

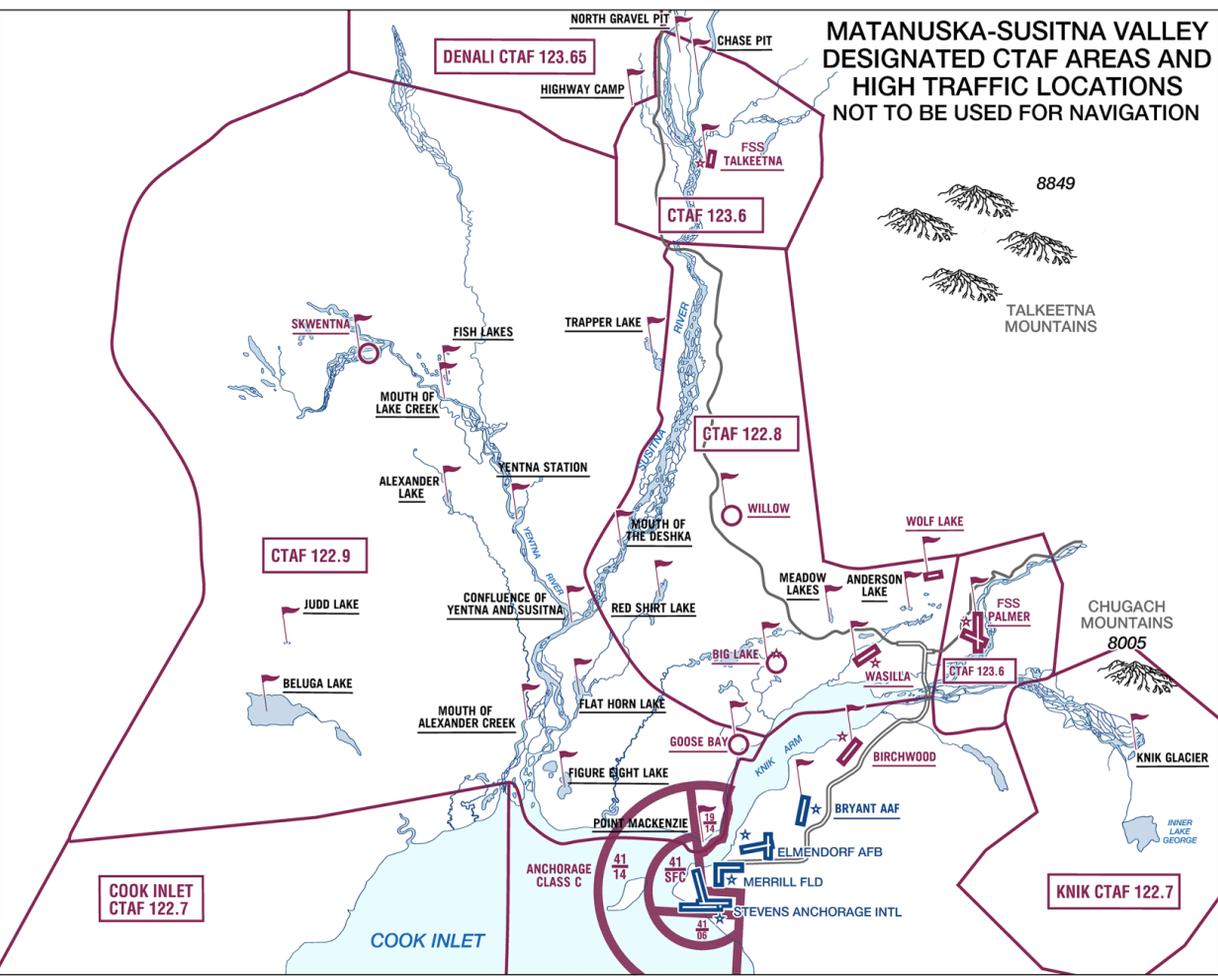
**ANCHORAGE TERMINAL AREA AIRSPACE AND NORMAL IFR TRAFFIC FLOW**  
NOT TO BE USED FOR NAVIGATION

**IFR LEGEND**

- Traffic Pattern
- Station Keeping Equipment Route
- IFR Arrival Route
- IFR Departure Route
- IFR Arrival/Departure Route
- Military IFR Arrival Route

**ANCHORAGE, ALASKA TERMINAL AREA RULES**

- The following is a synopsis of the special air traffic rules in effect in the Anchorage, Alaska Terminal Area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in 14 CFR Part 91 and 14 CFR Part 93.
- I. General Rule: All Segments.
    - a. Each person operating an aircraft within the Anchorage, Alaska Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward Highway segments unless otherwise authorized or required by ATC.
    - b. Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
    - c. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
    - d. Except as provided in Elmendorf segments (d) and (e), Bryant segment (b), and Seward Highway segments (a), (b), and (c), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
    - e. Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.
  - II. General Rules: International Segment.
    - a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
    - b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1600 ft MSL until maneuvering for a safe landing requires further descent.
    - c. Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
  - III. General Rules: Lake Hood Segment.
    - a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
    - b. Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 ft MSL until maneuvering for a safe landing requires further descent.
  - IV. General Rules: Merrill Segment.
    - a. No person may operate an aircraft at an altitude between 600 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
    - b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
    - c. Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
    - d. Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of the mid-channel of Knik Arm, or in the Seward Highway segment at or below 1200 ft MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.
  - V. General Rules: Elmendorf Segment.
    - a. Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1700 ft MSL until maneuvering for a safe landing requires further descent.
    - b. Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
    - c. Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within this segment shall operate that airplane at an altitude of at least 800 ft MSL until maneuvering for a safe landing requires further descent.
    - d. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 1500 ft MSL and 1700 ft MSL within that portion of the International and Lake Hood segments lying north of the mid-channel of Knik Arm.
    - e. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 900 ft MSL and 1700 ft MSL within that portion of the Merrill segment lying north of the mid-channel of Knik Arm.
    - f. A person operating in VFR conditions, at or below 600 ft MSL, north of a line beginning at Farrell Rd; thence west along Farrell Rd to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine; is not required to establish two-way radio communications with ATC.
  - VI. General Rules: Bryant Segment.
    - a. Each person operating an airplane to or from the Bryant AAF shall conform to the flow of traffic shown on the appropriate aeronautical charts and, while in the traffic pattern, shall operate at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
    - b. Each person operating an airplane within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.
  - VII. General Rules: Seward Highway Segment.
    - a. Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
    - b. Each person operating an aircraft at or below 1200 ft MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1200 ft MSL in this segment shall contact Anchorage Approach Control.
    - c. At all times, each person operating an aircraft above 1200 ft MSL shall contact Approach Control prior to entering the Seward Highway segment.
  - VIII. Special requirements: Campbell Lake and Sixmile Lake Airport.
    - a. Each person operating an aircraft to or from Campbell Lake or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.



**MATANUSKA-SUSITNA VALLEY DESIGNATED CTAF AREAS AND HIGH TRAFFIC LOCATIONS**  
NOT TO BE USED FOR NAVIGATION