



To: Flight Procedures & Airspace Group (AFS-420)

Feb 10, 2024

Merrill FLD (PAMR) Anchorage, AK RNAV (GPS) RWY 34, ORIG, RNAV (GPS) Y RWY 7 and RNAV (GPS) Z RWY 7 are submitted for processing and submission of corrected copies of the 8260-3 form to [AMC-AJV-IFP-ProdCoordTeam@faa.gov](mailto:AMC-AJV-IFP-ProdCoordTeam@faa.gov) and [9-AMC-AJW-TL@faa.gov](mailto:9-AMC-AJW-TL@faa.gov) for publication. Request publication in the **Mar 21, 2024** Terminal Procedures Publication. These corrections are minor procedure notes placement and minor typos

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony R Lawson'.

Tony R Lawson  
Chief Designer  
Hughes Aerospace Corporation  
Mobile: 405.642.9740  
[Tony.lawson@hughesaerospace.com](mailto:Tony.lawson@hughesaerospace.com)

Enclosures:

AK\_PAMR\_RNAV (GPS) RWY 34\_F CORRECTED COPY  
AK\_PAMR\_RNAV (GPS) Z RWY 7\_F CORRECTED COPY  
AK\_PAMR\_RNAV (GPS) Y RWY 7\_F CORRECTED COPY



To: Flight Procedures & Airspace Group (AFS-420)

DEC 28, 2023

Merrill FLD (PAMR) Anchorage, AK RNAV (GPS) RWY 34, ORIG is submitted for processing and submission to [AMC-AJV-IFP-ProdCoordTeam@faa.gov](mailto:AMC-AJV-IFP-ProdCoordTeam@faa.gov) and [9-AMC-AJW-TL@faa.gov](mailto:9-AMC-AJW-TL@faa.gov) for publication. Request publication in the **FEB 22, 2024** Terminal Procedures Publication.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony R. Lawson'.

Tony R Lawson  
Chief Designer  
Hughes Aerospace Corporation  
Mobile: 405.642.9740  
[Tony.lawson@hughesaerospace.com](mailto:Tony.lawson@hughesaerospace.com)

Enclosures:

