

ILS Y or LOC/DME Y RWY 6

LOC I-DEF **APCH CRS** **Rwy Idg** **10,000**
110.3 **062°** **TDZE** **174**
Arprt Elev **213**

[USAF] **ELMENDORF AFB (PAED)**

ALS F-1
(A1)

MISSED APPROACH: Climb to 900, then climbing left turn to 3000 via EDF R-307 to HOBBS and hold.

ATIS ★ 124.3 273.5	ANCHORAGE APP CON 118.6 290.5 (N) 123.8 259.3 (S)	TOWER 127.2 352.05	GND CON 121.8 275.8	CLNC DEL 128.8 306.925	PAR
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**** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1½ miles.**
***** Circling not authorized S of Rwy 6-24.**
****** Circling not authorized SW of Rwy 6 and 34.**

CAT E aircraft remain within 4.5 NM of runway when executing circling maneuver.

MISSED APPROACH: Missed approach requires use of RNAV or ATC RADAR monitoring.

CAUTION: Descent gradient after FEDNO is greater than descent gradient between SEKKA and FEDNO.

CAUTION: Terrain rises rapidly to the S and E.

EMERG SAFE ALT 100 NM 15,300

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).

CATEGORY	A	B	C	D	E
S-ILS 6 *	375/18		200	(200-½)	
S-LOC 6 **	600/24	425 (400-½)	600/40	425	(400-¾)
CIRCLING ***	840-1	627 (700-1)	840-1¾ 627 (700-1¾)	840-2 627 (700-2)	940-2½ 727 (800-2½)

RWY 34 CIRCLING MINIMUMS

CIRCLING ****	840-1	627 (700-1)	920-2 707 (800-2)	1020-2½ 807 (900-2½)	1480-3 1267 (1300-3)
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HIRL Rwy 6-24
TDZ/CL Rwy 6