

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)
TITLE 14 CFR PART 97.37**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

CITY, STATE	AIRPORT	EFFECTIVE DATE	AMDT NO
ANCHORAGE, AK	MERRILL FIELD	5 DECEMBER 2019	2

TAKEOFF MINIMUMS:

RWY 5, 23: NA - ATC

RWY 16, 34: STANDARD

RWY 7: 300 - 1 7/8 OR STANDARD WITH MINIMUM CLIMB OF 210 FT PER NM TO 400, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FEET PRIOR TO DER.

RWY 25: 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 365 FT PER NM TO 500.

TEXTUAL DEPARTURE PROCEDURES:

RWY 7: CLIMBING LEFT TURN TO INTERCEPT THE BGQ VORTAC R-152 TO BGQ VORTAC, THENCE...

RWY 16: CLIMBING RIGHT TURN TO INTERCEPT THE BGQ VORTAC R-152 TO BGQ VORTAC, THENCE...

RWY 25: CLIMBING RIGHT TURN DIRECT BGQ VORTAC, THENCE...

RWY 34: CLIMBING LEFT TURN DIRECT BGQ VORTAC, THENCE...

...CLIMB IN BGQ VORTAC HOLDING PATTERN (HOLD N, RT 175.42 INBOUND) TO MEA/MCA FOR ROUTE OF FLIGHT BEFORE PROCEEDING ON COURSE.

VISUAL CLIMB OVER AIRPORT:

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 7: BUILDING 165 FT FROM DER, 363 FT RIGHT OF CENTERLINE, 34 FT AGL/168 FT MSL. TREE 749 FT FROM DER, 208 FT LEFT OF CENTERLINE, 163 FT MSL. TOWER 1.5 NM FROM DER, 2017 FT RIGHT OF CENTERLINE, 160 FT AGL/384 FT MSL.

NOTE: RWY 16: NAVAID 14 FT FROM DER, 199 FT LEFT OF CENTERLINE, 32 FT AGL/131 FT MSL. TREES BEGINNING 96 FT FROM DER, 199 FT RIGHT OF CENTERLINE, UP TO 186 FT MSL. TREE 679 FT FROM DER, 364 FT RIGHT OF CENTERLINE, 193 FT MSL.

NOTE: RWY 25: POLE 19 FT FROM DER, 370 FT RIGHT OF CENTERLINE, 37 FT AGL/157 FT MSL. POLE, BUILDING BEGINNING 343 FT FROM DER, 358 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/165 FT MSL. POLE 1185 FT FROM DER, 385 FT RIGHT OF CENTERLINE, 65 FT AGL/180 FT MSL. TOWER 1745 FT FROM DER, 272 FT LEFT OF CENTERLINE, 75 FT AGL/195 FT MSL. TOWER, TRANSMISSION LINE, POLE BEGINNING 1770 FT FROM DER, 310 FT LEFT OF CENTERLINE, UP TO 83 FT AGL/202 FT MSL. TRANSMISSION LINE, POLE BEGINNING 2011 FT FROM DER, 410 FT RIGHT OF CENTERLINE, UP TO 84 FT AGL/196 FT MSL. TOWER 2453 FT FROM DER, 990 FT RIGHT OF CENTERLINE, 87 FT AGL/211 FT MSL. TOWER 2894 FT FROM DER, 431 FT LEFT OF CENTERLINE, 86 FT AGL/224 FT MSL. BLDG TWR 4020 FT FROM DER, 381 FT RIGHT OF CENTERLINE, 193 FT AGL/293 FT MSL. BUILDINGS BEGINNING 4025 FT FROM DER, 440 FT RIGHT OF CENTERLINE, UP TO 189 FT AGL/306 FT MSL. BUILDING 1.1 NM FROM DER, 1257 FT RIGHT OF CENTERLINE, 262 FT AGL/361 FT MSL. TOWER 1.1 NM FROM DER, 1296 FT RIGHT OF CENTERLINE, 285 FT AGL/383 FT MSL. BLDG TWR, BUILDING BEGINNING 1.1 NM FROM DER, 212 FT LEFT OF CENTERLINE, UP TO 312 FT AGL/422 FT MSL.