AK\_PAMR\_RNAV (GPS) RWY 34\_F  
AK\_PAMR\_RNAV (GPS) RWY 34\_S  
AK\_PAMR\_RNAV (GPS) RWY 34\_8260-2  
ARI CODING FILE

# PROTOTYPE - NOT FOR NAVIGATION

ANCHORAGE, ALASKA

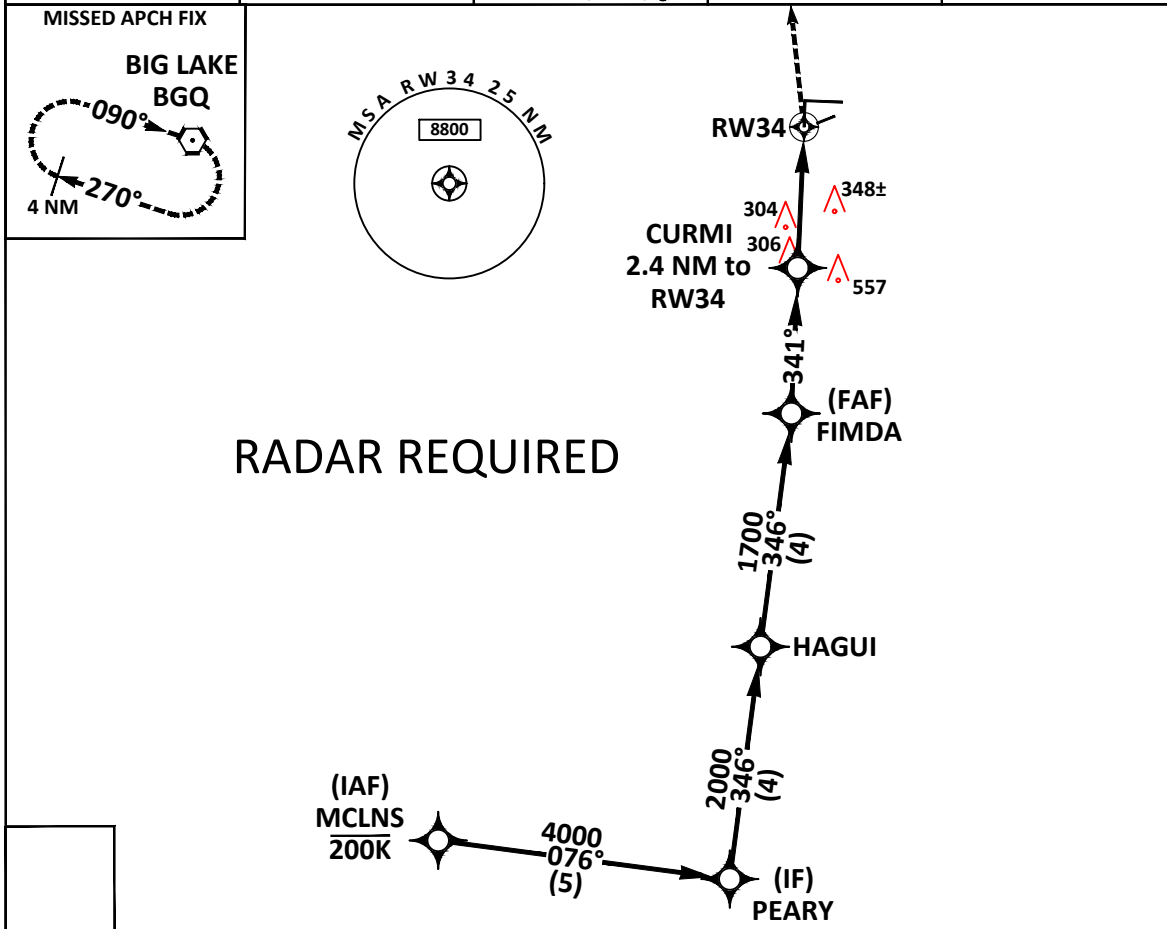
## RNAV (GPS) RWY 34

MERRILL FLD  
(MRI) (PAMR)

WAAS CH <b>47267</b> <b>W34A</b>	APP CRS <b>341°</b>	Rwy Idg TDZE Apt Elev	<b>2640</b> <b>131</b> <b>143</b>
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RNP APCH - GPS	When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. Helicopter visibility reduction below 1SM not authorized.	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.
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ATIS <b>124.25</b>	ANCHORAGE APP CON <b>119.1 363.2</b>	MERRILL TOWER <b>126.0</b> (CTAF) <b>0</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 21).				2000 BGQ	ELEV <b>143</b>	TDZE <b>131</b>
PEARY	HAGUI	FIMDA	CURMI	RW34	REIL Rwy 7, 16, 25 and 34 <b>0</b> MIRL Rwy 7-25 and 16-34 <b>0</b>	
4000	2000	1700	900			
4 NM				2.5 NM		
CATEGORY A				CATEGORY B		
LP MDA 560 - 1 429 (500 - 1)				CATEGORY C		
LNAV MDA 600 - 1 469 (500 - 1)						
CIRCLING 740 - 1 597 (600 - 1)						

