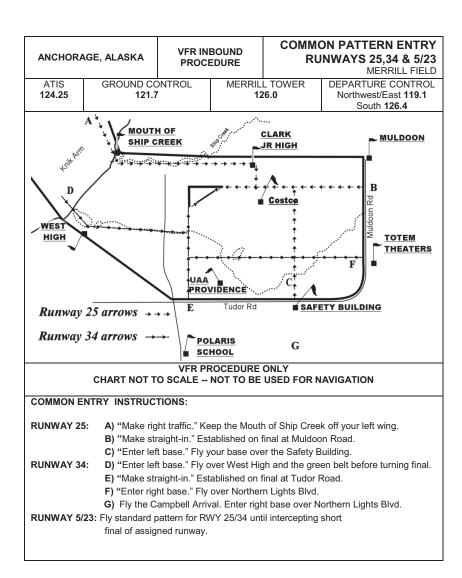
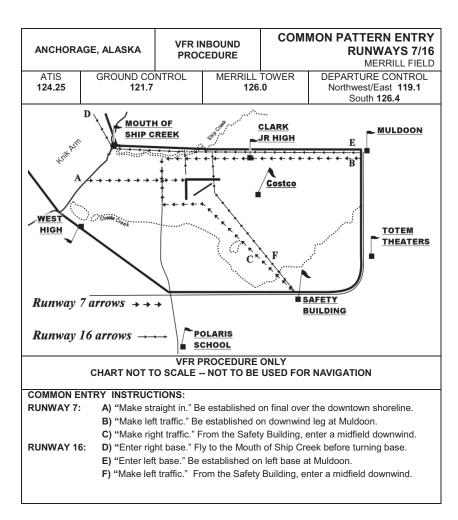
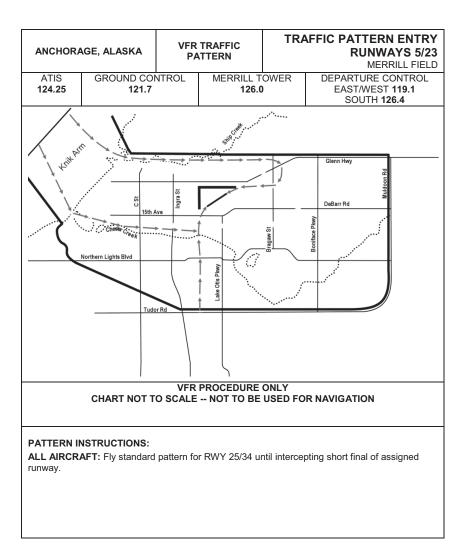


Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov



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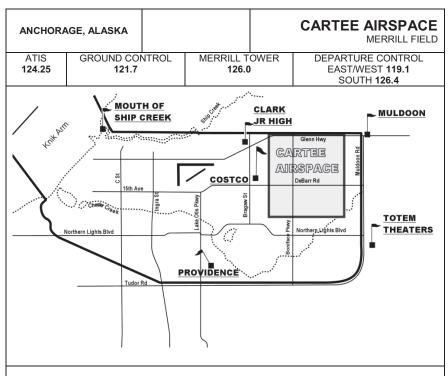


CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

CARTEE AIRSPACE:

A portion of the Merrill Segment has been designated CARTEE Airspace for use by the military when utilizing Runway 16/34 at Elmendorf. Aircraft remaining east of Muldoon, south of Northern Lights, and west of Bragaw should not be a factor for Elmendorf traffic.

Elmendorf will utilize the CARTEE airspace for a variety of aircraft operations, which may include HEAVY JET aircraft. Be alert and use caution for wake turbulence when flying in the vicinity of the CARTEE airspace when it is advertised as active.

See Joint Base Elmendorf Richardson notices section of this supplement for addt'l CARTEE information.

NE Point: N 61° 13' 38.95" W 149° 44' 41.28"	IVO	Tikahtnu Commons parking lot
SE Point: N 61° 12' 09.24" W 149° 44' 41.58"	IVO	E. 20th Ave at South Fork of Chester Creek
SW Point: N 61° 12' 09.19" W 149° 47' 42.74"	IVO	E. 20th Ave at Russian Jack Elementary
NW Point: N 61° 13′ 34.57" W 149° 47′ 42.98"	IVO	Mountain View/Bliss Street intersection

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov

ANCHORAGE, ALASKA

VFR DEPARTURE
PROCEDURE

SHORELINE DEPARTURE
RUNWAY 25
MERRILL FIELD

ROUTE PURPOSE:

The SHORELINE DEPARTURE is for aircraft departing Merrill Field to the west and northwest at or above 2000' from nursey 25.

or above 2000' from runway 25. ATIS GROUND CONTROL MERRILL TOWER DEPARTURE 124.25 121.7 126.0 CONTROL 119.1 PT NONAME PT MACKENZIE . MOUTH OF 2200 SHIP CREEK Mid Channel

VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm at or above 2200' (if unable 2200' by mid-channel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 25: Climb straight out to the downtown shoreline, then turn right on course to the northwest shoreline.

