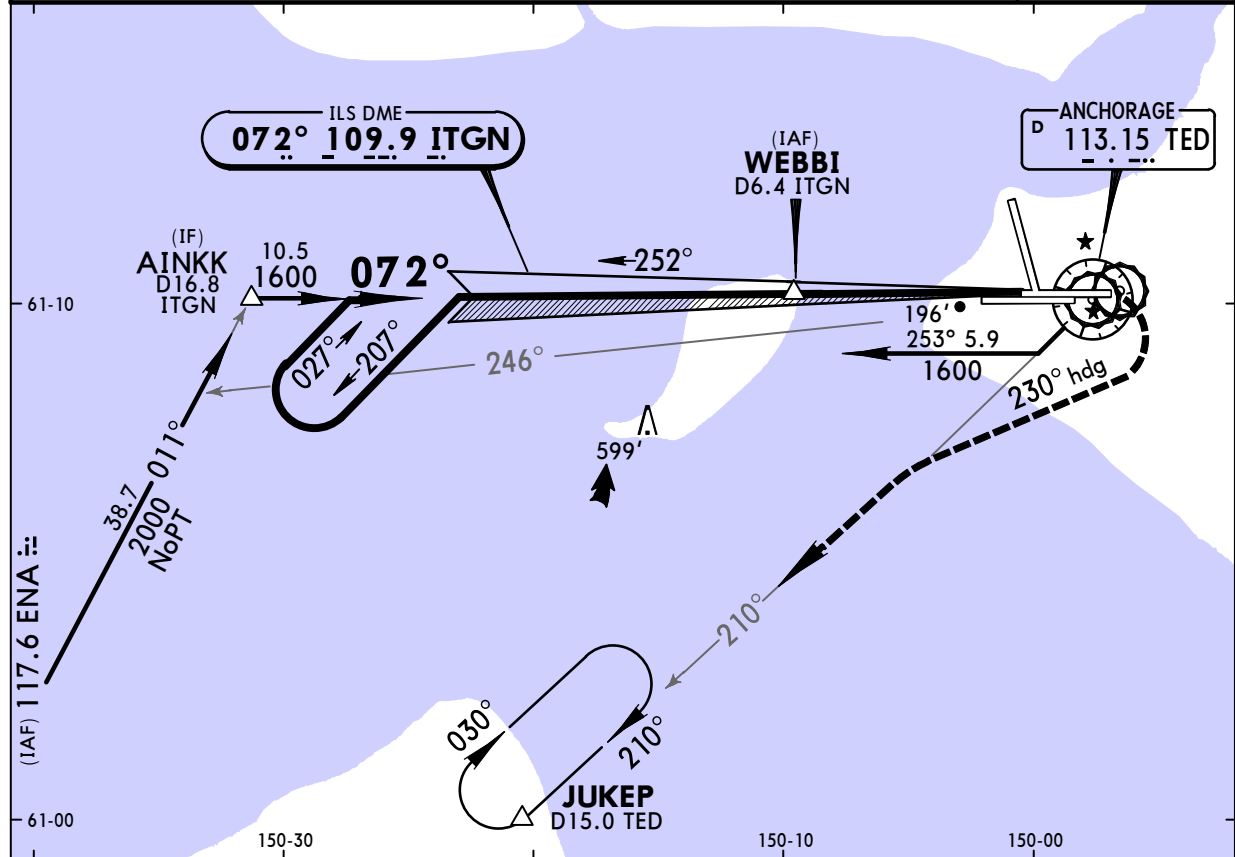
**JEPPesen**

(11-1B)

**ANCHORAGE, ALASKA**  
**ILS Rwy 7L SA CAT II**

BRIEFING STRIP™

D-ATIS		ANCHORAGE Approach (R)		ANCHORAGE Tower		Ground	
135.5		118.6		118.3		121.9	
LOC ITGN <b>109.9</b>	Final Apch Crs <b>072°</b>	GS <b>WEBBI</b> <b>1600'</b> (1472')	SA CAT II ILS <b>RA 108'</b> DA(H) 228' (100')	Apt Elev 151' TDZE 128'			
<b>MISSED APCH:</b> Climb to 600' then climbing RIGHT turn to 2500' via heading 230° and outbound TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES                      Trans level: FL 180                      Trans alt: 18000'							
1. <b>Special Aircrew &amp; Aircraft Certification Required.</b> 2. <b>DME Required.</b>							
3. VGSI and ILS glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 600' ↑ 2500' RT 230° via hdg
GS	3.00°	372	478	531	637	743	

**TERPS**      **STRAIGHT-IN LANDING RWY 7L**  
**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.

TERPS AMEND 3B 15 OCT 2015

**PANC/ANC**

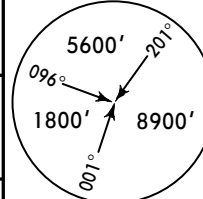
**STEVENS ANCHORAGE INTL**

**JEPPESSEN**  
9 OCT 15  
Eff 15 Oct **(11-2)**

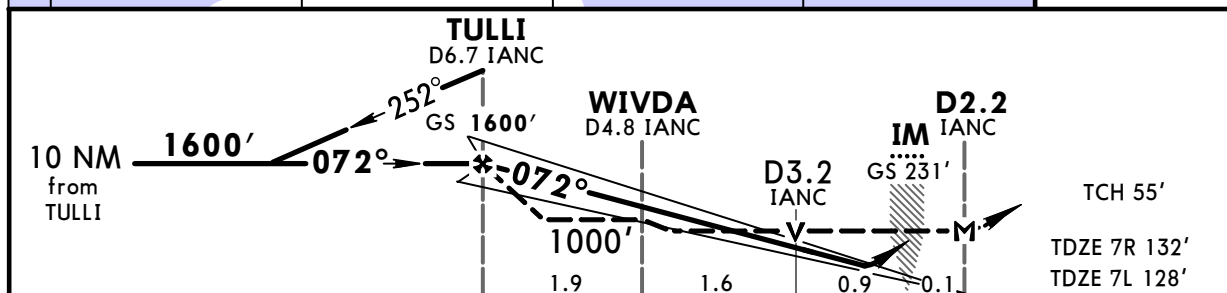
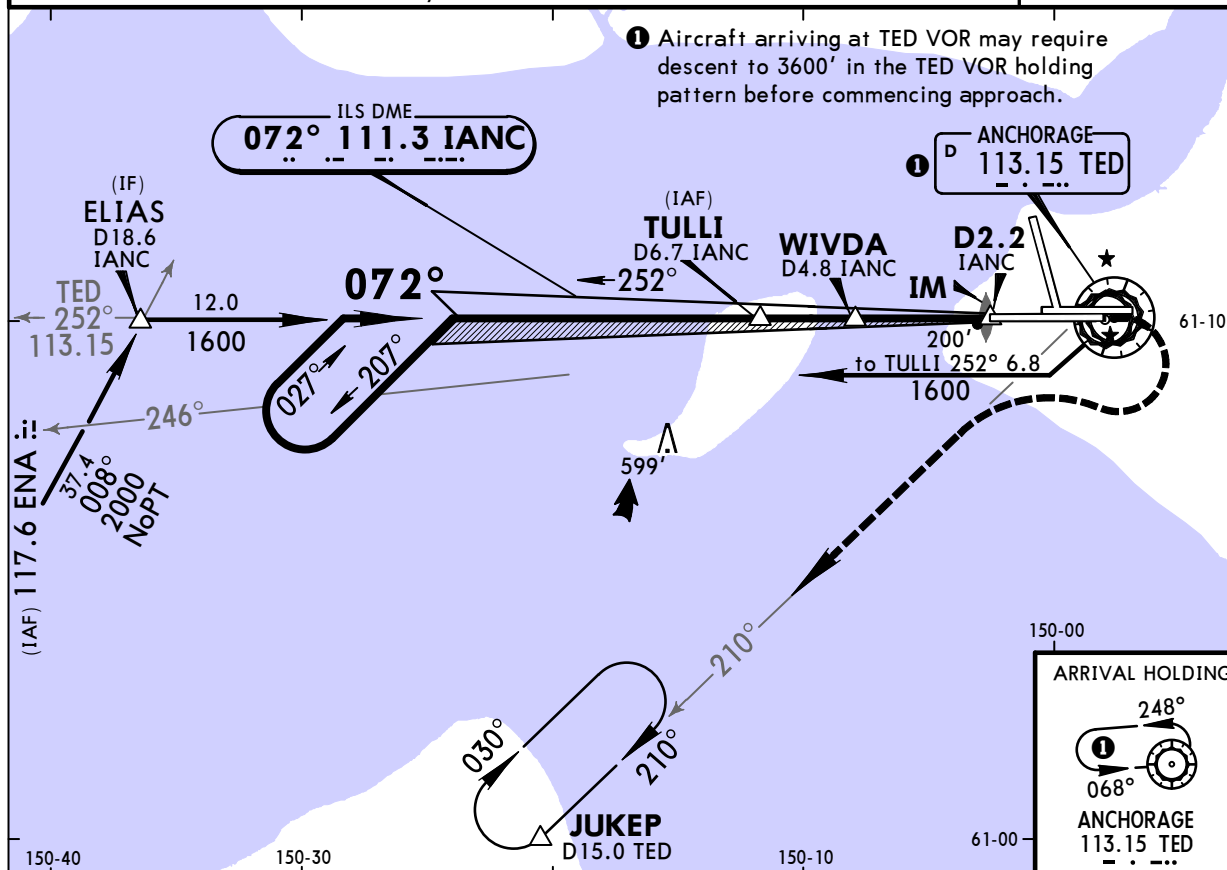
**ANCHORAGE, ALASKA**

**ILS or LOC DME Rwy 7R**

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600' (1468')	ILS DA(H) 332' (200')	Apt Elev 151' TDZE 7R 132' TDZE 7L 128'			
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and ILS glidepath not coincident. 2. Rwy 7L threshold 6140' E of Rwy 7R threshold. 3. MALS R & PAPI-R on Rwy 7L.							