ANCHORAGE, ALASKA

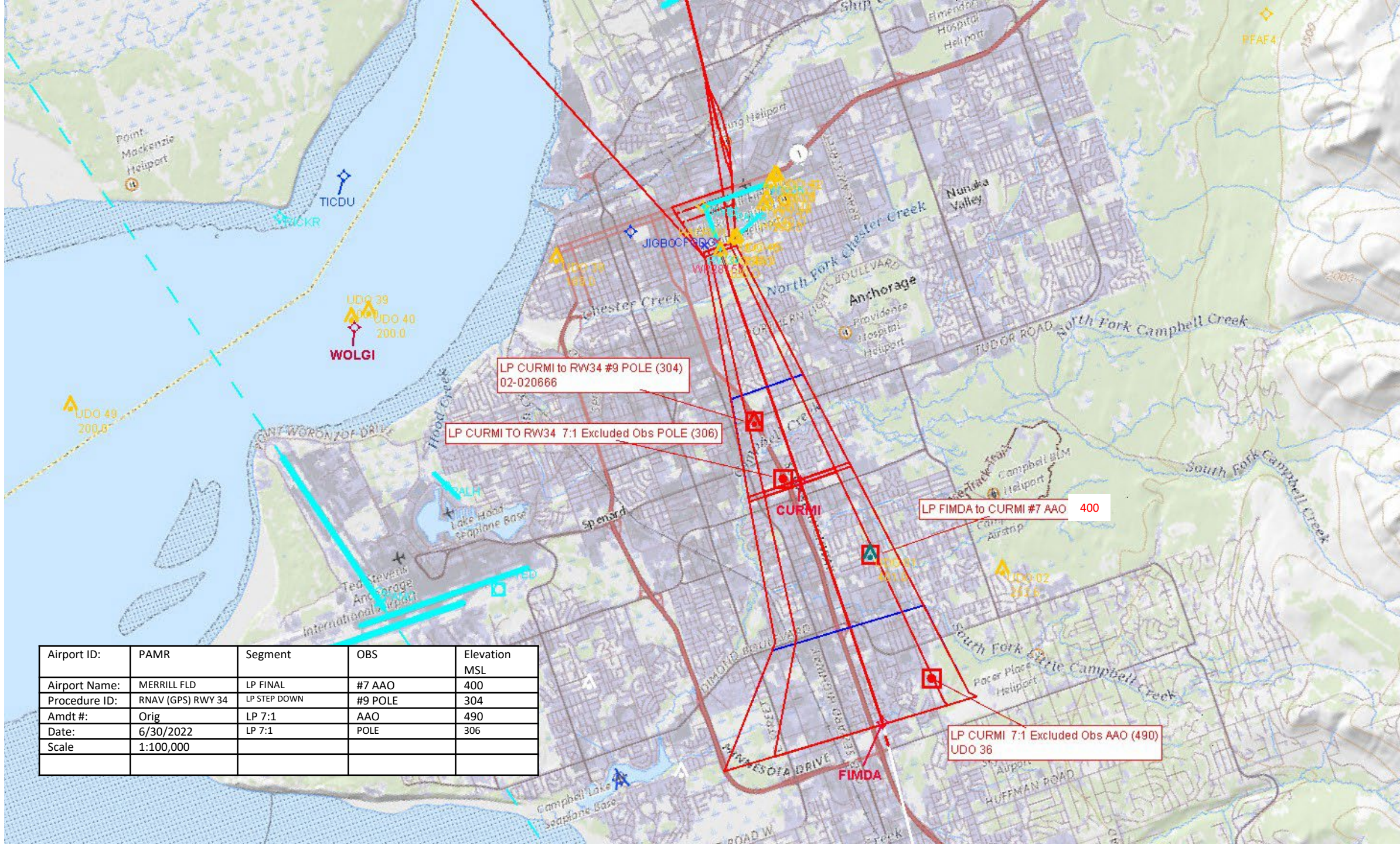
61°13'N-149°51'W

MERRILL FLD  
(MRI) (PAMR)

