



SL-1500 (FAA)


ANCHORAGE, ALASKA

2000 or
ANC 10 DME/BGQ R-149
aircraft more than 20,000 lbs
or Turbojet aircraft)


JOHNSTONE POINT
116.7 JOH 
Chan 114
N60°28.86' -W146°35.96'
L-1-3-4, H-1


MIDDLETON ISLAND
115.3 MDO 
Chan 100
N59°25.31' -W146°21.00'
L-1-2-3, H-1

NOTE: Radar Required.
NOTE: Chart not to scale.

BIG LAKE
112.5 BGQ 
Chan 72
N61° 34.17' -W149° 58.03'

L-1-3-4, H-1-2
600 or
ANC 10 DME/
BGQ R-149
(All other aircraft)


ANCHORAGE
114.3 ANC 
Chan 90
N61°09.05' -W150°12.39'
L-1-3-4, H-1-2

KENAI
117.6 ENA 
Chan 123
N60°36.88'
W151°11.71'
L-1-3-4, H-1-2

HOMER
114.6 HOM $\begin{smallmatrix} \text{---} \\ \text{---} \\ \text{---} \\ \text{---} \end{smallmatrix}$
Chan 93
N59°42.57'
W151°27.40'
L-1-2-3-4, H-1-2

IIAMNA
328 III ::÷..
DME Chan 91 (114.4)
N59°44.88' -W154°54.58'
L-3, H-1-2

KING SALMON
112.8 AKN 三:-
Chan 75
N58°43.48' -W156°45.14'
L-2-3, H-1-2

SPARREVOHN
117.2 SQA 
Chan 119
N61°05.91' -W155°38.07'
L-3, H-1-2

NODLE
N61° 17.00'
W152° 00.00'
Aircraft cleared via NODLE WP:
Cross at or above 13,500'
for terrain.

TAKE-OFF MINIMUMS:

Rwys 25L/R, 14: standard.

Rwy 7L, 2500-3 or standard with a minimum climb of 379'/NM to 3400.

Rwy 7R, 2500-3 or standard with a minimum climb of 354'/NM to 3800.

Rwy 32, standard. ATC climb of 400'/NM to 3000.

(Notes continued on following page)

(NARRATIVE ON FOLLOWING PAGE)

AK, 07 MAY 2009 to 02 JUL 2009

AK, 07 MAY 2009 to 02 JUL 2009

ANCHORAGE FOUR DEPARTURE
(ANCA.ANC) 07186 ANCHORAGE/T

DEPARTURE ANCHORAGE, ALASKA
ANCHORAGE/ TED STEVENS ANCHORAGE INTL (ANC) (PANC)

ANCHORAGE, ALASKA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 7L/R: Aircraft more than 20,000 lbs or turbojet aircraft: Climb heading 069°. Upon passing 2000', reaching ANC 10 DME or crossing BGQ R-149, turn right heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. All other aircraft: Climb heading 069°. Upon passing 600', reaching ANC 10 DME, or crossing BGQ R-149, climbing right turn heading 200°. Advise ATC prior to departure if unable to be established on heading 200° by 10 DME east of ANC VOR/DME. Thence. . . .

TAKE-OFF RUNWAY 14: Climb heading 144° to 600', then climbing right turn heading 200°. Thence. . . .

TAKE-OFF RUNWAYS 25L/R: Climb heading 249°. Thence. . . .

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing left turn heading 300°. Thence. . . .