MSA TED VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 113.15
MAP at D2.2 IANC										R-210

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

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

TERPS AMEND 3B 15 OCT 2015

**PANC/ANC**

**STEVENS ANCHORAGE INTL**

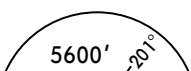
9 OCT 15

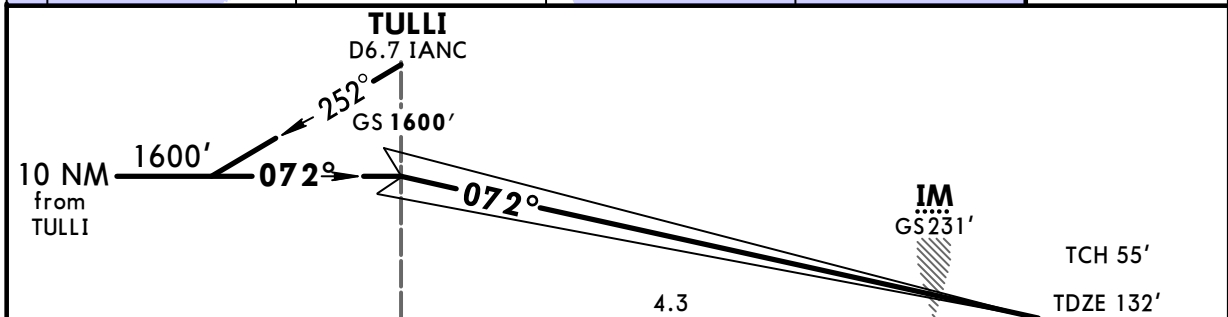
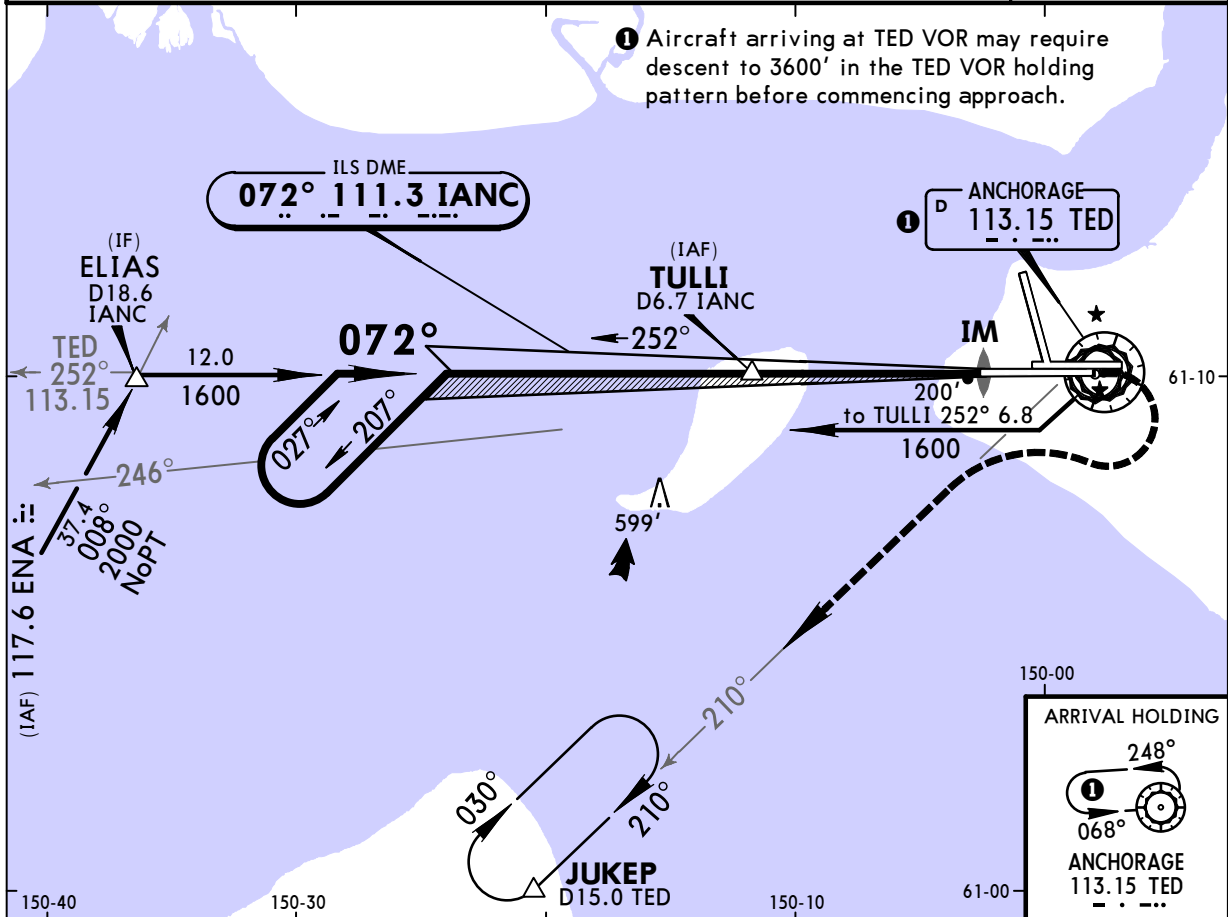
Eff 15 Oct

(11-2A)

**JEPPesen ANCHORAGE, ALASKA**  
**ILS Rwy 7R CAT II & III**

BRIEFING STRIP

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9
LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600'(1468')	CAT III Refer to Minimums	CAT II ILS RA 115' DA(H) 232'(100')	Apt Elev 151' TDZE 132'	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glideslope not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 113.15 R-210

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

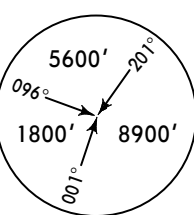
① RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

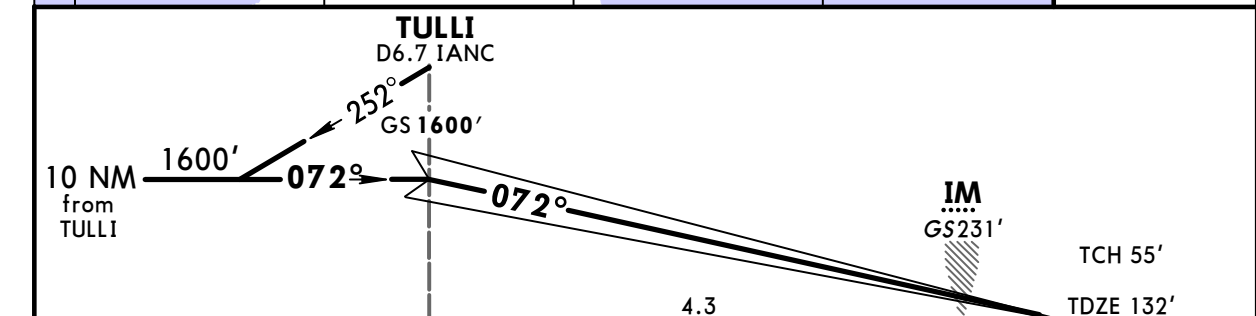
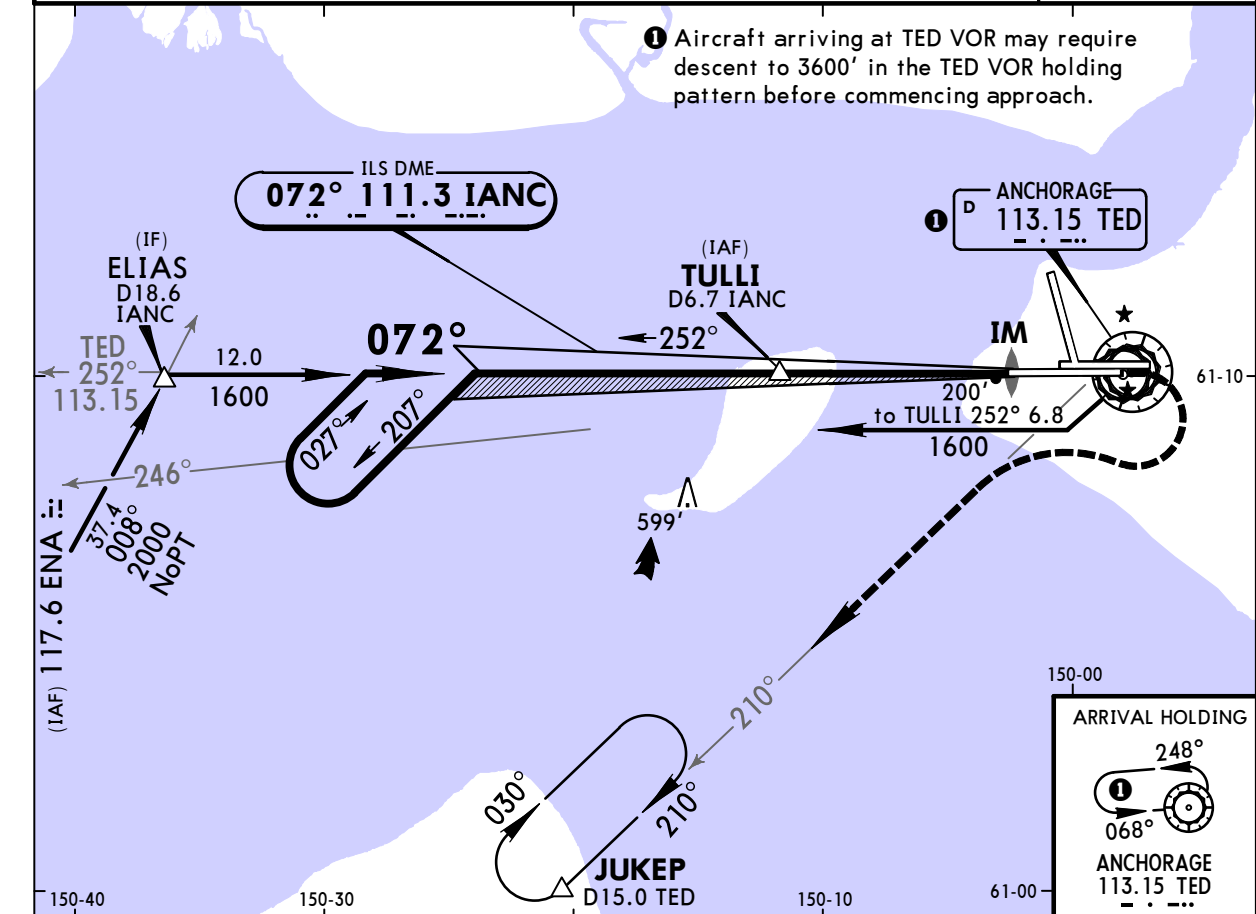
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**STEVENS ANCHORAGE INTL**

**JEPPesen**  
9 OCT 15  
**Eff 15 Oct** (11-2B)

**ANCHORAGE, ALASKA**  
**ILS Rwy 7R SA CAT I**

BRIEFING STRIP™	D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
	LOC IANC 111.3	Final Apch Crs 072°	GS TULLI 1600' (1468')	SA CAT I ILS RA 245' DA(H) 282' (150')		Apt Elev 151' TDZE 132'		 MSA TED VOR
	MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' outbound on TED VOR R-210 to JUKEP INT/D15.0 TED and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. Special Aircrew & Acft Certification Required. 2. VGSI and ILS glideslope not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		600'	2500'	TED
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	on 113.15
											R-210

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

A	RVR 14
B	
C	
D	

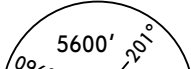
**1** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