Orig FIG

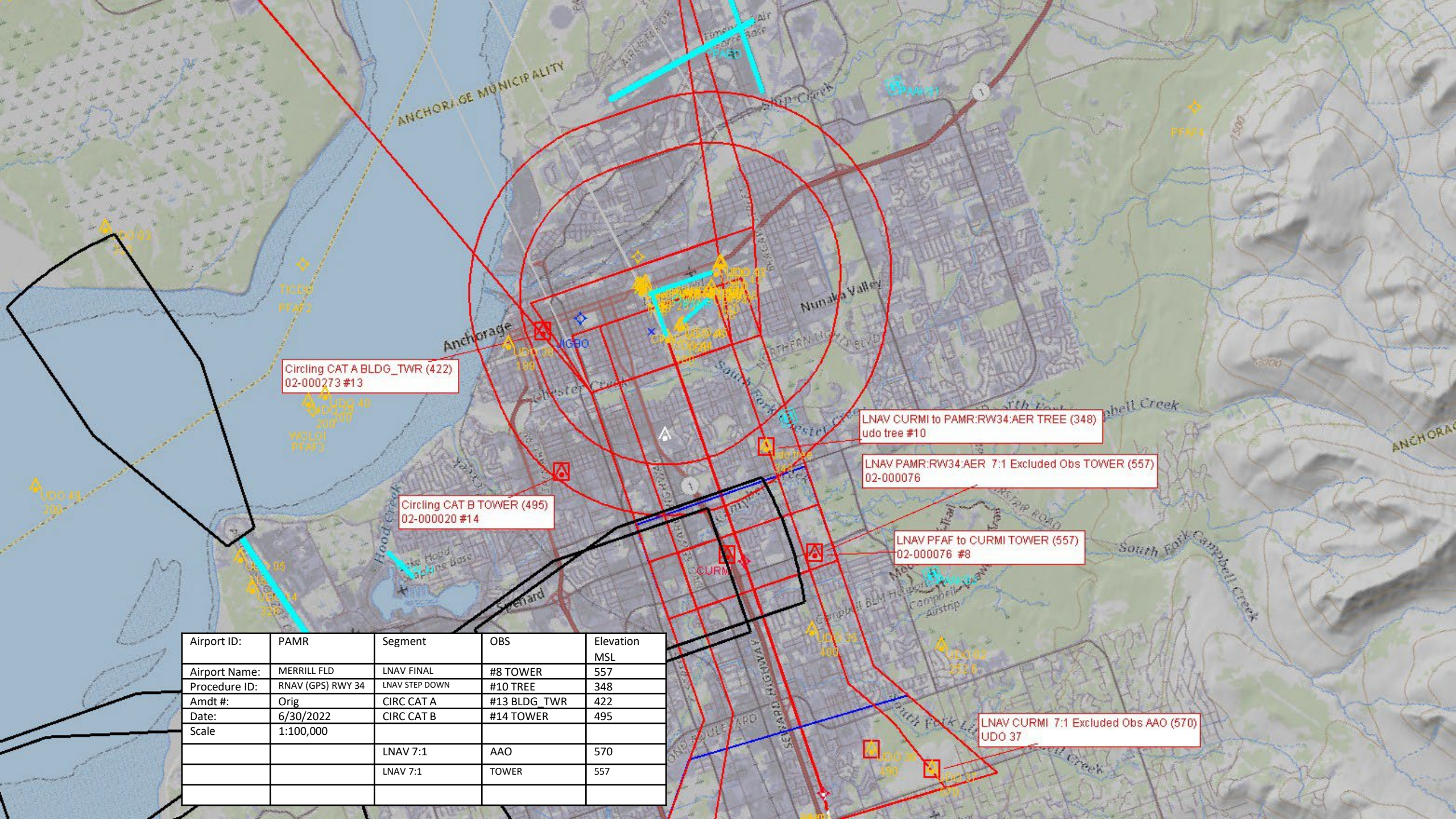
## RNAV (GPS) RWY 34





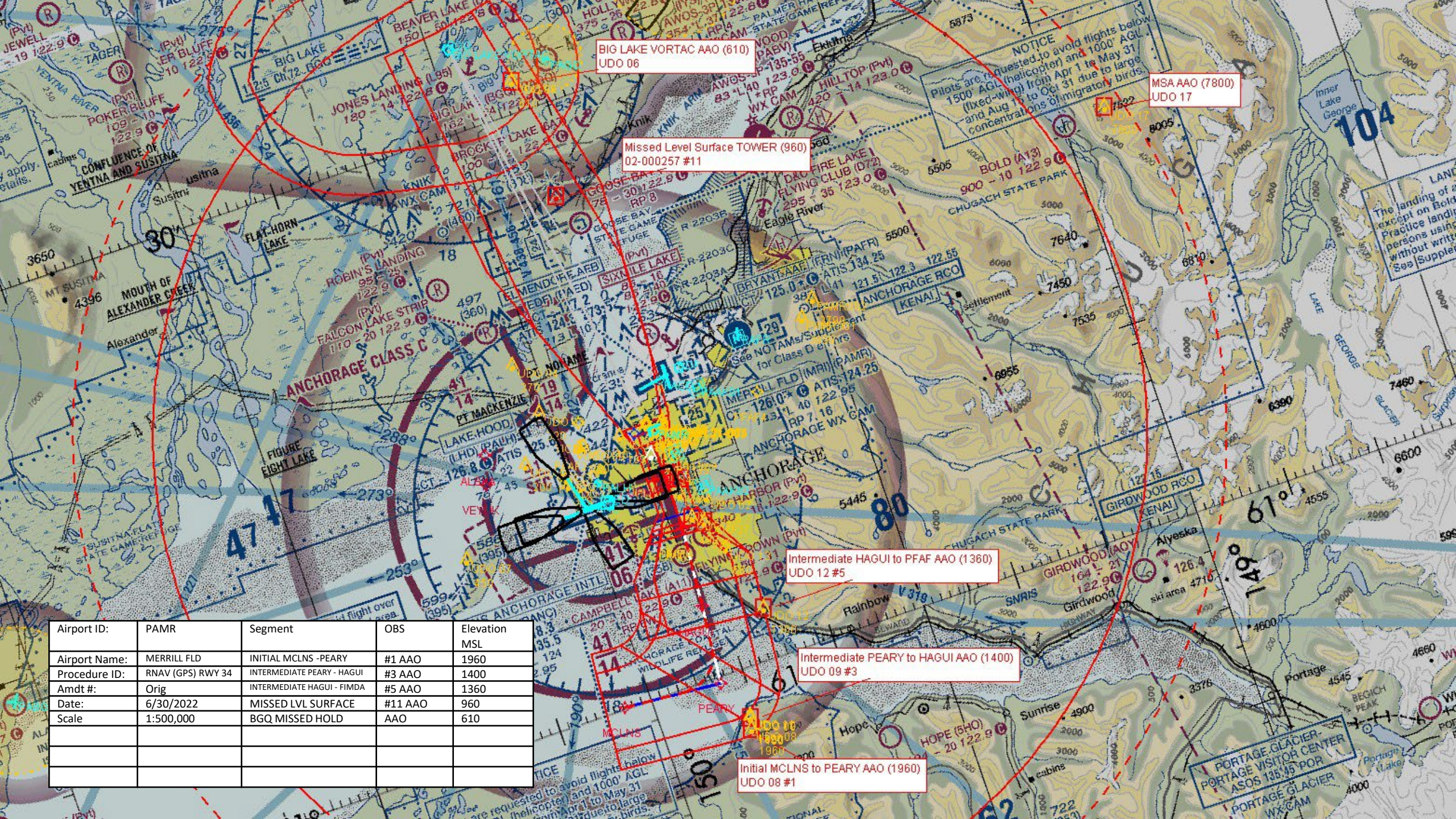
Airport ID:	PAMR	Segment	OBS	Elevation MSL
Airport Name:	MERRILL FLD	LP FINAL	#7 AAO	400
Procedure ID:	RNAV (GPS) RWY 34	LP STEP DOWN	#9 POLE	304
Amdt #:	Orig	LP 7:1	AAO	490
Date:	6/30/2022	LP 7:1	POLE	306
Scale	1:100,000			





Airport ID:	PAMR	Segment	OBS	Elevation MSL
Airport Name:	MERRILL FLD	LNAV FINAL	#8 TOWER	557
Procedure ID:	RNAV (GPS) RWY 34	LNAV STEP DOWN	#10 TREE	348
Amdt #:	Orig	CIRC CAT A	#13 BLDG_TWR	422
Date:	6/30/2022	CIRC CAT B	#14 TOWER	495
Scale	1:100,000			
		LNAV 7:1	AAO	570
		LNAV 7:1	TOWER	557