. . . . Expect Radar Vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

- NOTE: Rwy 7L: Multiple trees beginning 948' from departure end of runway, 421' left of centerline, up to 64' AGL/140' MSL. Light pole 1,407' from departure end of runway, 608' left of centerline, 59' AGL/138' MSL.
- NOTE: Rwy 7R: Terrain 2' from departure end of runway, 459' right of centerline, 105' MSL. Tree 1,043' from departure end of runway, 605' right of centerline, 50' AGL/149' MSL.
- NOTE: Rwy 25L: Tree 1,693' from departure end of runway, 895' left of centerline, 56' AGL/234' MSL. Windsock 1,381' from departure end of runway, 404' left of centerline, 10 AGL/175' MSL.
- NOTE: Rwy 14: Antenna on OL tower 2,212' from departure end of runway, 1,070' left of centerline, 103' AGL/225' MSL. Multiple trees beginning 1,749' from departure end of runway, 528' left of centerline, up to 95' AGL/220' MSL. Multiple trees and bushes beginning 1,222' from departure end of runway, 237' right of centerline, up to 75' AGL/191' MSL. Terrain 48' from departure end of runway, 155' right of centerline 125' MSL.
- NOTE: Rwy 32: Multiple trees and bushes beginning 390' from departure end of runway, 311' right of centerline, up to 68' AGL/217' MSL.

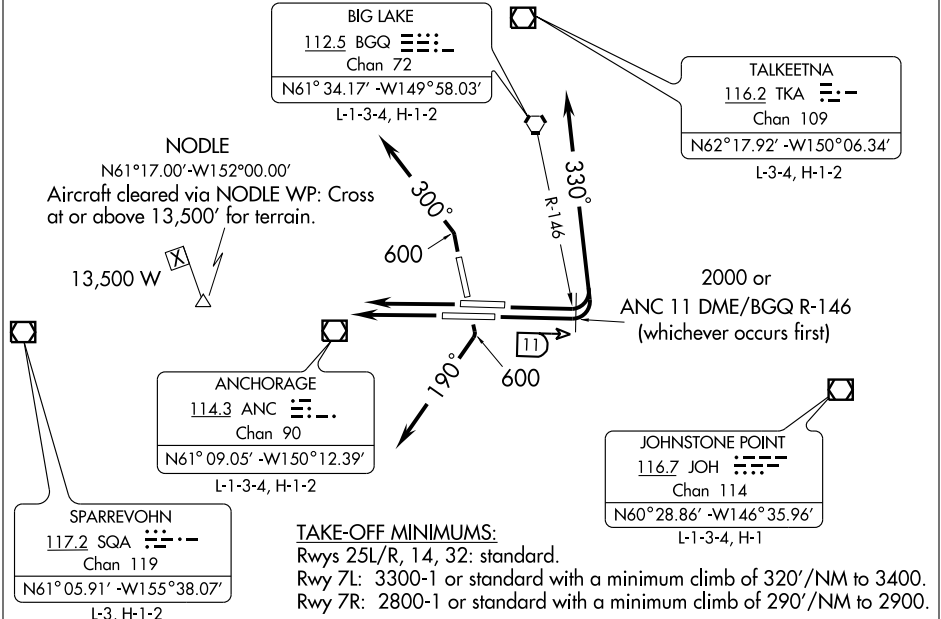
NOTE: Chart not to scale.

CLIMB GRADIENTS
(FOR AIR TRAFFIC SEPARATION)

Runway 7L: 560' per nautical mile to 2000'.
Runway 7R: 460' per nautical mile to 2000'.
Runway 32: 400' per nautical mile to 3000'.

FAIRBANKS
108.6 FAI
Chan 23
N64°48.00' -W148°00.72'
L-3-4, H-1-2

ATIS 118.4
CLNC DEL
119.4 323.1
GND CON
121.9 338.25
ANCHORAGE TOWER
118.3 257.8
ANCHORAGE DEP CON
118.6 290.9 Rwy 32
126.4 259.3 Rwy 14
118.6 290.9 Rwys 7L, 7R
123.8 259.3 Rwys 25L, 25R