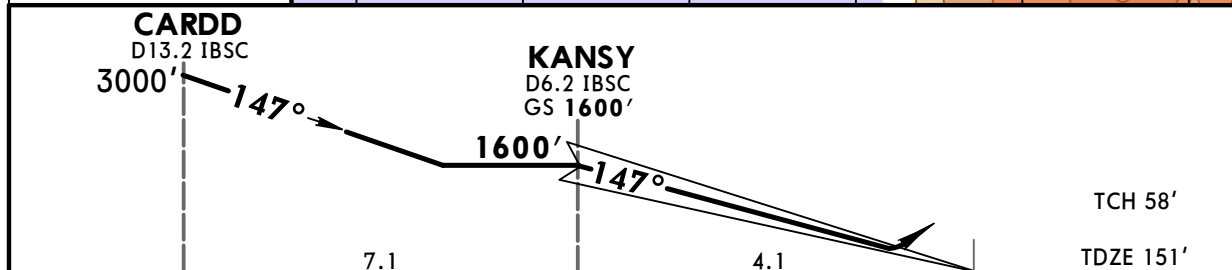
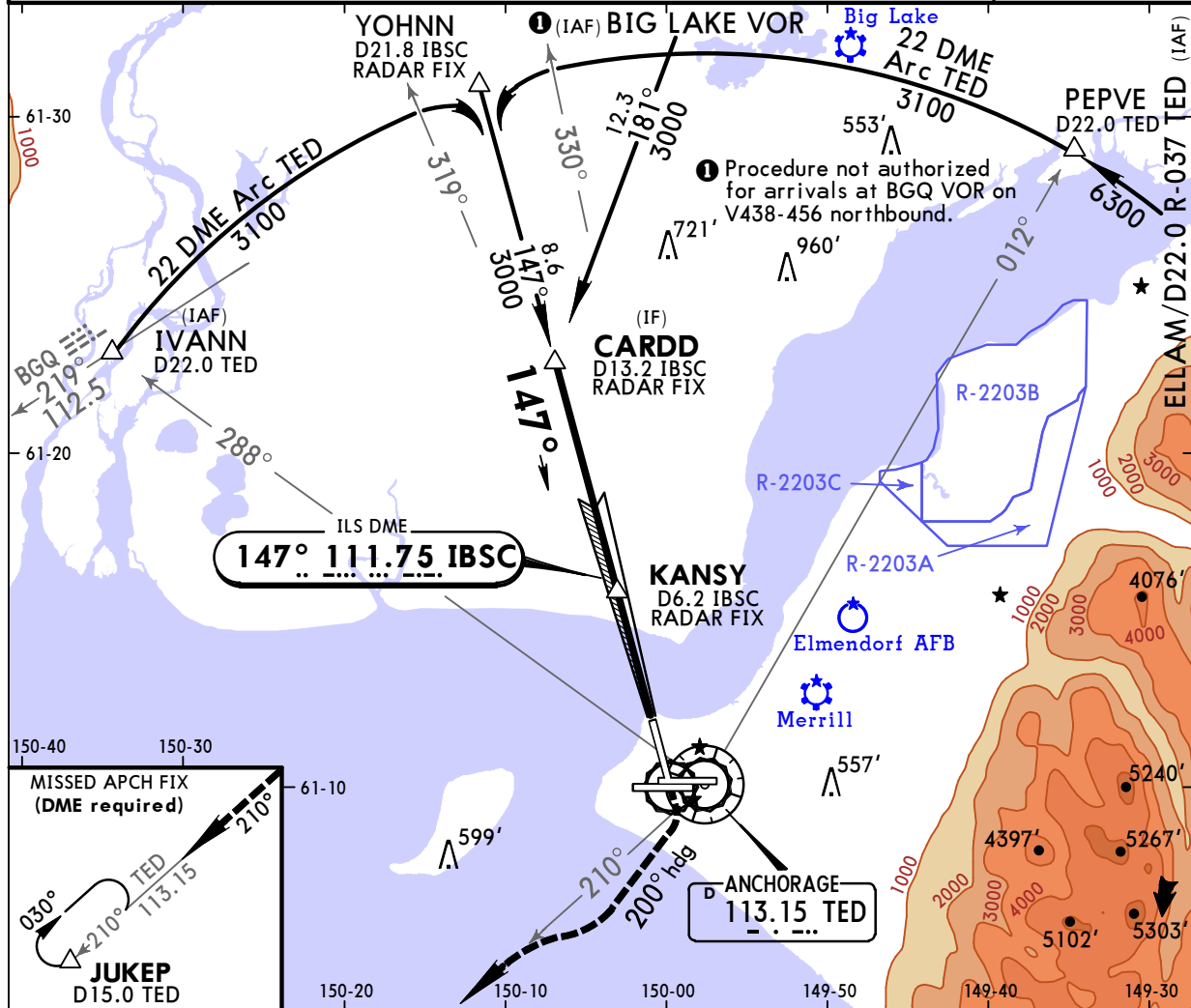
# PANC/ANC STEVENS ANCHORAGE INTL

**JEPPesen** 9 SEP 16 **(11-3)** Eff 15 Sep

## ANCHORAGE, ALASKA ILS Rwy 15

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
LOC IBSC 111.75	Final Apch Crs 147°	GS KANSY 1600' (1449')	ILS DA(H) Refer to Minimums		Apt Elev 151' TDZE 151'		 MSA TED VOR
MISSED APCH: Climb to 800' then climbing RIGHT turn to 2500' 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 or RADAR required.    2. VGSI and ILS glidepath not coincident (angle 3.20°/TCH 75'). 3. Helicopter visibility reduction below RVR 4000 not authorized. 4. Use IBSC DME when on the localizer course.							



Gnd speed-Kts	70	90	100	120	140	160	ODALS	800'	2500'	200°	TED	JUKEP
GS	3.20°	396	510	566	679	793	PAPI	↑	RT	on hdg	113.15 R-210	

<b>TERPS</b> STRAIGHT-IN LANDING RWY 15											
ILS											
DA(H) A & B: <b>351'</b> (200') C & D: <b>401'</b> (250')											
FULL						ODALS out					

A											
B											
C											
D	RVR 40 or 3/4										

CHANGES: Minimums.

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TERPS AMEND 6C 15 SEP 2016

**PANC/ANC**

**STEVENS ANCHORAGE INTL**

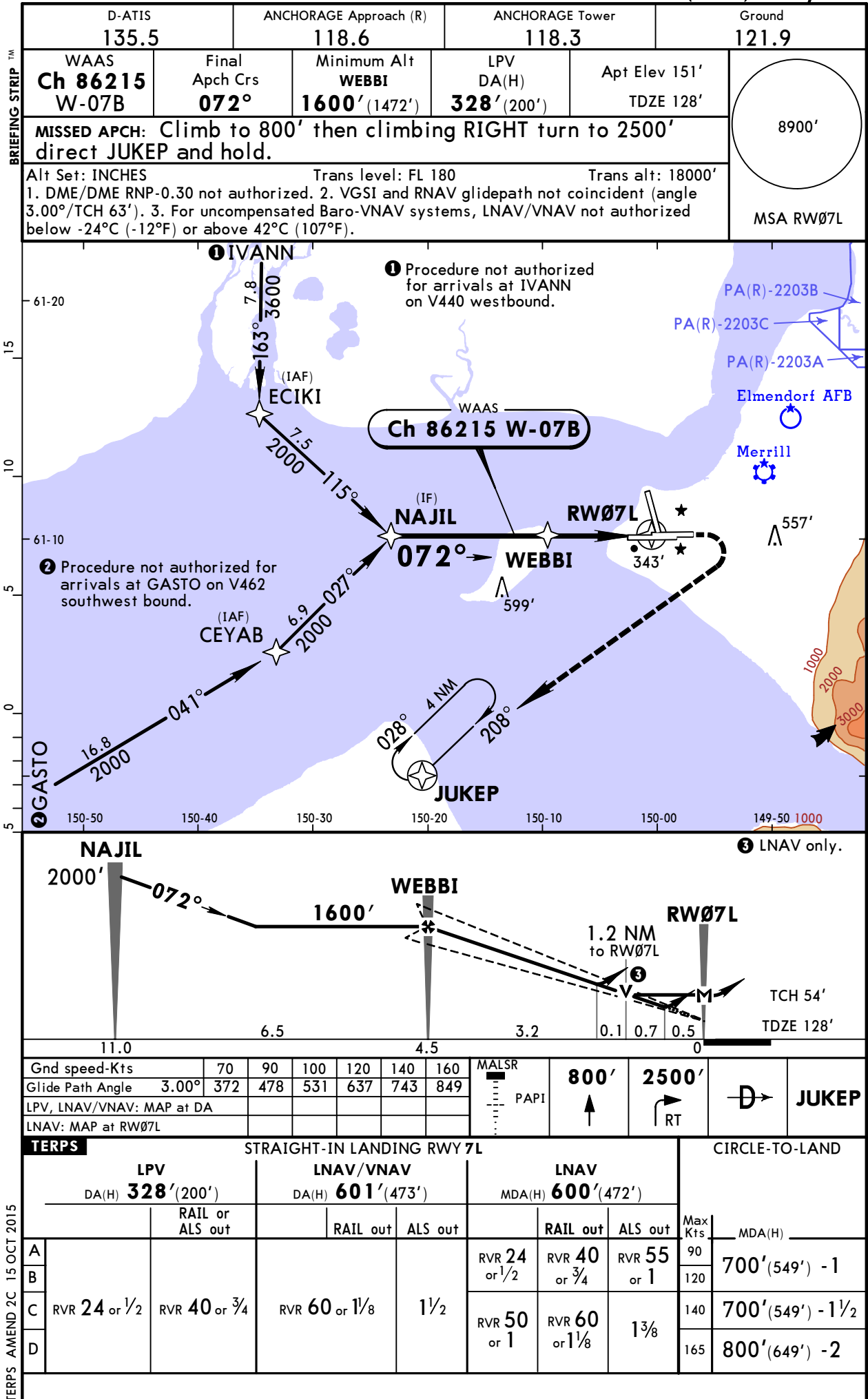
9 OCT 15

(12-1)