Airport ID:	PAMR	Segment	OBS	Elevation
Airport Name:	MERRILL FLD	INITIAL MCLNS - PEARY	#1 AAO	1960
Procedure ID:	RNAV (GPS) RWY 34	INTERMEDIATE PEARY - HAGUI	#3 AAO	1400
Amdt #:	Orig	INTERMEDIATE HAGUI - FIMDA	#5 AAO	1360
Date:	6/30/2022	MISSSED LVL SURFACE	#11 AAO	960
Scale	1:500,000	BGQ MISSED HOLD	AAO	610

BIG LAKE VORTAC AAO (610)  
UDO 06

Missed Level Surface TOWER (960)  
02-000257 #11

MSA AAO (7800)  
UDO 17

Intermediate HAGUI to PFAF AAO (1360)  
UDO 12 #5

Intermediate PEARY to HAGUI AAO (1400)  
UDO 09 #3

Initial MCLNS to PEARY AAO (1960)  
UDO 08 #1



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST**

1. DATE <u>04/07/2023</u>	2. ORGANIZATION <u>HUGHES AEROSPACE CORPORATION</u>	
3. AIRPORT <u>PAMR</u>	4. PROCEDURE <u>RNAV (GPS) RWY 34</u>	5. AMEND # <u>ORIG</u>
6. AIRCRAFT TYPE <u>PC-12</u>	7. FMS / SOFTWARE <u>GTN 750xi Version 6.72 8.3</u>	
8. PIC NAME / PHONE <u>DAN OWEN 907-632-9138</u>	9. EVALUATOR NAME / PHONE <u>CHRIS BAUR 281-655-3330</u>	

TERPS BIENNIAL REVIEW			
31. BIENNIAL	NA	32. DATE BIENNIAL COMPLETE	
OBSTACLE ASSESSMENT TASKS			
33 EQUIPMENT ACCURACY VERIFIED	YES		
IAP SEGMENT CHECKS			
<div style="display: flex; justify-content: space-between;"> <div>TRANS <u>MCLNS</u></div> </div>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
<b>FINAL</b>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
<b>MISSED APPROACH</b>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
<b>HOLDING</b>			
34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
IAP VISUAL SEGMENT			
<b>VISUAL SEGMENT OR COPTER PROCEED VISUALLY/VFR AREA</b>			
36. VERIFIED CLEAR	NO	37. APPROPRIATE MITIGATIONS IN PLACE IF NOT CLEAR	NO

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST**

**STAR SEGMENT CHECKS**

**EN ROUTE TRANS** \_\_\_\_\_

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

**COMMON ROUTE**

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

**RWY TRANS** \_\_\_\_\_

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

**DEPARTURE SEGMENT CHECKS**

**ICA OR COPTER PROCEED VISUALLY**

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

36. VERIFIED CLEAR \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

37. APPROPRIATE MITIGATIONS IN PLACE IF  
NOT CLEAR \_\_\_\_\_

**RWY TRANS** \_\_\_\_\_

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

36. VERIFIED CLEAR \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

37. APPROPRIATE MITIGATIONS IN PLACE IF  
NOT CLEAR \_\_\_\_\_

**COMMON ROUTE**

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_

**TRANS** \_\_\_\_\_

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED \_\_\_\_\_

35. CONTROLLING OBSTACLE MOST ADVERSE \_\_\_\_\_



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST**

**OBSTRUCTION DISCREPENCIES**

**38. OBSTACLE IN DATABASE DOES NOT EXIST**

OBSTACLE ID _____	HEIGHT MSL/AGL _____
COORDINATES _____	SUPPORTING DOC _____

**39. OBSTACLE NOT IN DATABASE**

OBSTACLE ID _____	HEIGHT MSL/AGL _____
COORDINATES _____	SUPPORTING DOC _____

**40. OBSTACLE DATA INCORRECT**

OBSTACLE ID _____	HEIGHT MSL/AGL _____
COORDINATES _____	SUPPORTING DOC _____

**OBSTRUCTION NOTIFICATION**

41. OBSTACLE DATA DISCREPENCIES SENT TO NFDC _____	42. DATE SENT _____
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**51. EVALUATOR NOTES**