NOTE: RWY 34: POLE 451 FT FROM DER, 158 FT LEFT OF CENTERLINE, 37 FT AGL/157 FT MSL. BUILDINGS, POLE BEGINNING 503 FT FROM DER, 261 FT RIGHT OF CENTERLINE, UP TO 173 FT MSL. POLE 539 FT FROM DER, 483 FT LEFT OF CENTERLINE, 50 FT AGL/165 FT MSL. BUILDING 1071 FT FROM DER, 345 FT RIGHT OF CENTERLINE, 78 FT AGL/178 FT MSL.

CONTROLLING OBSTACLES:

RWY 7: 384 FT MSL TOWER 611237.30N/1494633.30W

RWY 25: 306 FT MSL BUILDING 611301.58N/1495234.09W (CLIMB GRADIENT), 422 FT MSL BUILDING TOWER 611255.12N/1495333.91W (CLIMB-TO ALTITUDE, CEILING) 408 FT MSL BUILDING 611255.00N/1495347.00W (VISIBILITY)

OBSTACLES MANDATING ODP ROUTE DEVELOPMENT:

RWY 7: 4420 FT MSL AAO 611003.00N/1493554.00W

RWY 16: 4636 FT MSL AAO 610933.00N/1493530.00W

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<u>CITY, STATE</u>	<u>AIRPORT</u>	<u>EFFECTIVE DATE</u>	<u>AMDT NO</u>
ANCHORAGE, AK	MERRILL FIELD	5 DECEMBER 2019	2

RWY 24, 34: 5273 FT MSL AAO 610839.00N/1793336.00W

REMARKS:

<u>FLIGHT INSPECTED BY:</u>	<i>Digitally signed by</i> DONALD H LANIER Oct 01, 2019	<u>OFFICE SYMBOL:</u>	<u>DATE:</u>
ALEX KRAUSE		FICO	9/27/19
<u>DEVELOPED BY:</u>	<i>Digitally signed by</i> DONALD H LANIER Oct 01, 2019	<u>OFFICE SYMBOL:</u>	<u>DATE:</u>
DONALD LANIER (CHRISTOPHER SCHONES)		AJV-A431	07/09/2019
<u>APPROVED BY:</u>	<i>Digitally signed by</i> DONALD H LANIER Oct 01, 2019	<u>OFFICE SYMBOL:</u>	<u>DATE:</u>
GEORGE DAVIS		AJV-A430	

REQUIRED EFFECTIVE DATE:
ROUTINE

COORDINATED WITH:

<u>A4A</u>	<u>ALPA</u>	<u>AOPA</u>	<u>APA</u>	<u>HAI</u>	<u>NBAA</u>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

OTHER:
ZAN, MRI ATCT, ANC APP CON, AMGR.

CHANGES - REASONS:

