

LOC/DME I-BSC <b>111.75</b> Chan <b>54(Y)</b>	APP CRS <b>149°</b>	Rwy Idg TDZE <b>151</b> Apt Elev <b>151</b>	<b>10000</b>
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# ILS RWY 15

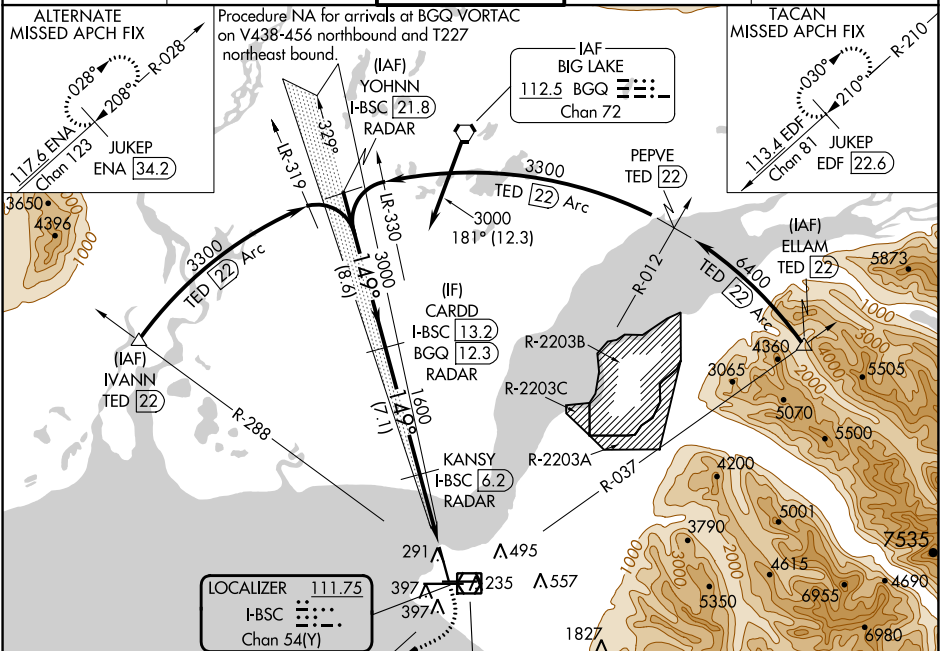
## TED STEVENS ANCHORAGE INTL (ANC) (PANC)

DME required.

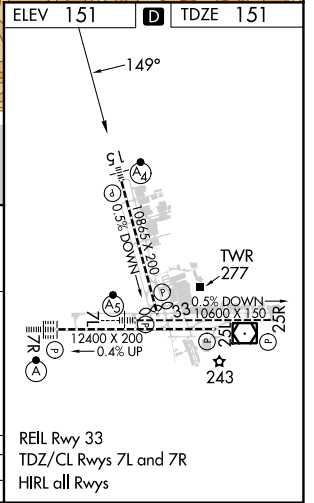
**21°C** Inop table does not apply.

**MALSF** MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 200° and TED VOR/DME R-210 to JUKEP/TED 15 DME and hold. (TACAN aircraft climb to 800 then climbing right turn to 3000 on heading 200 and on EDF TACAN R-210 to JUKEP/EDF 22.6 DME and hold)

D-ATIS <b>135.5</b>	ANCHORAGE APP CON <b>118.6 290.5</b>	ANCHORAGE TOWER <b>118.3 257.8</b>	GND CON <b>121.9 338.25</b>	CLNC DEL <b>119.4 323.1</b>
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CARD D I-BSC 13.2 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.20/TCH 85).	800	3000	JUKEP TED 15
3000	KANSY I-BSC 6.2 RADAR	↑	hdg 200°	TWR 277
GS 3.20° TCH 60	Use I-BSC DME when on the localizer course.	1600	149°	243
7.1 NM		4.1 NM		



# ILS RWY 15