53. PROCEDURE SAT \_\_\_\_\_

54. EVALUATOR SIGNATURE Chris Baur

Digitally signed by Chris Baur  
Date: 2023.04.13 10:36:26 -04'00'



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

1. DATE <b>04/07/2023</b>	2. ORGANIZATION <b>HUGHES AEROSPACE CORPORATION</b>	
3. AIRPORT <b>PAMR</b>	4. PROCEDURE <b>RNAV (GPS) RWY 34</b>	5. AMEND # <b>ORIG</b>
6. AIRCRAFT TYPE <b>PC-12</b>	7. FMS / SOFTWARE <b>GTN 750xi Version 6.72 8.3</b>	
8. PIC NAME / PHONE <b>DAN OWEN 907-632-9138</b>	9. EVALUATOR NAME / PHONE <b>CHRIS BAUR 281-655-3330</b>	

FLIGHT VALIDATION TASKS			
10. FMS NAV DATA AND SOURCE COMPARISON SAT	YES	43. SIMULATOR AND OBSTACLE NOTES REVIEWED	YES
11. IAP ASSESSED TO DA / MDA	YES	44. AIR / GROUND COMMUNICATIONS SATISFACTORY	YES
12. DP / MISSED APPROACH ASSESSED AT MINIMUM CLIMB GRADIENTS	YES	45. RADAR COVERAGE ADEQUATE	YES
15. FLYABILITY SATISFACTORY	YES	46. ADEQUATE NAVIGATION PERFORMANCE ACHIEVED	YES
33. EQUIPMENT ACCURACY VERIFIED	YES	47. RUNWAY MARKINGS / FEATURES VERIFIED	YES
35. DOCUMENTED CONTROLLING OBSTACLE MOST ADVERSE	YES	48. FAS DATA BLOCK SATISFACTORY	YES

CHARTING CHECKLIST			
16. CHART DETAIL SATISFACTORY	YES	20. TEMPERATURE LIMIT NOTED	YES
17. RNP < 1.0 IN MISSED APPROACH NOTED	NO	21. AIRCRAFT SIZE NOTED	YES
18. NON-STANDARD SPEED / CLIMB NOTED	YES	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NO		

IAP SEGMENT CHECKS					
TRANS <b>MCLNS</b>					
24. COURSES <b>P</b>	25. DISTANCES <b>P</b>	27. TAWS <b>P</b>			
28. CONSTRAINTS MET <b>YES</b>	29. WIND COMP <b>160@15 KTS</b>	30. RF BANK ANGLE <b>NA</b>			



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

**TRANS    PEARY**

24. COURSES    P _____	25. DISTANCES    P _____	27. TAWS    P _____
28. CONSTRAINTS MET    YES _____	29. WIND COMP    150@18 KTS _____	30. RF BANK ANGLE    NA _____

**FINAL**

24. COURSES    P _____	25. DISTANCES    P _____	26. FPA    P _____	27. TAWS    P _____
28. CONSTRAINTS MET    YES _____	29. WIND COMP    140@ 11 KTS _____	30. RF BANK ANGLE    NA _____	

**MISSED APPROACH**

24. COURSES    P _____	25. DISTANCES    P _____	27. TAWS    P _____
28. CONSTRAINTS MET    YES _____	29. WIND COMP    CALM _____	30. RF BANK ANGLE    NA _____

**HOLDING**

24. COURSES    P _____	25. DISTANCES    P _____	27. TAWS    P _____
28. CONSTRAINTS MET    YES _____	29. WIND COMP    180@10 KTS _____	30. RF BANK ANGLE    NA _____

49. VISUAL SEGMENT    SAT _____	50. NIGHT EVALUATION    SAT _____
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**STAR SEGMENT CHECKS**

**EN ROUTE TRANS**

24. COURSES    _____	25. DISTANCES    _____	27. TAWS    _____
28. CONSTRAINTS MET    _____	29. WIND COMP    _____	30. RF BANK ANGLE    _____