Eff 15 Oct

**ANCHORAGE, ALASKA**

**RNAV (GPS) Rwy 7L**



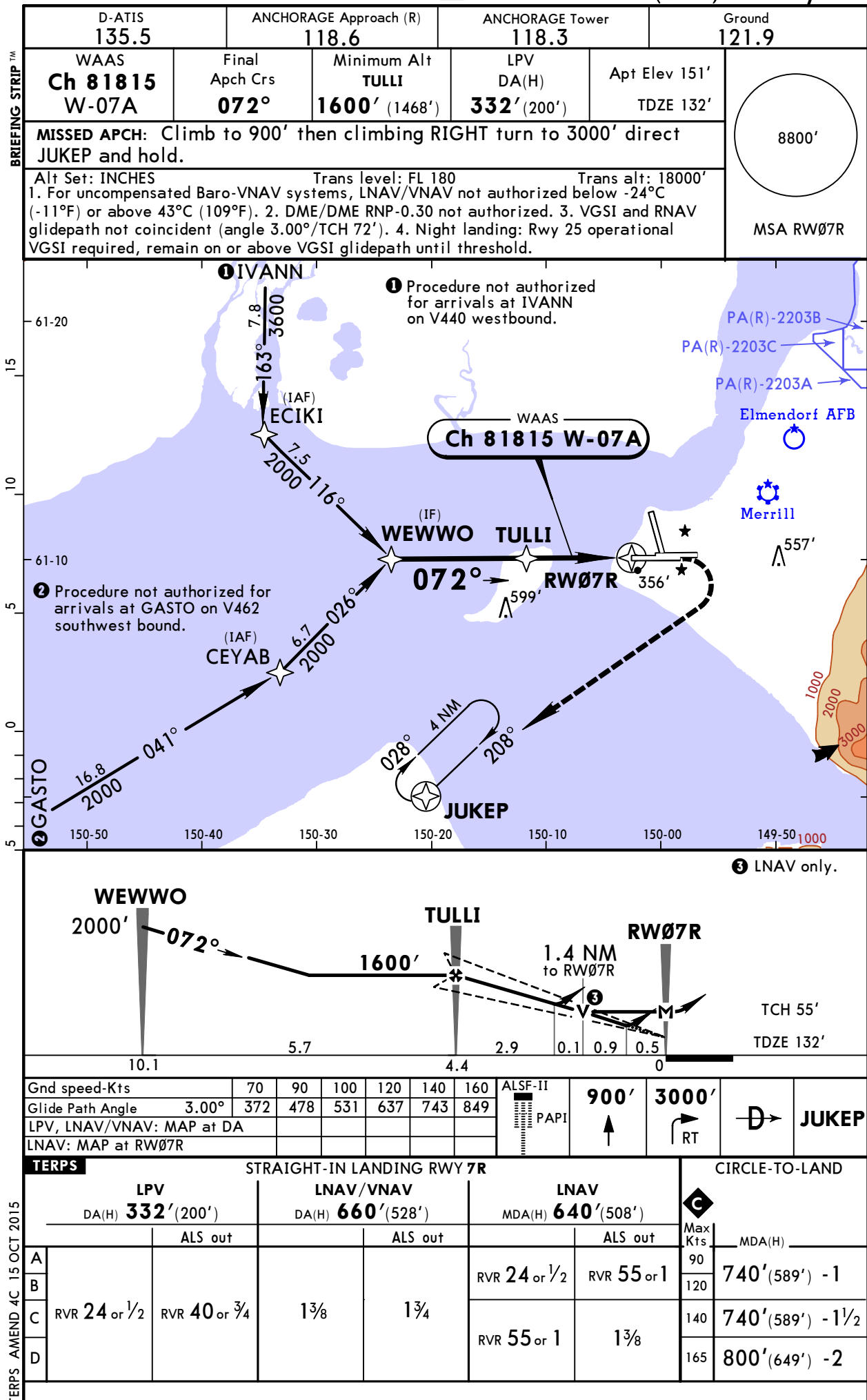


**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPesen**  
9 OCT 15  
Eff 15 Oct (12-2)

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



**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPesen**

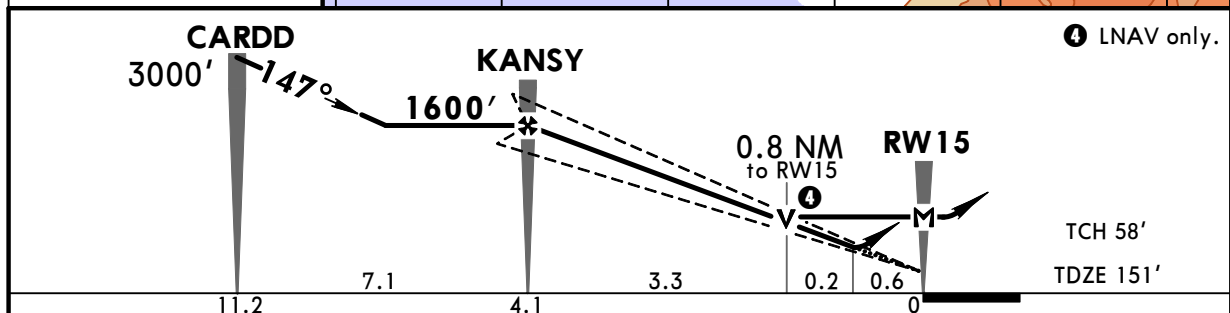
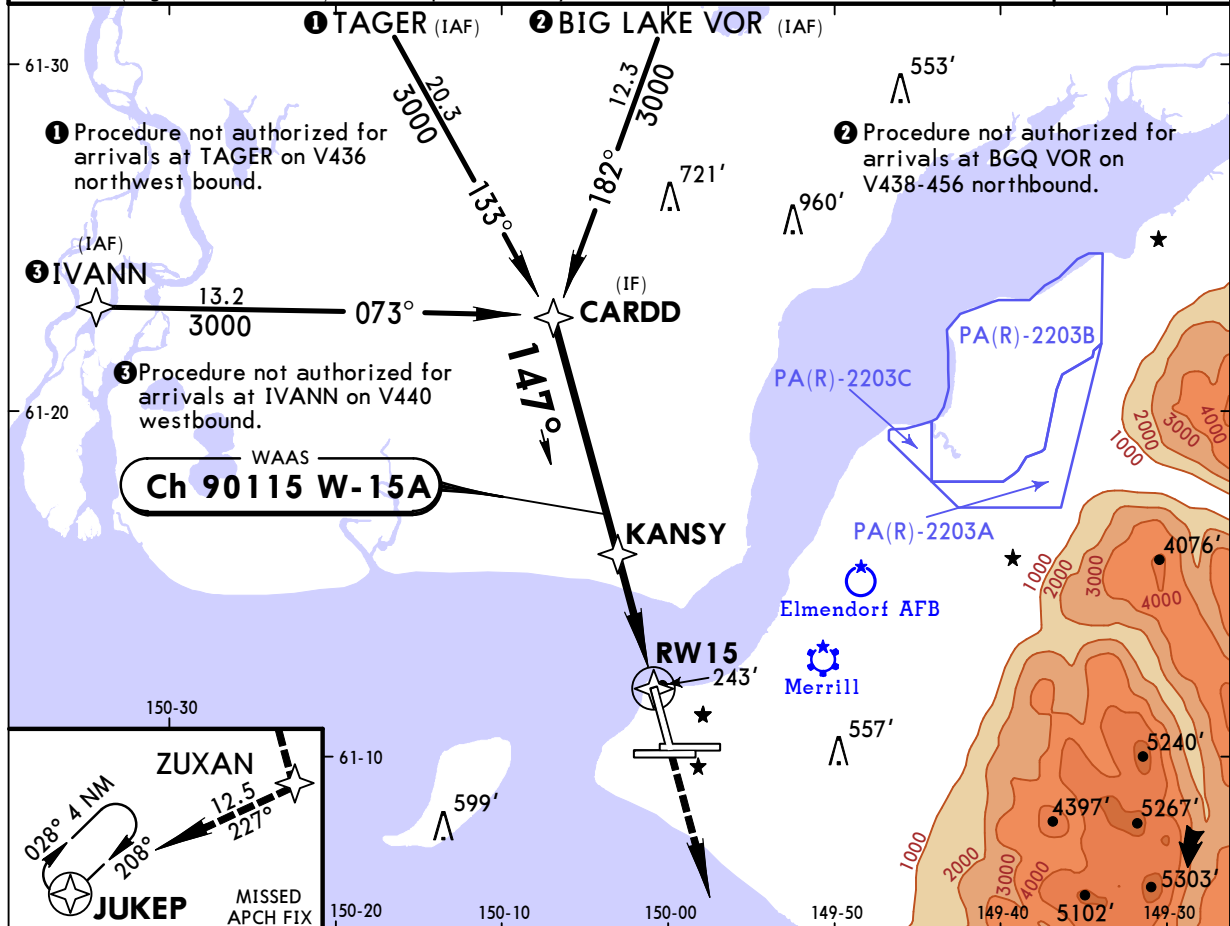
9 OCT 15 **(12-3)** **Eff 15 Oct**

**ANCHORAGE, ALASKA**

**RNAV (GPS) Rwy 15**

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
WAAS Ch 90115 W-15A	Final Apch Crs 147°	Minimum Alt KANSY 1600' (1449')	LNAV/VNAV DA(H) 401' (250')	Apt Elev 151'  TDZE 151'		<div><div></div><div>8900'</div><div>MSA RW15</div></div>	
MISSED APCH: Climb to 2500' direct ZUXAN and on track 227° to JUKEP and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	ODALS PAPI 2500' D → ZUXAN
Glide Path Angle	3.20°	396	510	566	679	793	
MAP at RW15							

TERPS				STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
LPV		RNAV/VNAV		RNAV			
DA(H) <b>418'</b> (267')		DA(H) <b>401'</b> (250')		MDA(H) <b>500'</b> (349')			
ODALS out		ODALS out		ODALS out		Max Kts	MDA(H)
						90	700' (549') -1
						120	700' (549') -1 1/2
						140	700' (549') -1 1/2
						165	800' (649') -2

TERPS AMEND 2C 15 OCT 2015



**PANC/ANC**

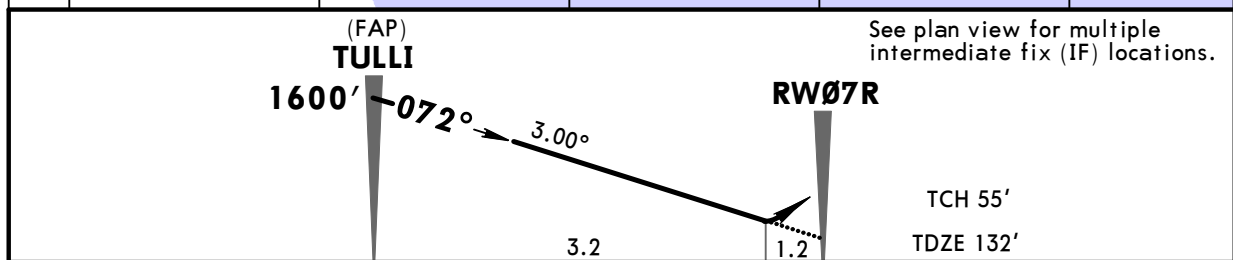
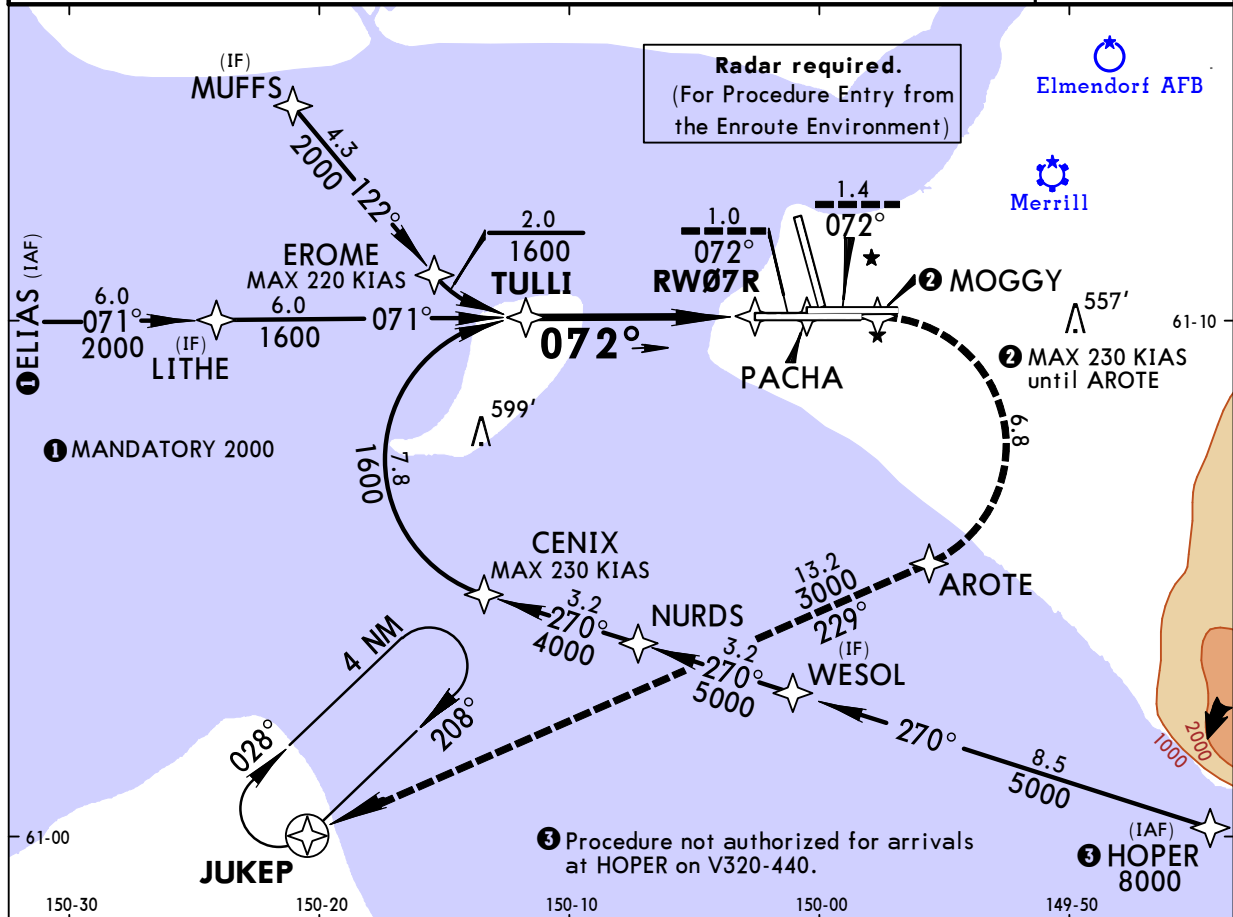
**STEVENS ANCHORAGE INTL**

**JEPPesen**  
9 SEP 16  
Eff 15 Sep 12-20

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

BRIEFING STRIP™

D-ATIS 135.5		ANCHORAGE Approach (R) 118.6		ANCHORAGE Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 072°	Minimum Alt TULLI 1600' (1468')	RNP 0.30 DA(H) 562' (430')	Apt Elev 151' TDZE 132'		<div>8800'</div> <div>MSA RW07R</div>	
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' 1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGS1 and RNAV glidepath not coincident (angle 3.00°/TCH 72').							



