

ILS or LOC/DME RWY 10

LOC/DME I-BIG 111.1 Chan 48		APCH CRS 102°	Rwy Idg 6115 TDZE 1253 Arpt Elev 1285	AL-1218 [USA]		ALLEN AAF (PAB)	
DME required.				MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 via BIG R-316 to ARORA/BIG 17 DME and hold.			
* Circling not authorized East of Rwy 1-19.							
ATIS 132.075	ASOS 135.65	ANCHORAGE CENTER 135.3 322.5	CTAF 122.9 0	TOWER ★ 119.8 235.775 40.8 (E) FM		GND CON 118.225 251.05	

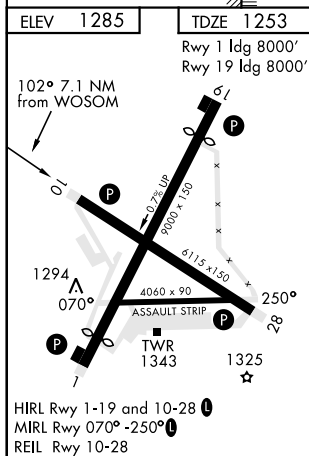
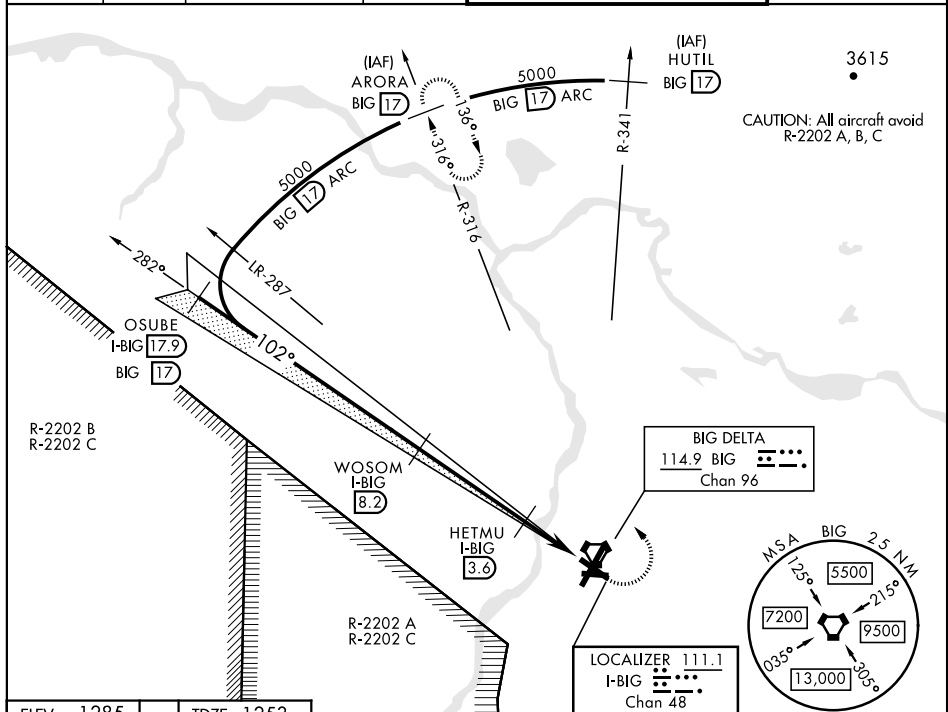


Diagram illustrating the I-BIG R-316 procedure turn NA. The diagram shows a flight path starting from a GS 3.00° TCH 51, passing through a 102° turn, and then a 3600' turn. Key waypoints include OSUBE I-BIG 17.9, WOSOM I-BIG 8.2, HETMU I-BIG 3.6, and I-BIG 1.1. The distance from WOSOM to I-BIG 1.1 is 4.6 NM, and from I-BIG 1.1 to the LOC DME is 2.5 NM. The diagram also shows the VGS and ILS glidepath not coincident. A table below the diagram provides frequency information for S-ILS 10, S-LOC 10, and CIRCLING *.

CATEGORY	A	B	C	D
S-ILS 10	1453-¾ 200 (200-¾)			
S-LOC 10	1560-1 307 (300-1)			
CIRCLING *	1720-1 435 (500-1)	1760-1 475 (500-1)	1760-1½ 475 (500-1½)	1860-2 575 (600-2)

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