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DEPARTURE ROUTE DESCRIPTION

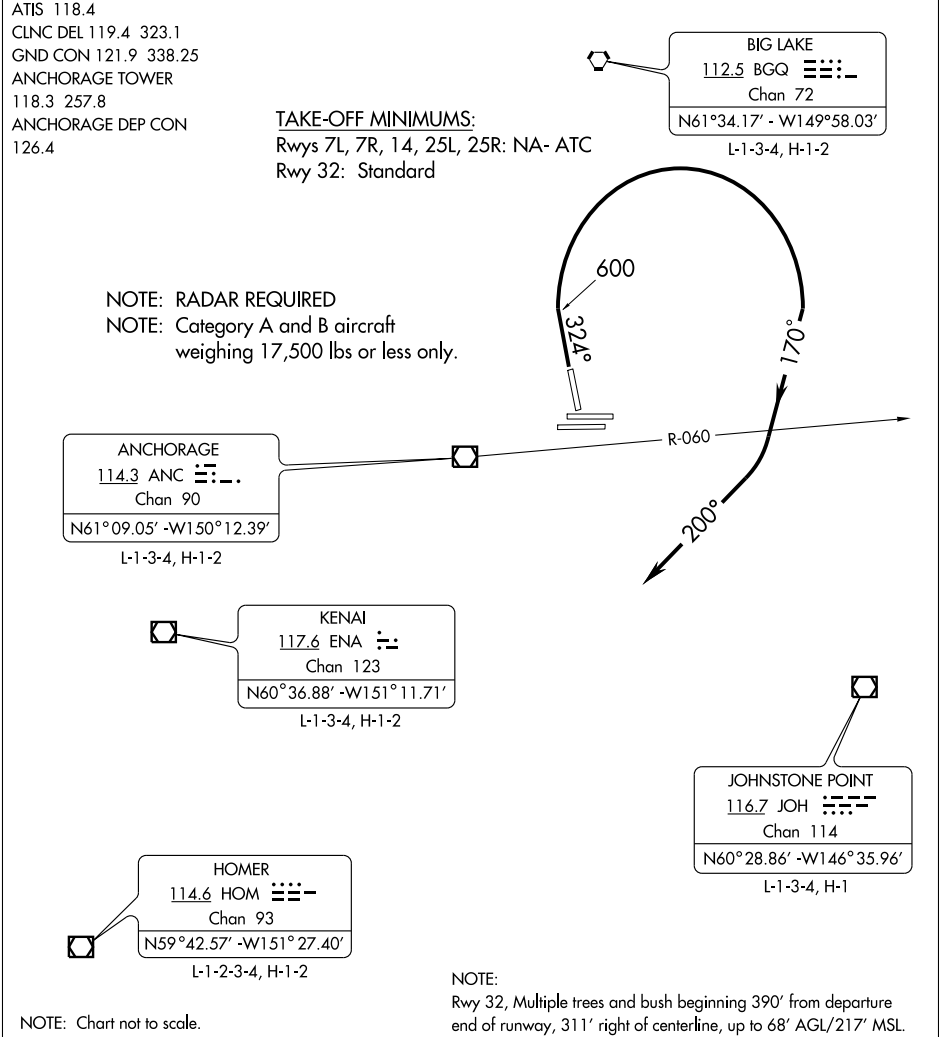
All aircraft cleared as filed. Expect vectors to assigned route or depicted fix. Maintain FL200 or assigned altitude. Expect further clearance to filed altitude within ten (10) minutes after departure.

TAKE-OFF RUNWAYS 7L/R: All aircraft climb as rapidly as practical through 3000'. Fly runway heading until leaving 2000' or the ANC 11 DME/BGQ R-146, whichever occurs first, then turn left heading 330°. If unable to reach 2000' by the ANC 11 DME/BGQ R-146 advise ATC prior to departure.

TAKE-OFF RUNWAY 14: All aircraft climb on runway heading as rapidly as practical to 600', then turn right heading 190°.

TAKE-OFF RUNWAYS 25L/R: All aircraft climb on runway heading as rapidly as practical.

TAKE-OFF RUNWAY 32: All aircraft climb runway heading to 600', then turn left heading 300°. Climb a minimum of 400' per NM to 3000'. If unable to comply with published climb gradient advise ATC prior to departure.



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DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climb heading 324° to 600', then climbing right turn to 2000 via heading 170°. After crossing ANC VOR/DME R-060, climb to FL200 or assigned altitude via heading 200°. Expect radar vectors to assigned route. Expect further clearance to filed altitude within 10 minutes after departure.