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">ALSIF-II</div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">PAPI</div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">3000'</div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">on</div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">RNAV</div> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">ROUTE</div> </div>	<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-size: 8px;">PACHA</div> </div>
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	RVR 50 or 1	1 3/8
B		
C		
D		

TERPS AMEND 08 15 SEP 2016

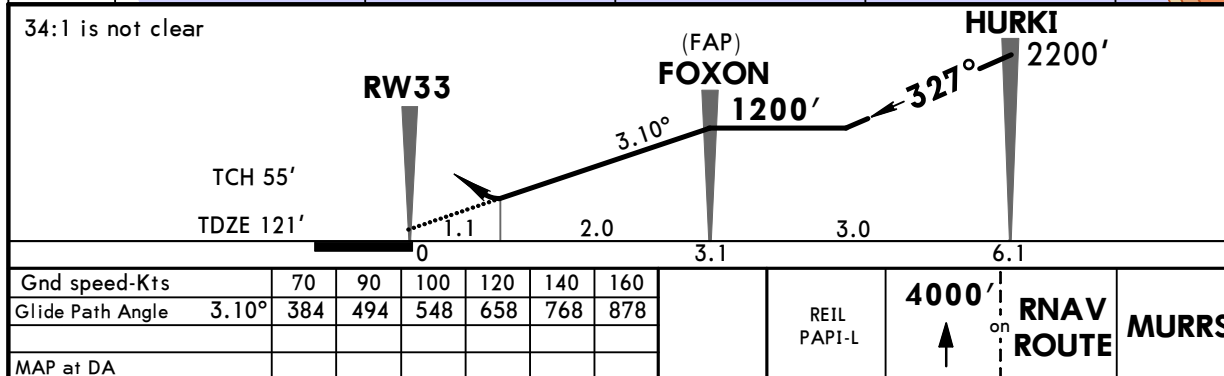
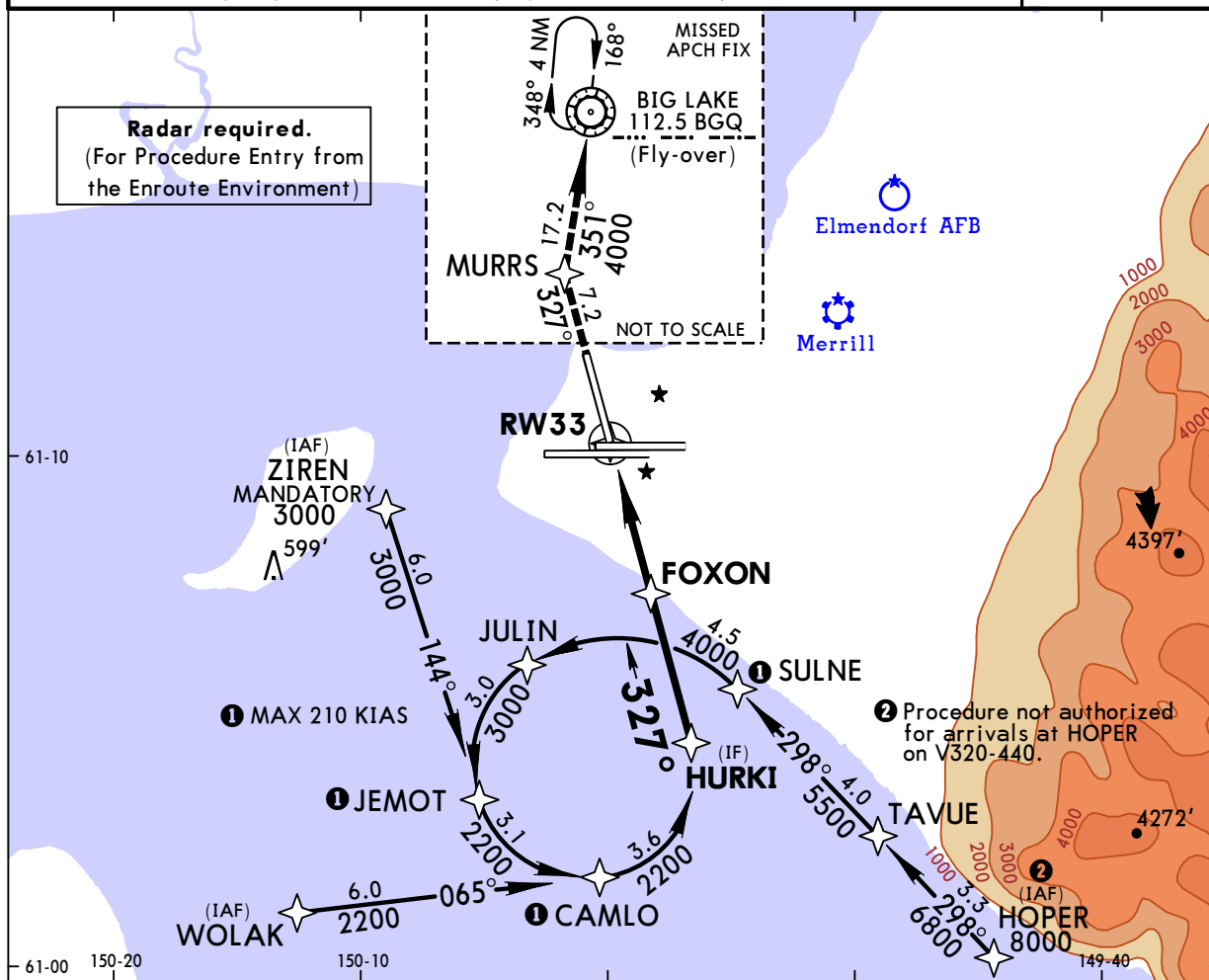
**PANC/ANC**

STEVENS ANCHORAGE INTL

**JEPPESSEN**  
9 SEP 16  
ff 15 Sep (12-21)

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

D-ATIS <b>135.5</b>	ANCHORAGE Approach (R) <b>118.6</b>	ANCHORAGE Tower <b>118.3</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>327°</b>	Minimum Alt <b>FOXON</b> <b>1200'</b> (1079')	RNP 0.11 DA(H) <b>545'</b> (424')
Apt Elev 151' TDZE 121'			<div>8900'</div> <div>MSA RW33</div>
<b>MISSED APCH: Climb to 4000' on the RNAV missed approach route to BGQ VOR and hold.</b>			
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' <b>1. AUTHORIZATION REQUIRED. 2. GPS and RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -23°C (-9°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident (angle 3.00°/TCH 65').</b>			



TERPS AMEND 0B 15 SEP 2016

TERPS		STRAIGHT-IN LANDING RWY 33		
		RNP 0.11 DA(H) <b>545'</b> (424')	RNP 0.20 DA(H) <b>654'</b> (533')	RNP 0.30 DA(H) <b>722'</b> (601')
A				
B				
C		1 $\frac{3}{8}$	1 $\frac{3}{4}$	2
D				

CHANGES: Note.

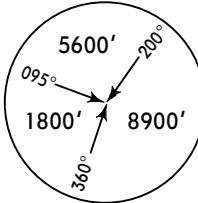
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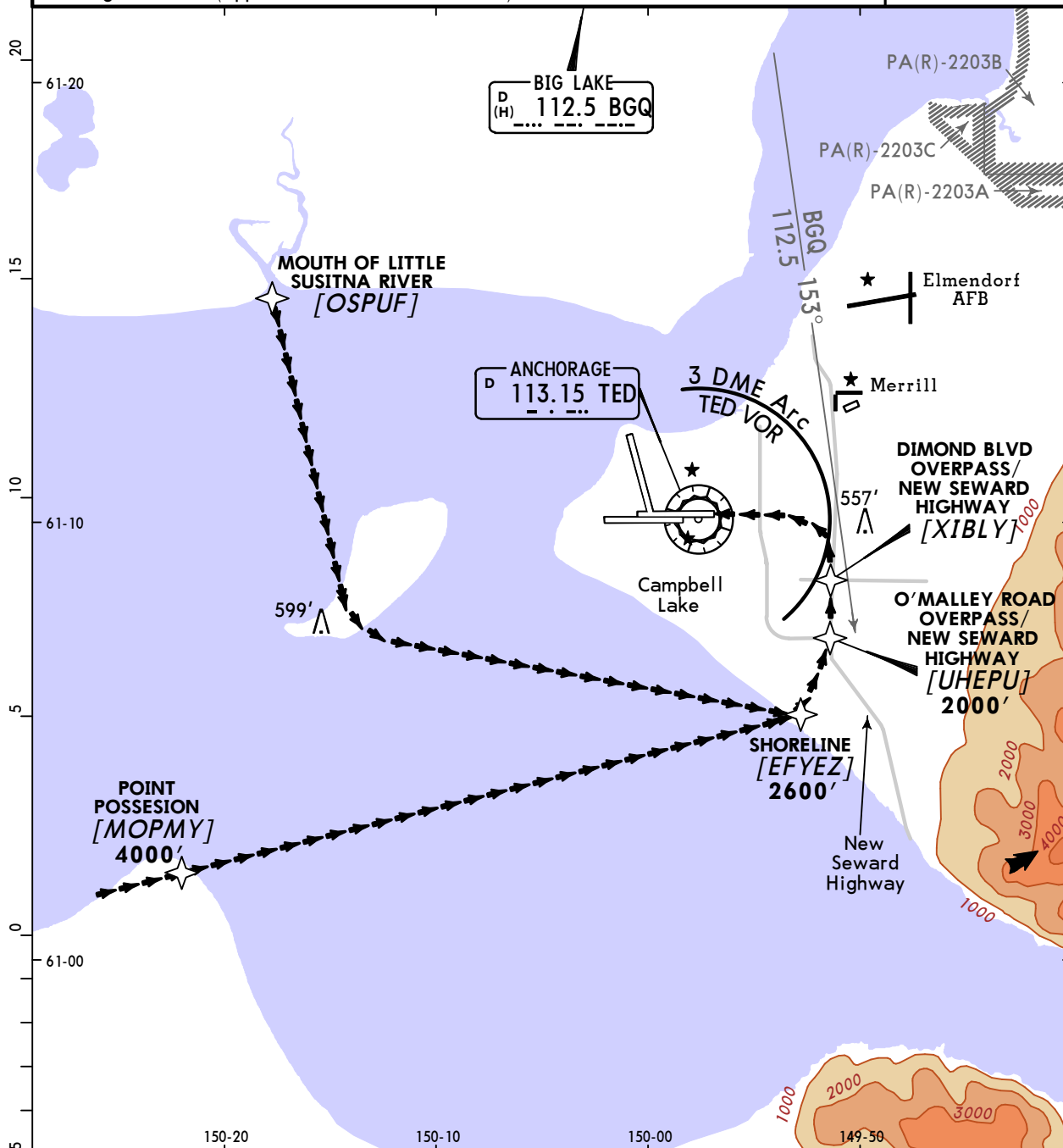
**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPesen**  
20 JUN 14 **(19-1)**

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

BRIEFING STRIP ™	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. <b>RADAR required.</b> 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								



