

ANCHORAGE TERMINAL AREA PILOT BULLETIN

12th EDITION

REVISIONS and UPDATES

In order to provide users with information regarding changes to information published in this document, a record of changes to the electronic version of this publication will be maintained on this page. Changed paragraphs on text pages in this electronic document will be marked with a vertical bar in the left margin of the page. (This paragraph is so marked as an example.) Vertical margin bars cannot be inserted into graphics pages.

Version 12a. The original print document, (12th Edition) contained three errors. These errors were:

- ◆ **Page 4, Subparagraph (f) Seward Highway Segment:** “That area from the surface to **an** including 4,100’ MSL,” was changed to “That area from the surface to **and** including 4,100’ MSL,”.
- ◆ **Page 17, ATIS frequency:** Originally was incorrectly listed as 125.6. It has been **corrected to 118.4**.
- ◆ **Page 31, Noise Sensitivity paragraph:** “following the established **pattern traffic pattern** until transitioning” was changed to: “following the **established traffic pattern** until transitioning”.

Version 12b. Corrects the following error:

- ◆ **Page i, user group organizations list:** Changed “Alaska Aviation Safety Foundation” to “Alaskan Aviation Safety Foundation”.

Version 12c. Corrects the following error:

- ◆ **Page 9, FAR PART 93 VERTICAL AIRSPACE RESERVATION Graphic:** Changed text in the MRI text box on the left side of the page from “MRI TRAFFIC DO FLY BETWEEN 600’ AND 2000’ ” to “MRI TRAFFIC DO **NOT** FLY BETWEEN 600’ AND 2000’ ”.

Version 12d.

- ◆ Substitutes the Anchorage Airport Layout page (page 14) with a new page depicting areas requiring extra pilot vigilance to prevent a runway incursion.

- ◆ Corrects the global coordinates for Campbell Airstrip on page 2.
- ◆ Corrects a coordinate listed in the description of the Bryant Segment on page 4.