**COMMON ROUTE**

24. COURSES    _____	25. DISTANCES    _____	27. TAWS    _____
28. CONSTRAINTS MET    _____	29. WIND COMP    _____	30. RF BANK ANGLE    _____



**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

+			
-			
<b>RWY TRANS</b>			
24. COURSES	25. DISTANCES	27. TAWS	
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
<b>DEPARTURE SEGMENT CHECKS</b>			
<b>ICA OR COPTER PROCEED VISUALLY</b>			
24. COURSES	25. DISTANCES	27. TAWS	P
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
 <b>RWY TRANS</b>			
24. COURSES	25. DISTANCES	27. TAWS	
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
 <b>RWY TRANS</b>			
24. COURSES	25. DISTANCES	27. TAWS	
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
<b>COMMON ROUTE</b>			
24. COURSES	25. DISTANCES	27. TAWS	
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
 <b>TRANS</b>			
24. COURSES	25. DISTANCES	27. TAWS	
28. CONSTRAINTS MET	29. WIND COMP	30. RF BANK ANGLE	
<b>51. EVALUATOR NOTES</b>			
<b>20:1 PENETRATIONS REQUIRE ILLUMINATION</b>			

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST

SPECIAL TRAINING RECOMMENDATION FROM DEVELOPER

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Chris Baur  Digitally signed by Chris Baur  
Date: 2023.05.08 06:53:54 -05'00'



# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 04/03/23

**IFP:** Aerospace, Hughes (Environmental@hughesaerospace.com)

**Airport Contact:** Lawson, Tony (tony.lawson@hughesaerospace.com)

**Request ID:** PAMR\_22718

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):** MERRILL ONE DEPARTURE (RNAV) RNAV (GPS) RWY 34 RNAV (GPS) Y RWY 7 RNAV (GPS) Z RWY 7

**Historic Properties:** No Historic Properties Impacted

**Procedure Request Description:**

Merrill Field is a General Aviation airport located in Anchorage, Alaska that averages approximately 450 operations/day. There is currently one Instrument Flight Rule (IFR) procedure and the airport sponsor/pilots have requested additional IFP procedures to assist with operations when weather minimums do not allow landing or departure from the airport. The proposed IFR procedures that will enhance safety and reduce delays are the MERRILL ONE DEPARTURE (RNAV) RWY 34, which provides departure routes to facilitate air traffic control routing and management. The airport sponsor also propose adding the RNAV (GPS) Y RWY 7 - LPV and LNAV minimums with circling. This procedure provides the only vertically guided procedure to this airport and is aligned straight in to the runway. The intended primary use of this procedure is for training. This procedure has improved landing minimums compared to the existing instrument procedure to the existing instrument procedure to this airport. Additionally, the airport sponsor proposes the RNAV (GPS) Z RWY 7 procedure, which is offset from the runway 30 degrees to facilitate ATC management with reference to surrounding airports. This procedure has improved landing minimums compared to the existing instrument procedure to the existing instrument procedure to this airport. Analysis of weather at Merrill Field suggest that IFR procedures will not be required on a regular basis. The "MITRE Guidance for Noise Screening of Air Traffic Actions " was used to determine if a more detailed noise impact analysis is required. The number of estimated operations using the proposed IFR procedures passes the Traffic Test, therefore, no additional noise analysis is required.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

**Basis for this Determination:**

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

**The applicable Categorical Exclusion are:**

- 5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)
- 5-6.5.p:** Establishment of new procedures that routinely route aircraft over non-noise sensitive areas. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By: **ANDREW W PIERONI** Digitally signed by ANDREW W PIERONI  
Date: 2023.04.03 15:24:12 -04'00' Date: \_\_\_\_\_

Title: Environmental Protection Specialist

Approved By: **THOMAS C NOBLE** Digitally signed by  
THOMAS C NOBLE  
Date: 2023.05.11  
07:20:36 -08'00' Date: \_\_\_\_\_

Title: Manager, Flight Procedures and Airspace Group