**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.

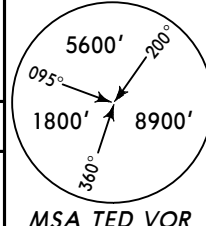
VASI-L		No Missed Approach Procedure
<b>WEATHER MINIMUMS</b> Ceiling <b>3000'</b> - VIS <b>3</b>		

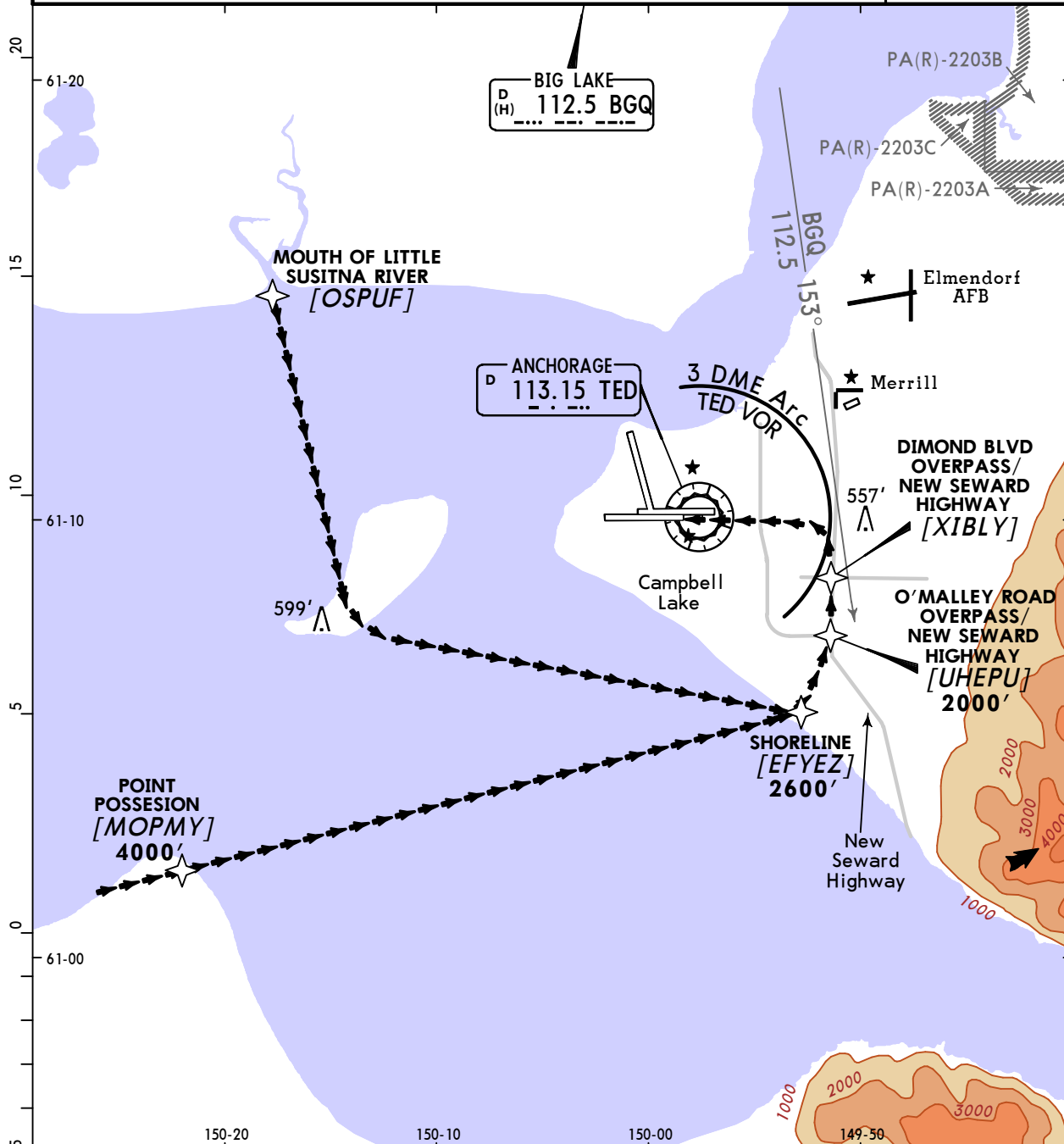
**PANC/ANC**

**STEVENS ANCHORAGE INTL**

**JEPPesen**  
20 JUN 14 (19-2)

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

BRIEFING STRIP ™	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°).							



**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
<b>WEATHER MINIMUMS</b> Ceiling <b>3000'</b> - VIS <b>3</b>		

**PAJN/JNU**  
**JUNEAU INTL** **JEPPESEN**  
6 MAY 16 **(10-1W)****JUNEAU, ALASKA**  
**COLD TEMPERATURE TABLE****COLD TEMPERATURE RESTRICTED AIRPORT**

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA's Notices to Airmen Publication (NTAP) Graphic Notices General for a complete list of published airports, temperature/s, segments, and procedure information.  
([www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices)).

**COLD TEMPERATURE CORRECTION TABLE**

HEIGHT ABOVE AIRPORT (FEET)

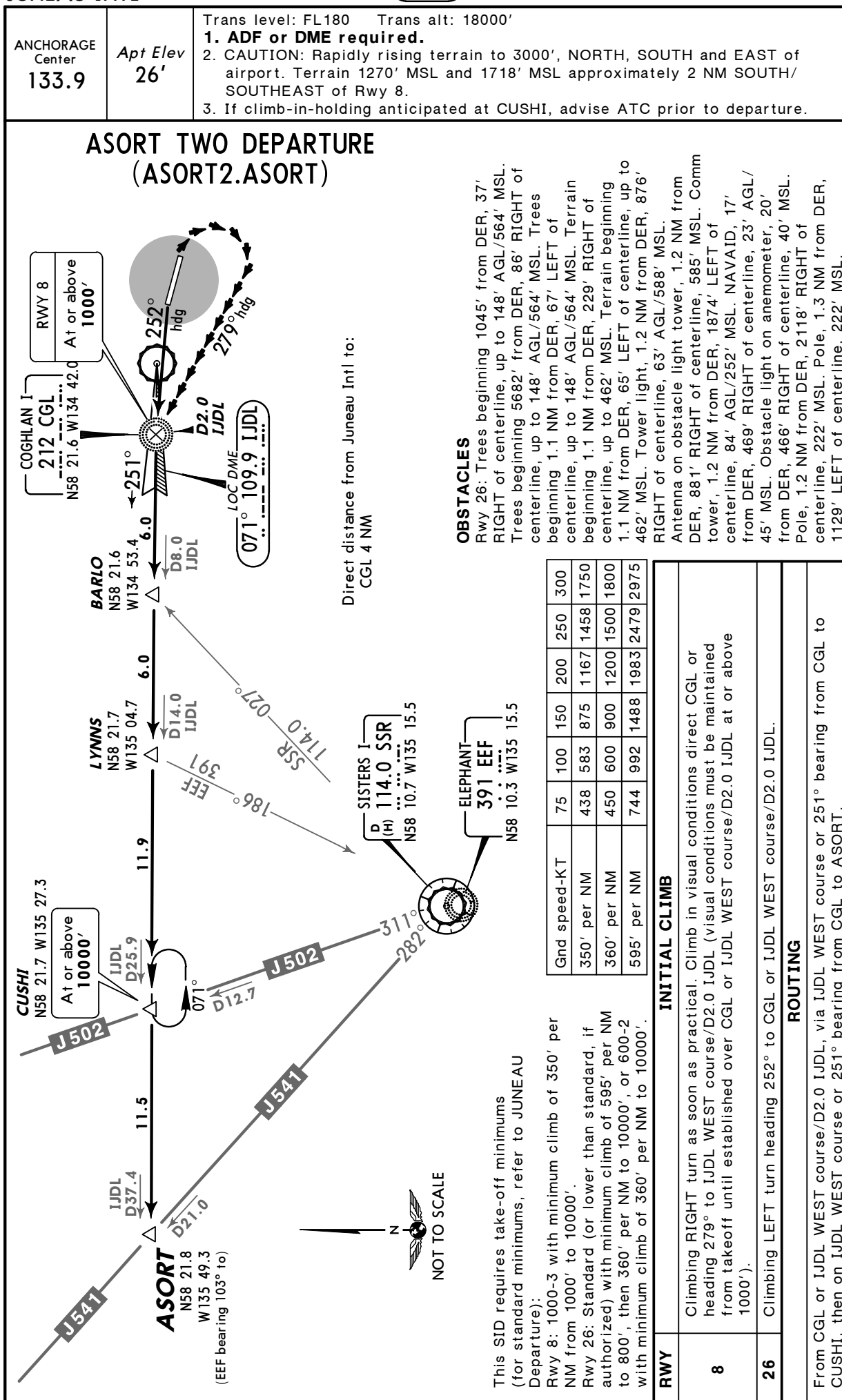
REPORTED TEMP		200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
	+10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
	0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
	-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
	-20°C (-4°F)	30	50	60	70	90	100	120	130	140	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

PAJN/JNU  
JUNEAU INTL

JEPPesen  
6 DEC 13 10-3 Eff 12 Dec

JUNEAU, ALASKA

SID



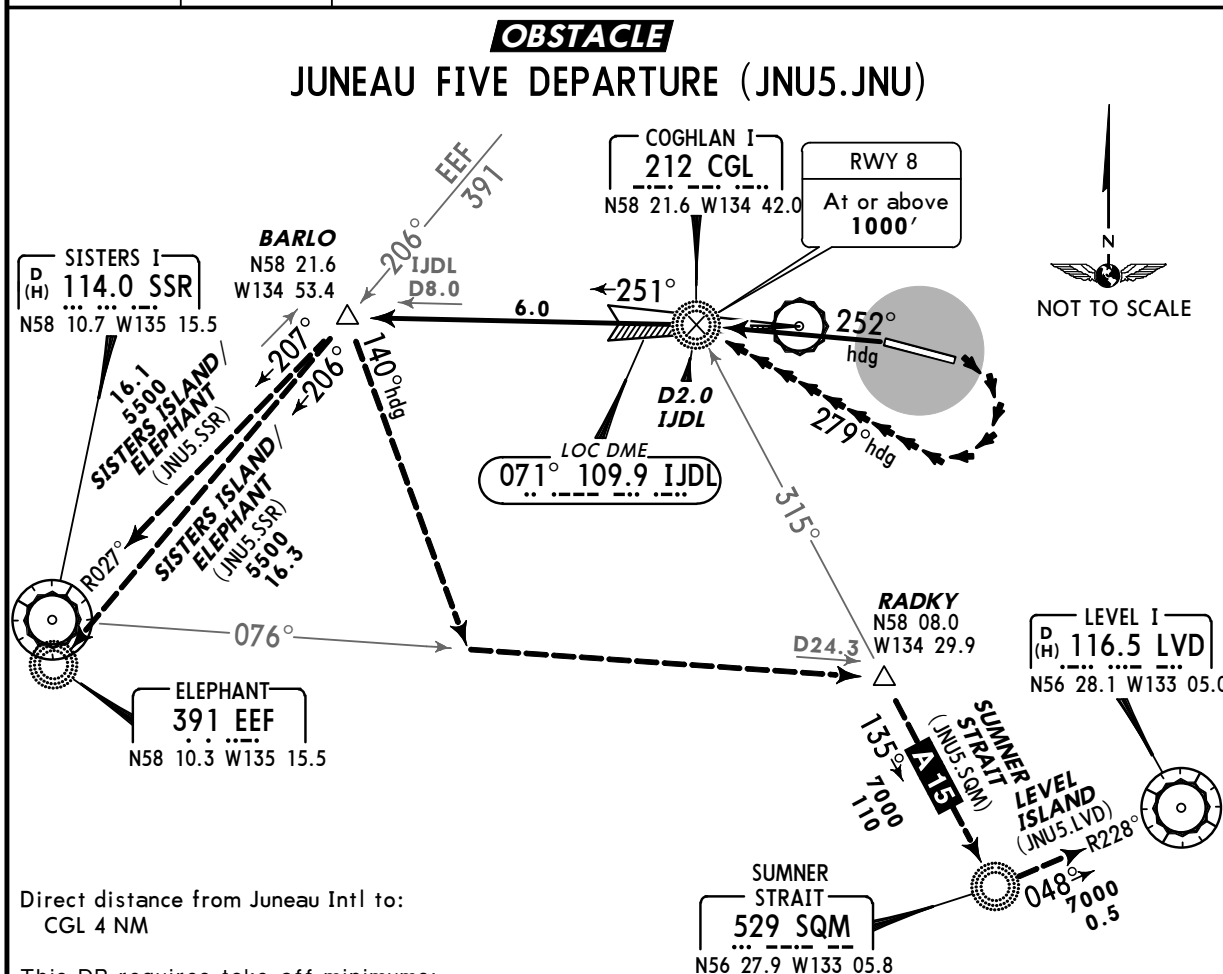
**PAJN/JNU**  
**JUNEAU INTL**

**JEPPesen**  
6 DEC 13 **10-3A** **Eff 12 Dec**

**JUNEAU, ALASKA**

**DP**

ANCHORAGE Center <b>133.9</b>	<i>Apt Elev</i> <b>26'</b>	Trans level: FL180    Trans alt: 18000' <b>1. ADF required.</b> 2. CAUTION: Rapidly rising terrain to 3000', NORTH, SOUTH, and EAST of airport. 3. Obtain ATC approval for this procedure if not issued as part of the IFR clearance.
-------------------------------------	-------------------------------	--



