

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MERRILL FIELD AIRPORT TRAFFIC CONTROL TOWER
1950 East 5th Avenue
ANCHORAGE, ALASKA 99501**

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MERRILL ATCT LETTER TO AIRMEN NO. 11-01

SUBJECT: Runway 7/25 Traffic Pattern at Merrill Field

CANCELLATION:

Merrill Field Airport Management and Merrill Tower wishes to remind all pilots of the long established traffic pattern which provides efficient air traffic routes and reduces noise exposure to the surrounding communities. The primary touch and go runway will be Runway 7/25 when the cross-wind component does not exceed 9 knots. The calm wind (less than 3 knots) runway will be Runway 25.

When operations are being conducted on Runway 25, aircraft should turn crosswind between Gamble and Ingra Street, keep downwind over or inside 15th Avenue, and turn base at Bragaw Street. The opposite should be applied when Runway 7 is in use. Aircraft should turn crosswind at Bragaw Street, keep right downwind over or inside 15th Avenue, and turn base at Ingra Street. A crosswind turn between Gamble and Ingra Street will help prevent traffic conflict with base to final traffic landing Runway 34 or 4 and Runway 16 or 22 departing traffic.

Recommended pattern altitude for aircraft at a speed of more than 105 knots is at least 1,200 feet MSL. Aircraft at a speed of 105 knots or less shall operate at an altitude of at least 900 feet MSL. These altitudes apply until maneuvering for a safe landing requires descent. Aircraft are also required to comply with FAR Part 93 special air traffic rules which prohibit flight over the Knik Arm between 600 and 2000 MSL, without prior approval from ATC.



Runway 04/22 will not be used for pattern work for fixed wing aircraft due to noise impact on the surrounding community. Departing Runway 04, pilots should join the Runway 7 departure pattern. Departing Runway 22 pilots should turn south as if departing Runway 16 then on course. Straight out departures off Runway 22 are not recommended due to noise impact.

Pilots departing Merrill Field can help reduce noise by maintaining the lowest propeller RPM setting necessary for safe flight, remaining at the recommended pattern altitude as long as possible over residential areas, and following the depicted traffic pattern until transitioning to the appropriate VFR departure route. Deviations from these procedures will occasionally be issued with alternate instructions given for traffic complexity or pilot operational requirements. In this event, do your best to keep noise to a minimum while complying with ATC instructions.

Please do everything you can safely do to reduce aircraft noise over populated areas. By working together, we can enjoy the benefits of flying and be “a good neighbor”. If you have any suggestions or questions, please feel free to stop by the airport office or call the control tower manager.

Gordon Edmiston
Air Traffic Manager, Merrill ATCT