

LOC/DME I-AKN	APP CRS	Rwy Idg	8501
110.3	116°	TDZE	62
Chan 40		Apt Elev	73

ILS or LOC RWY 12

KING SALMON (AKN)(PAKN)

▼

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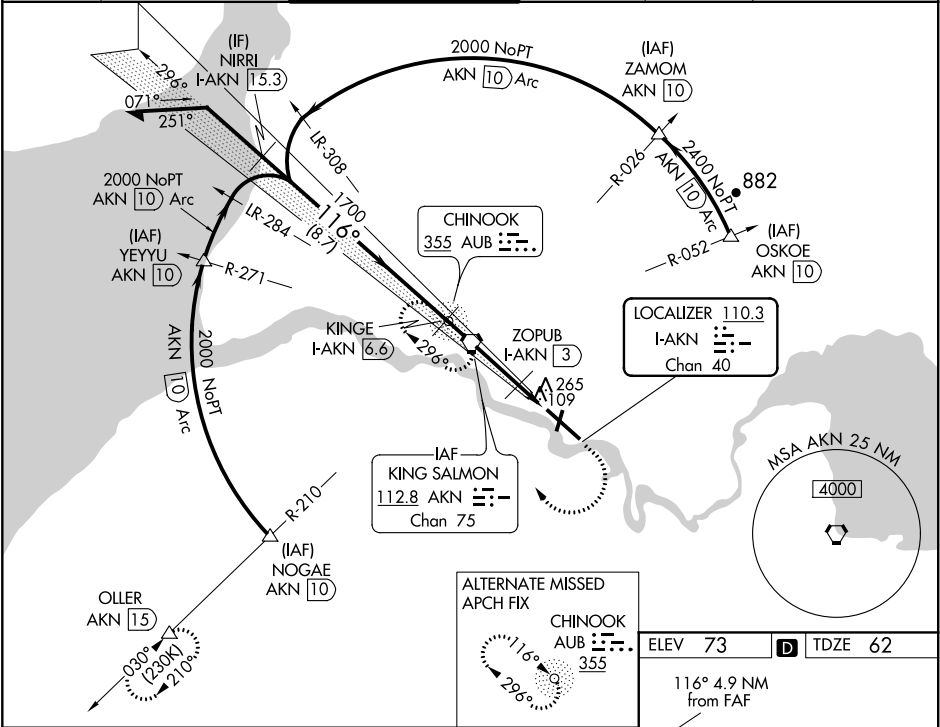
⊗ -31°C

DME required. Autopilot coupled approach NA below 700. For inoperative ALSF, increase S-ILS 12 Cat E visibility to ¾ mile, and increase S-LOC 12 Cats C-E visibility to 1 mile.

SSALR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct AKN VORTAC and hold, continue climb-in-hold to 3000. (TACAN AIRCRAFT climb to 500 then climbing right turn to 3000 on heading 240° and AKN VORTAC R-210 to OLLER/1.5 DME and hold SW, right turn, 030° inbound).

ATIS 128.8	ANCHORAGE CENTER 124.8 354.0	KING SALMON TOWER ★ 118.3 279.5	GND CON 121.9	UNICOM 122.95	CTAF 121.9 0 352.05
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

Remain within 15 NM

2000

296°

116°

1700

GS 3.00° TCH 66

AKN VORTAC

KINKE I-AKN [6.6]

ZOPUB I-AKN [3]

*I-AKN [2.4]

I-AKN [1.6]

*560

*LOC only.

3.6 NM

0.6

0.7

500

3000

AKN

CHINOOK AUB 355

Use I-AKN DME when on the localizer course.

CATEGORY	A	B	C	D	E
S-ILS 12			262-½	200 (200-½)	
S-LOC 12			360-½	298 (300-½)	
CIRCLING	580-1	507 (600-1)	580-1½ 507 (600-1½)	640-2 567 (600-2)	880-2¾ 807 (900-2¾)

ELEV 73

D

TDZE 62

116° 4.9 NM from FAF

MIRL Rwy 18-36

HIRL Rwy 12-30