This DP requires take-off minimums:  
Rwy 8: 1000-3 with minimum climb from 1000' as stated per transition.  
Rwy 26: Standard (or lower than standard, if authorized) with minimum climb of 595' per NM to 800', then as stated per transition, or 600-2 with minimum climb as stated per transition.  
LEVEL ISLAND, SUMNER STRAIT Transitions:  
Minimum climb of 385' per NM to 4600'.  
SISTERS ISLAND/ELEPHANT Transition:  
Minimum climb of 330' per NM to 2800'.

**Standard Take-off Minimums**

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
330' per NM	413	550	825	1100	1375	1650
385' per NM	481	642	963	1283	1604	1925
595' per NM	744	992	1488	1983	2479	2975

**OBSTACLES**

Rwy 26: Trees beginning 1045' from DER, 37' RIGHT of centerline, up to 148' AGL/564' MSL. Trees beginning 5682' from DER, 86' RIGHT of centerline, up to 148' AGL/564' MSL. Trees beginning 1.1 NM from DER, 67' LEFT of centerline, up to 148' AGL/564' MSL. Terrain beginning 1.1 NM from DER, 229' RIGHT of centerline, up to 462' MSL. Terrain beginning 1.1 NM from DER, 65' LEFT of centerline, up to 462' MSL. Tower light, 1.2 NM from DER, 876' RIGHT of centerline, 63' AGL/588' MSL. Antenna on obstacle light tower, 1.2 NM from DER, 881' RIGHT of centerline, 585' MSL. Comm tower, 1.2 NM from DER, 1874' LEFT of centerline, 84' AGL/252' MSL. NAVIAD, 17' from DER, 469' RIGHT of centerline, 23' AGL/45' MSL. Obstacle light on anemometer, 20' from DER, 466' RIGHT of centerline, 40' MSL. Pole, 1.2 NM from DER, 2118' RIGHT of centerline, 222' MSL. Pole, 1.3 NM from DER, 1129' LEFT of centerline, 222' MSL.

RWY	INITIAL CLIMB
<b>8</b>	Climbing RIGHT turn as soon as practical. Climb in visual conditions direct CGL or heading 279° to IJDL WEST course/D2.0 IJDL (visual conditions must be maintained from takeoff until established over CGL or IJDL WEST course/D2.0 IJDL at or above 1000').
<b>26</b>	Climbing LEFT turn heading 252° to CGL or IJDL WEST course/D2.0 IJDL.

ROUTING	
From CGL or WEST course/D2.0 IJDL, then on IJDL WEST course or 251° bearing from CGL to BARLO, then on transition.	

**PAJN/JNU**

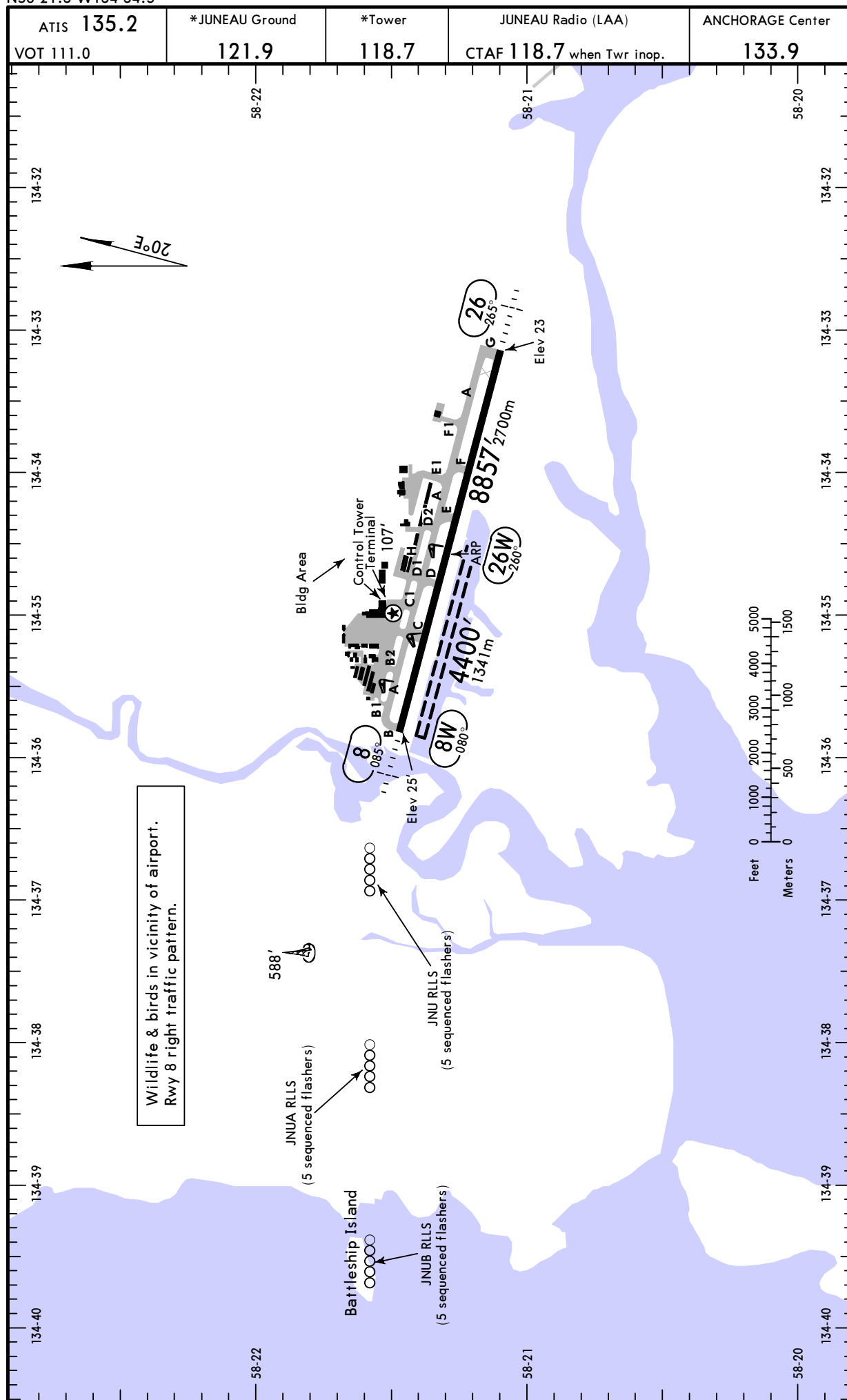
Apt Elev **26'**  
N58 21.3 W134 34.5

**JEPPESEN**

27 MAR 15 **(10-9)**

**JUNEAU, ALASKA**

**JUNEAU INTL**



CHANGES: Twy G relocated to Twy 26 thr, Twy A extended 650' to the east.

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**PAJN/JNU** **JEPPESEN**  
27 MAR 15 **(10-9A)****JUNEAU, ALASKA**  
**JUNEAU INTL**GENERAL

All Twys, except Twy A, hold short markings do not meet enhanced standards.

Transient dock available for public use for up to six aircraft Southwest corner.

## ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8	① HIRL CL ① MALSF RLLS ② VASI-L grooved	④ 8457'2478m			150' 46m
26	① HIRL CL MALS ① REIL ③ PAPI-L grooved				
8W					150' 46m
26W					

① Contact Tower or FSS (when tower inop) to activate lights.

② Angle 3.50°. VASI aligned approximately 13° right of runway centerline and is not visible on runway centerline. VASI unusable beyond 6° left of course.

③ Angle 3.50°. Unusable beyond 2.0 NM due to terrain.

④ Last 400' (122m) not available for landing distance computations.

