

Dear Aviation Professional:

The Anchorage Airport construction season will soon commence. Beginning April 1<sup>st</sup>, Runway 33 will be closed 24 hours a day for approximately 7 months. During this phase of construction aging asphalt will be rehabilitated, and the runway will be widened to comply with new design standards needed to accommodate the largest cargo airplanes in the world.

Runway 7L will be the primary departure runway while Runway 33 is closed. During the last closure of Runway 33, a series of incidents and pilot deviations occurred while using Runway 7L for departures. FAA Quality Control has determined the need to remind pilots, dispatchers and others involved in the operation of the aircraft of the importance of correct read backs of ATC clearances. A complete understanding of the expected actions while flying the standard instrument departure (SID) in use is paramount.

When departing runway 7L you will be assigned either the Anchorage 8 departure (south turn) procedure or the KNIK 2 (north turn). The procedures **require** aircraft of more than 20000 LBS or Turbojet Aircraft to execute a turn leaving 2,000 feet or 4 DME from the TED VOR, **whichever comes first**. This turn ensures separation from rapidly climbing terrain to the east of the airport and reduces the conflicts with heavy VFR traffic transitioning to and from the Merrill, Lake Hood and Seward Highway segments.

Pilots should be aware that there is an increased risk of TCAS RAs on departure due to the close proximity of VFR traffic operating in the Lake Hood segment

Be alert to the ATC assigned departure frequency. KNIK 2 departures normally receive 118.6 and ANCHORAGE 8 departures normally receive 126.4, however, Anchorage TRACON will be configured in several different ways to mitigate traffic delays and frequency congestion; this may result in a departure frequency assignment that is different than the one depicted. If there is any uncertainty about your assigned departure procedure please ask ATC for clarification prior to departure.

ANCHORAGE EIGHT DEPARTURE  
AI-1500 (FAA) ANCHORAGE, ALASKA

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 7L/R:**  
**AIRCRAFT MORE THAN 20000 LBS OR TURBOJET AIRCRAFT:** Climb heading 072° until leaving 2000 or TED 4 DME, whichever comes first, turn right heading 199°. Advise ATC prior to departure if unable to be established on heading 199° by 4 DME east of TED VOR/DME.

**ALL OTHER AIRCRAFT:** Climb heading 072°, upon passing 600 or reaching TED 4 DME, climbing right turn to heading 199°. Advise ATC prior to departure if unable to be established on heading 199° by 4 DME east of TED VOR/DME. Thence. . .

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 7L/R:** Climb heading 072° to 2000 or TED 4 DME, whichever comes first, then climbing left turn heading 329° for vectors to assigned route or fix. Maintain FL200 or assigned altitude, expect filed altitude 10 minutes after departure.

All aircraft, climb as rapidly as practical through 3000, if unable to reach 2000 by TED 4 DME advise ATC prior to departure.

ANCHORAGE, ALASKA  
TED STEVENS ANCHORAGE INTL. (ANC) (PANC)  
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