1. CHANGED RWY 7 MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 315 FEET PER NM TO 2000" TO "300 - 1 7/8 OR STANDARD WITH MINIMUM CLIMB OF 210 FT PER NM TO 400, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FEET PRIOR TO DER." - ICA 40:1 SURFACE PENETRATION LESS THAN 35' REQUIRES CIG/VIS, STANDARD MINIMUMS WITH 210 FT CLIMB GRADIENT TO 400 FEET AND REDUCED RUNWAY TAKE OFF/ 8260-46G, TABLE 2-1-1 & 8260-3D, CHAPTER 14.
2. CHANGED RWY 16 MINIMUMS FROM "STANDARD WITH MINIMUM CLIMB OF 306 FT PER NM TO 2000." TO "STANDARD" - NO 40:1 SURFACE PENETRATION.
3. CHANGED RWY 25 MINIMUMS FROM "300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 340 FEET PER NM TO 2000." TO "300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 365 FT PER NM TO 500" - NEW CONTROLLING OBSTACLES, 8260.3D, CHAPTER 14, PARAGRAPH 14-1-6, AND APPLICATION OF TARGETS.
4. CHANGED RWY 7 TEXTUAL DEPARTURE PROCEDURE FROM "CLIMBING RIGHT TURN TO 2000 DIRECT TED VOR/DME THENCE..." TO "CLIMBING LEFT TO INTERCEPT THE BGQ VORTAC R-152 TO BGQ VORTAC, THENCE..." - ATC REQUESTED TO ROUTE TO BGQ BASED ON TRAFFIC TO AVOID INTL AIRPORT TRAFFIC & AVOID HIGH TERRAIN EAST OF AIRPORT/ 8260-3D, CHAPTER 14 / NO CRITERIA FOR TURN 90 DEGREES OR GREATER DIRECT TO A FACILITY & 8260-46G, TABLE 2-1-1.
5. CHANGED RWY 16 TEXTUAL DEPARTURE PROCEDURE FROM "CLIMBING RIGHT TURN TO 2000 DIRECT TED VOR/DME THENCE..." CLIMBING RIGHT TURN TO INTERCEPT THE BGQ VORTAC R-152 TO BGQ VORTAC, THENCE..." - ATC REQUESTED TO ROUTE TO BGQ BASED ON TRAFFIC TO AVOID INTL AIRPORT TRAFFIC & AVOID HIGH TERRAIN EAST OF AIRPORT/ 8260-3D, CHAPTER 14 / NO CRITERIA FOR TURN 90 DEGREES OR GREATER DIRECT TO A FACILITY & 8260-46G, TABLE 2-1-1.
6. CHANGED RWY 25 TEXTUAL DEPARTURE PROCEDURE FROM "CLIMBING LEFT TURN TO 2000 DIRECT TED VOR/DME THENCE..." TO "CLIMBING RIGHT TURN DIRECT BGQ VORTAC, THENCE..." - ATC REQUESTED TO ROUTE TO BGQ BASED ON TRAFFIC TO AVOID INTL AIRPORT TRAFFIC & AVOID HIGH TERRAIN EAST OF AIRPORT/ 8260-3D, CHAPTER 14 & 8260-46G, TABLE 2-1-1.
7. CHANGED RWY 34 TEXTUAL DEPARTURE PROCEDURE FROM "CLIMBING LEFT TURN TO 2000 DIRECT TED VOR/DME THENCE..." TO "CLIMBING LEFT TURN DIRECT BGQ VORTAC, THENCE..." - ATC REQUESTED TO ROUTE TO BGQ BASED ON TRAFFIC TO AVOID INTL AIRPORT TRAFFIC & AVOID HIGH TERRAIN EAST OF AIRPORT/ 8260-3D, CHAPTER 14 & 8260-46G, TABLE 2-1-1.
8. CHANGED TEXTUAL DEPARTURE PROCEDURE INSTRUCTIONS FROM "...CLIMB IN TED VOR/DME HOLDING PATTERN (HOLD SW, LT 067.42 INBOUND) TO MEA/MCA FOR ROUTE OF FLIGHT BEFORE PRECEEDING ON COURSE." TO "...CLIMB IN BGQ VORTAC HOLDING PATTERN (HOLD N, RT 175.42 INBOUND) TO MEA/MCA FOR ROUTE OF FLIGHT BEFORE PROCEEDING ON COURSE." - ATC REQUEST TO ROUTE TO BGQ BASED ON TRAFFIC TO AVOID INTL AIRPORT TRAFFIC & AVOID HIGH TERRAIN EAST OF AIRPORT.
9. UPDATED TAKEOFF OBSTACLES - APPLICATION OF TARGETS 5.6.0 & DEPARTURE OBSTACLE GROUPER.

QUALITY
8
CHECKED