## TAKE-OFF

**Rwys 8, 26**1 & 2  
Eng3 & 4  
Eng**USE JUNEAU DEPARTURE**

## FOR FILING AS ALTERNATE

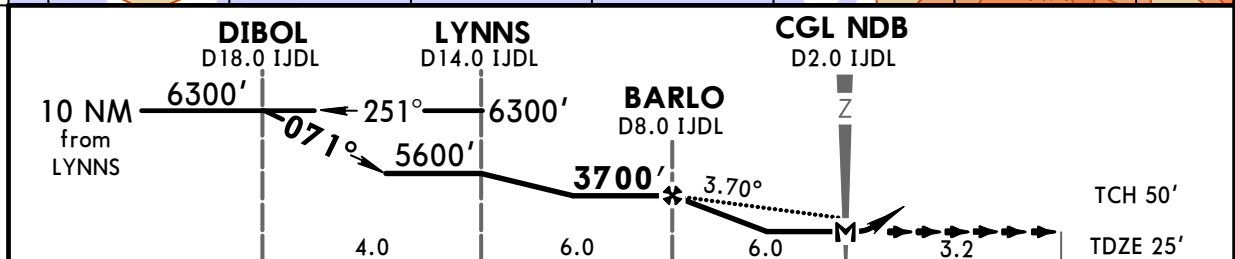
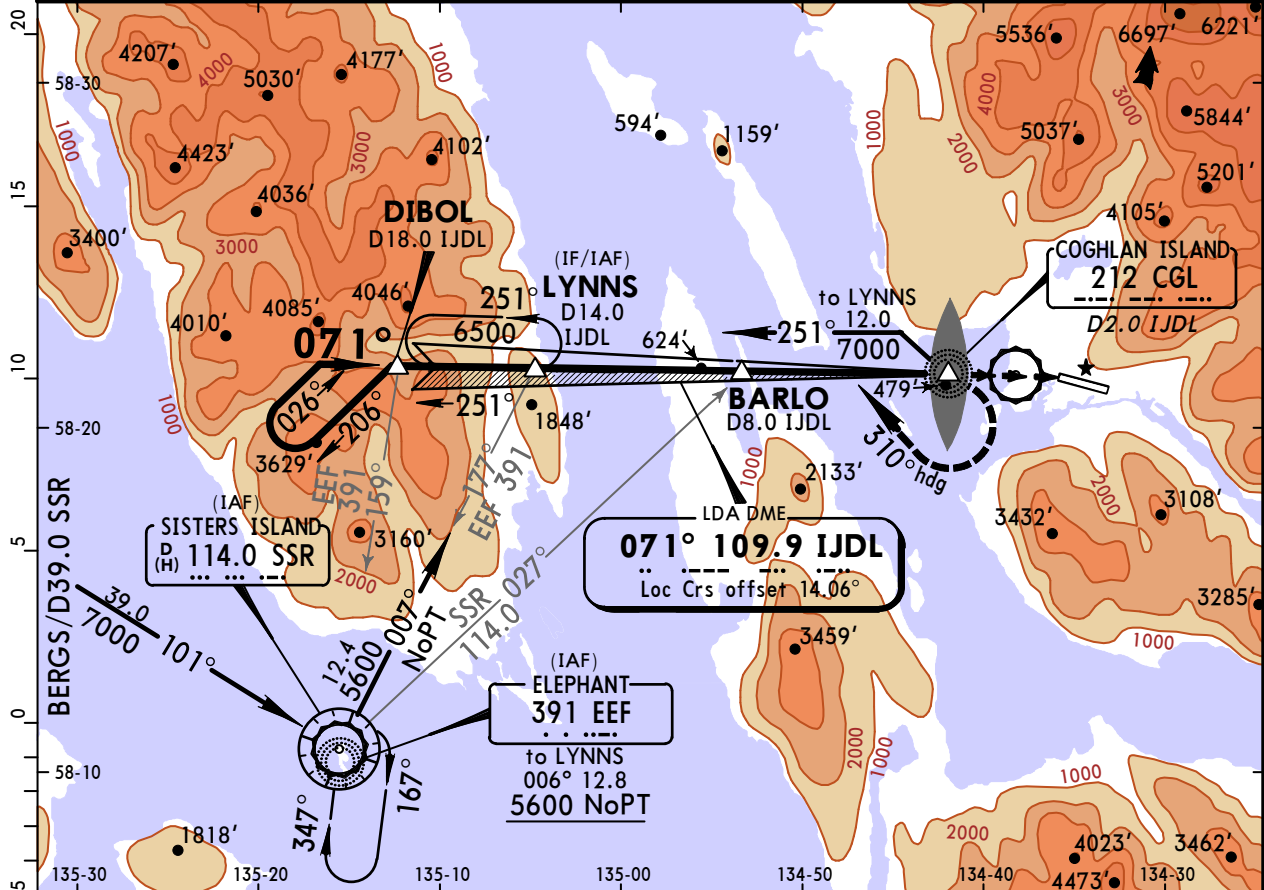
LDA X Rwy 8		RNAV (GPS) V Rwy 8
DAY	NIGHT	
A	3200-5	1900-2½
B	3200-10	
C		NA
D		

**PAJN/JNU**  
**JUNEAU INTL**

**JEPPesen**  
11 MAR 16 **(11-1)**

**JUNEAU, ALASKA**  
**LDA X Rwy 8**

ATIS <b>135.2</b>	ANCHORAGE Center <b>133.9</b>	*JUNEAU Tower <b>118.7</b>	*Ground <b>121.9</b>	JUNEAU Radio (LAA) CTAF <b>118.7</b> when Twr inop.
LDA IJDL <b>109.9</b>	Final Apch Crs <b>071°</b>	Minimum Alt <b>BARLO</b> <b>3700'</b> (3675')	LDA MDA(H) <b>3200'</b> (3175')	Apt Elev 26' TDZE 25'
<b>MISSED APCH:</b> Immediate climbing RIGHT turn to 5600' via 310° heading and on CGL NDB BRG-251° to intercept SSR VOR R-027 direct SSR VOR or EEF NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>1. ADF or DME required.</b> 2. CAUTION: Any go-around after passing the MAP will not provide standard obstruction clearance. 3. Use IJDL DME when on LDA course. 4. When VGSI inop procedure not authorized at night. 5. Cold temperature altitude correction required at or below -13°C (-9°F).				MSA CGL NDB



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle	3.70°	458	589	655	786	917	1048	
MAP at CGL NDB								

TERPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 8				Not Authorized North of Rwy 8-26			
MDA(H) <b>3200'</b> (3175')				DAY		NIGHT	
ALS out				Max Kts	MDA(H)	MDA(H)	
A				90	3200' (3174') -4	3200' (3174') -5	
B	4			120		3200' (3174') -10	
C				140	3340' (3314') -4	3340' (3314') -10	
D	NA			165	3640' (3614') -4	3640' (3614') -10	

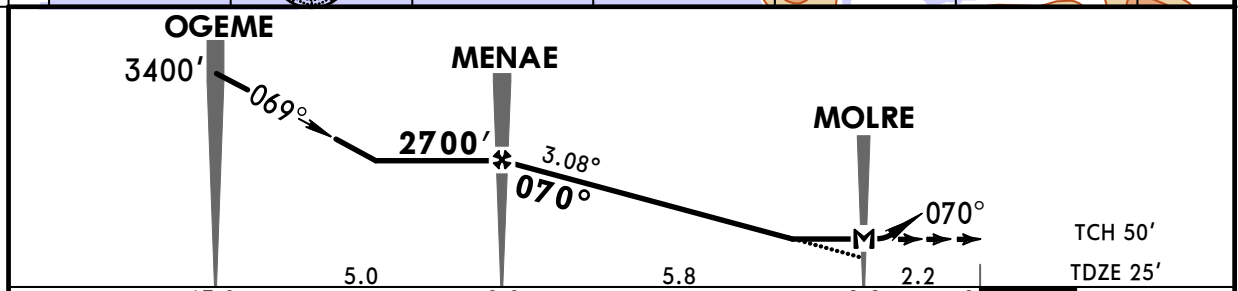
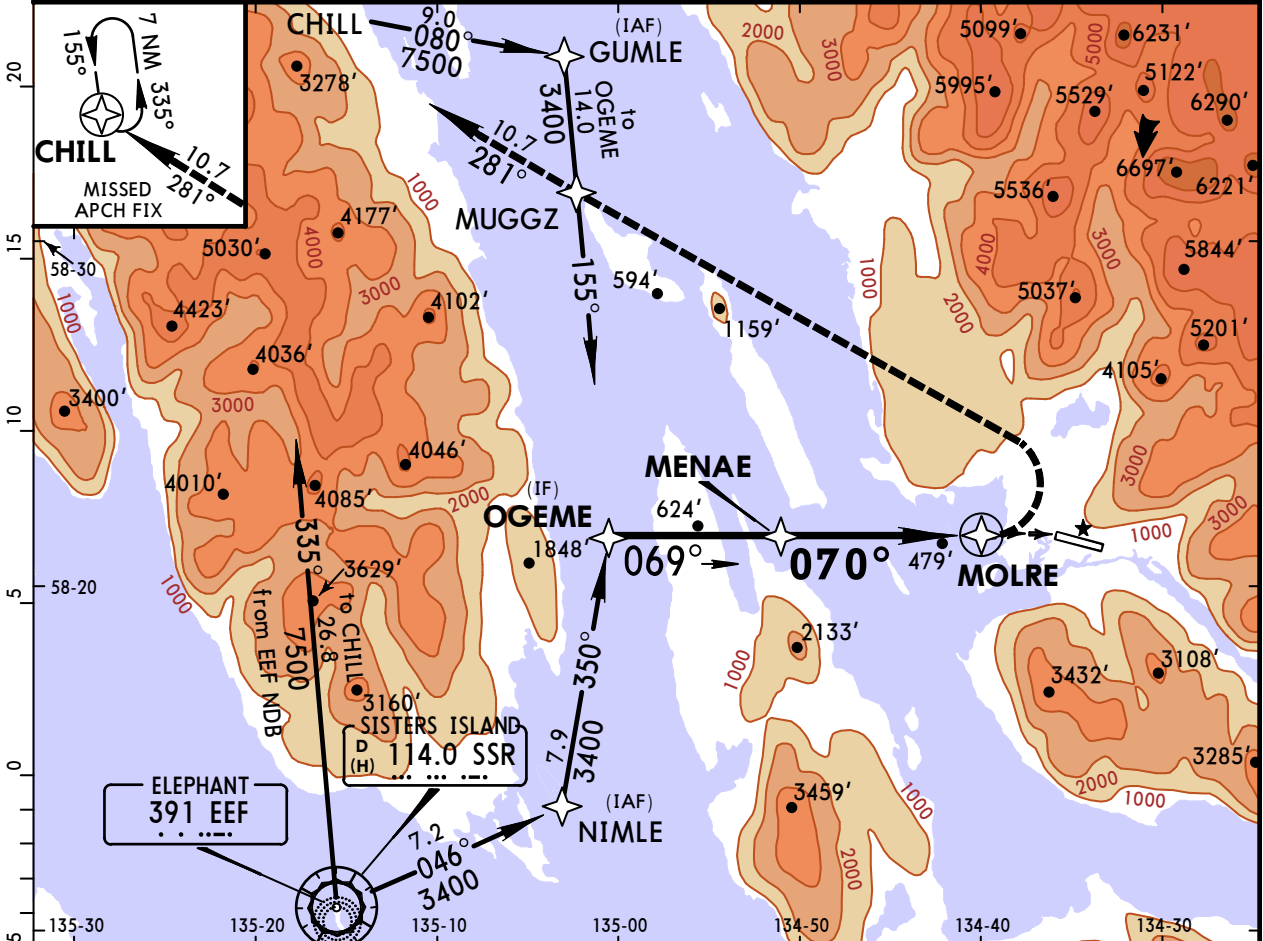
TERPS AMEND 12B 13 NOV 2014

**PAJN/JNU**  
**JUNEAU INTL**

**JEPPesen**  
23 OCT 15 **(12-1)** **CAT A & B**

**JUNEAU, ALASKA**  
**RNAV (GPS) V Rwy 8**

ATIS <b>135.2</b>	ANCHORAGE Center <b>133.9</b>	*JUNEAU Tower <b>118.7</b>	*Ground <b>121.9</b>	JUNEAU Radio (LAA) CTAF <b>118.7</b> when Twr inop.
RNAV	Final Apch Crs <b>070°</b>	Minimum Alt <b>MENAE</b> <b>2700'</b> (2675')	LNAV MDA(H) (CONDITIONAL) <b>1880'</b> (1855')	Apt Elev 26' TDZE 25'
<b>MISSED APCH:</b> Climbing LEFT turn to 9000' direct MUGGZ and on track 281° to CHILL and hold, continue climb-in-hold to 9000'.				
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Procedure not authorized at night when VGSI inop. 2. Final approach course offset 15.2°. 3. DME/DME RNP-0.30 not authorized. 4. RLLS not aligned with final approach course. 5. VGSI and descent angles not coincident. 6. Visibility reduction by helicopters not authorized. 7. Cold temperature altitude correction required at or below -13°C (-9°F).				
				8400'
				MSA MOLRE



Gnd speed-Kts	70	90	100	120	140	160	MALS VASI RLLS	<b>9000'</b> LT	<b>MUGGZ</b>
Descent angle	3.08°	381	490	545	654	872			
MAP at MOLRE									

TERPS AMEND 2B 13 NOV 2014

TERPS						STRAIGHT-IN LANDING RWY 8			CIRCLE-TO-LAND		
						LNAV			Not Authorized North of Rwy 8-26		
Missed Apch Requires Min Climb of 363' per NM to 3200'											
MDA(H) <b>1880'</b> (1855')						MDA(H) <b>2340'</b> (2315')					
		ALS out		RLLS out				ALS out		RLLS out	
A	2		4		3		4		Max Kts.	DAY	
B									90	NIGHT	
C									120	MDA(H) <b>2340'</b> (2314') -3	
D									C	NA	
									D	NA	