For further information contact AAL ATO Airspace and Procedures 907-271-2700

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov

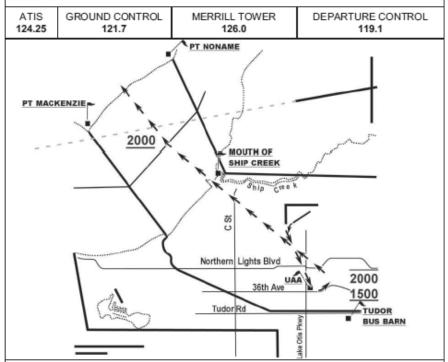
ANCHORAGE, ALASKA

VFR DEPARTURE PROCEDURE

CITY HIGH DEPARTURE RUNWAYS 16 & 23 MERRILL FIELD

ROUTE PURPOSE:

The City High Departure is for aircraft departing Merrill Field to the west and northwest at or above 2000'.



VFR PROCEDURE ONLY
CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION
ADS-B OUT AND MODE C TRANSPONDER REQUIRED

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Remain south of Ship Creek until shoreline. Cross Knik Arm at or above 2000' (If unable 2000' by mid-channel, advise ATC).

RUNWAY 16 or 23: Turn left and proceed direct to the University of Alaska (UAA) remaining below 600' until south of 15th avenue. After UAA, turn left northwest bound. Cross Northern Lights Blvd northwest bound between 1500' and 2000'. Proceed toward Ship Creek keeping the mouth of Ship Creek off your right wing and climb so as to cross mid-channel above 2000'.

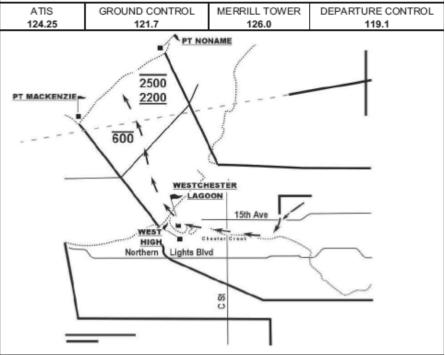
Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov

Amended: May 2025

ANCHORAGE, ALASKA	VFR DEPARTURE PROCEDURE	CHESTER CREEK DEPARTURE RUNWAYS 16 & 23 MERRILL FIELD
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ROUTE PURPOSE:

The Chester Creek Departure is for aircraft departing Merrill Field to the west and northwest.



VFR PROCEDURE ONLY

CHART NOT TO SCALE - NOT TO BE USED FOR NAVIGATION ADS-B OUT AND MODE C TRANSPONDER REQUIRED IF AT OR ABOVE 1,400' MSL

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Cross Knik Arm below 600' or at or above 2200' (If unable 2200' by midchannel, advise ATC). Maintain at or below 2500' until advised by ATC.

RUNWAY 16: Proceed to and turn right over Chester Creek. Follow the creek to Westchester Lagoon.

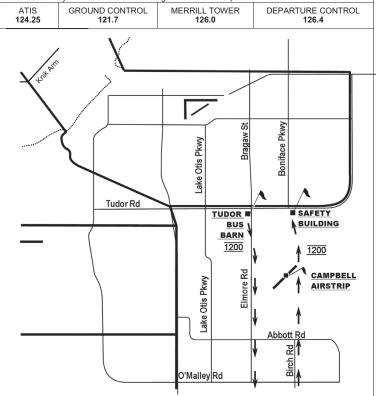
RUNWAY 23: Turn left to Chester Creek. Follow the creek to Westchester Lagoon.

For further information contact AAL ATO Airspace and Procedures 907-271-2700

ANCHORAGE, ALASKA	VFR ARRIVAL / DEPARTURE	CAMPBELL ARRIVAL/DEPARTURE
	PROCEDURE	MERRILL FIELD

ROUTE PURPOSE:

The Campbell Departure is for aircraft inbound from / departing to the south. This route significantly reduces the potential for wake turbulence encounters from large and heavy aircraft using the east/west runways at Ted Stevens Anchorage International Airport.



VFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: Maintain 1200' between Tudor Rd and Campbell Airstrip. Use caution, LHD traffic departs at or below 900' and arrives at 1500' south of Tudor Rd.

RUNWAY 7 or 5: Climb straight out to Bragaw St turn right (southbound) and follow Bragaw St. to the Tudor Bus Barn then...

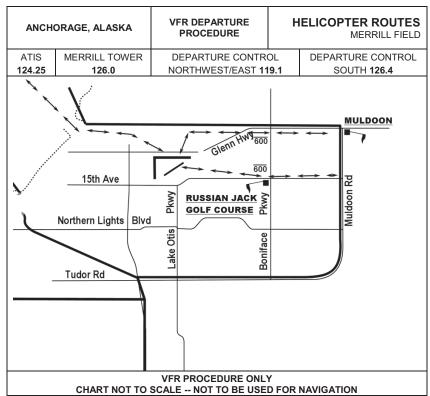
RUNWAY 25: Depart via left downwind to midfield; proceed direct to the Tudor Bus Barn then...

RUNWAY 34: Depart via right downwind along Bragaw St to the Tudor Bus Barn then...

RUNWAY 16 or 23: Depart southeast bound direct to the Tudor Bus Barn then...

FROM THE TUDOR BUS BARN: Overfly Elmore Road until south of O'Malley Rd.

INBOUNDS: North of O'Malley Rd fly along the extended track of Boniface Parkway to the Safety Building, then follow common pattern entry instructions.



ROUTE INSTRUCTIONS:

ALL HELICOPTERS: Westbound helicopters cross Knik Arm in accordance with 14 CFR Part 93. Remain below fixed wing traffic pattern altitude until clear of the traffic pattern. Arrival routings are the reverse of the departure routings.

Departing South of Runway 7/25:

Ship Creek South: Remain north of Runway 5/23. Cross Runway 7/25 midfield at 600'

then proceed westbound along Ship Creek.

Golf Course: Proceed direct to Russian Jack Golf Course, maintain below 600' west

of Boniface Parkway, then east to Muldoon Road.

Departing North of Runway 7/25:

Ship Creek: Proceed north to then west along Ship Creek.

Highway: Proceed eastbound along the Glenn Highway, maintain below 600' west of

Boniface Parkway, then east to Muldoon Road.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov

ANCHORAGE, ALASKA

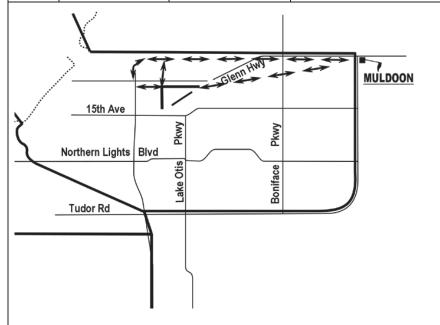
SVFR ARRIVAL/DEPARTURE PROCEDURE

MULDOON SVFR ARRIVAL / DEPARTURE MERRILL FIELD

ROUTE PURPOSE:

The MULDOON ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area northeast of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

ATIS | GROUND CONTROL | MERRILL TOWER | DEPARTURE CONTROL | 124.25 | 121.7 | 126.0 | 119.1



SVFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: IFR operations receive priority over SVFR requests.

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200', proceed direct to Muldoon Road interchange then on course VFR.

ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200', proceed from the Muldoon Road interchange as directed by ATC.

Office of Primary Responsibility (OPR): Alaska District Airspace and Procedures Contact Information: AJT-TWAN-SM-Airspace@faa.gov

ANCHORAGE, ALASKA

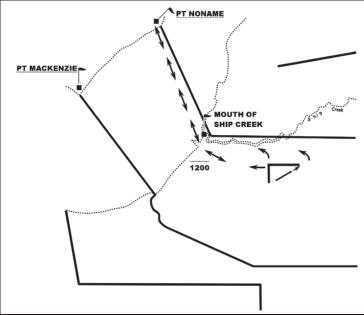
SVFR ARRIVAL/DEPARTURE PROCEDURE

NONAME <u>SVFR</u> ARRIVAL / DEPARTURE MERRILL FIELD

ROUTE PURPOSE:

The NONAME ARRIVAL/DEPARTURE route is for aircraft transitioning to and from the area north and west of Merrill Field when weather is below basic VFR minima. PILOTS MUST REQUEST SVFR CLEARANCE; CONTROLLERS MAY NOT INITIATE SVFR OPERATIONS.

ATIS GROUND CONTROL MERRILL TOWER DEPARTURE CONTROL 124.25 121.7 126.0 119.1



SVFR PROCEDURE ONLY CHART NOT TO SCALE -- NOT TO BE USED FOR NAVIGATION

ROUTE INSTRUCTIONS:

ALL AIRCRAFT: IFR operations receive priority over SVFR requests. Part 93 altitude restrictions are not in effect while flying this procedure (see altitudes below).

DEPARTURES: Request SVFR clearance from Merrill Ground Control. After airborne, maintain SVFR at or below 1200', proceed direct to the mouth of Ship Creek, then direct to Point Noname.

ARRIVALS: Request SVFR clearance from Anchorage Approach Control on 119.1. After receiving clearance, maintain SVFR at or below 1200', proceed from over Point Noname direct to the mouth of Ship Creek, then as directed by ATC.