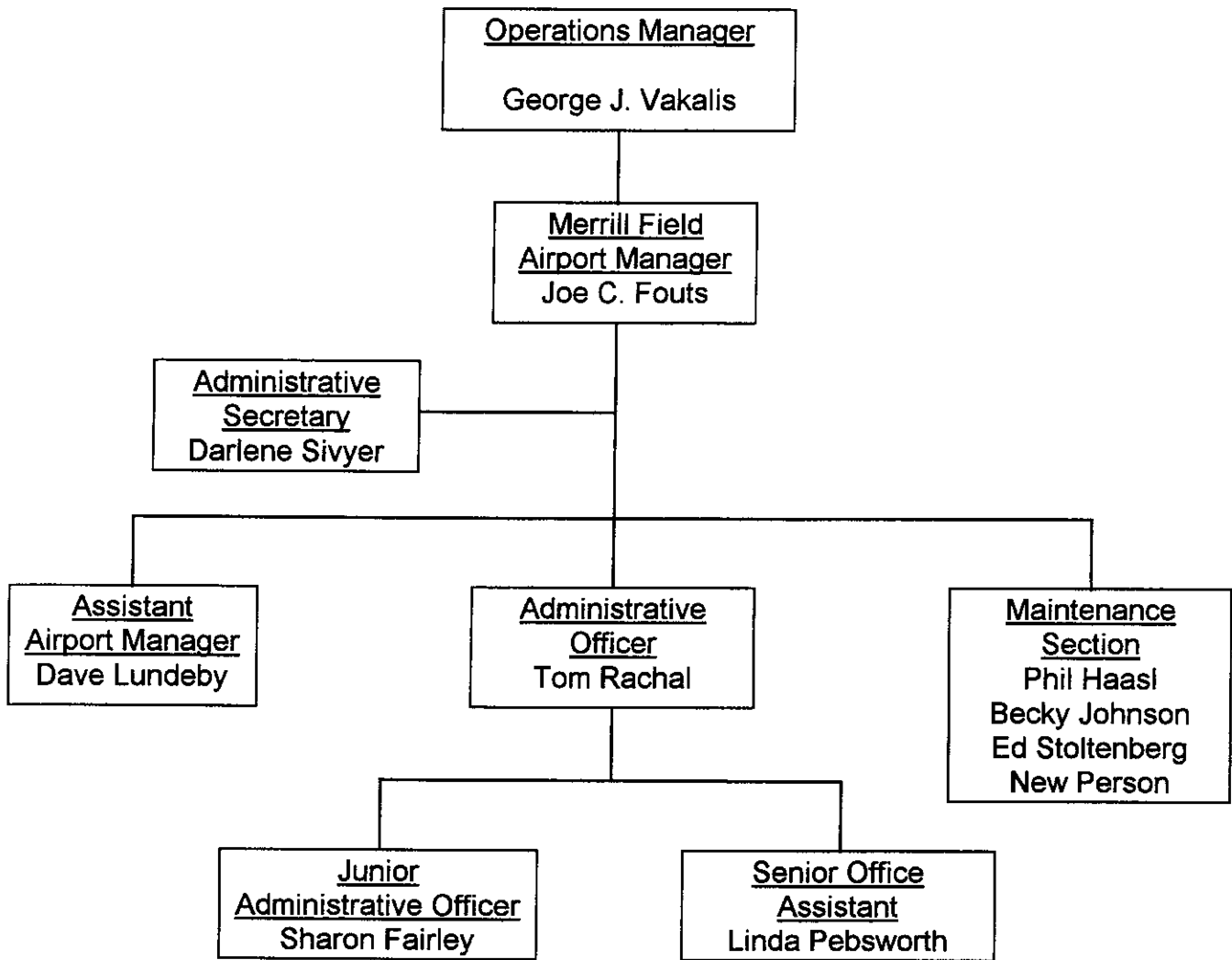


**MERRILL FIELD AIRPORT**

**MERRILL FIELD AIRPORT  
ORGANIZATION CHART**



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# MERRILL FIELD AIRPORT UTILITY PROFILE

## ORGANIZATION

Six office staff manage the operational and financial affairs of Merrill Field, and four maintenance personnel provide maintenance for 19 airport buildings and property. The maintenance function includes all operating surfaces of the airport - runways, taxiways, roads and aircraft tiedown areas that are not on leased property. This includes snow removal, sanding, resurfacing, and maintenance of facilities and equipment.

## HISTORY

Merrill Field Airport, originally known as "Aviation Field", was the first real airport in Anchorage. Located one mile east of the downtown area, it opened on July 4, 1930 and was dedicated in September 1932 to honor the late Russel Hyde Merrill, an early Alaskan aviator. Merrill Field is a "General Aviation Airport" and is restricted to aircraft that weigh 12,500 pounds or less.

In 1984 Merrill Field recorded 384,314 aircraft operations, ranked as the 15th busiest airport in the nation and had 1,019 based aircraft. In 1993, Merrill Field recorded 230,156 aircraft operations, ranked as the 57th busiest airport in the nation and had 916 based aircraft. While the states' economic slump has taken its toll on Merrill Field's operations, the Airport continues to be an integral part of Alaska's transportation network.

## SERVICE

Merrill Field serves as the general aviation link between all Southcentral Alaskan communities, including the rural areas, and Anchorage. Intrastate air traffic to and from Anchorage is increasing. Kenai alone sends 110,000 passengers a year to Anchorage; 38,500 are destined for the downtown/midtown areas that are more conveniently reached from Merrill Field.

Some of the many services provided at Merrill Field are: sale of aircraft fuel; hangar rental; flightseeing; flight and ground school instruction; aircraft maintenance and repair; sale of parts, supplies, equipment and accessories; aerial photography; propeller repair; aviation electronics; aircraft sales, rentals and charters; power plant and airframe training; and college courses for aviation degree-seeking students.

## REGULATION

Merrill Field, unlike most other Municipal utilities, is not regulated by the Alaska Public Utilities Commission. Rather, it is required to meet Federal Aviation Administration, Alaska Department of Transportation and Public Facilities, and Municipal regulations. Additionally, the Municipal Airports Aviation Advisory Commission advises and makes recommendations to the Administration and Assembly on all matters pertaining to the operating budget, rules, regulations and administrative guidelines at Merrill Field.

## ENVIRONMENTAL MANDATES

In recent years there have been many federally mandated programs which have had a direct impact on the Airport's operating costs. The Clean Water Act, Americans With Disabilities Act, Community Right To Know, Underground Storage Tank Regulations and Clean Air Act are some of the current and ongoing laws which have and will continue to impact the Airport.

## PHYSICAL PLANT

### General Aviation Airport

Restricted to aircraft weighing 12,500 pounds or less.

436 acre land area; elevation 136 feet; fee simple title.

1,441 tiedown spaces; leaseholders have 732; Municipality has 632 plus 77 for transient aircraft.

Runway 6/24 is 4,000 feet; Runway 15/33 is 2,650 feet.

Five taxiways; 102 acres of tiedown aprons.

Control Tower leased to Federal Aviation Administration.

### Fifty-seventh Busiest Airport in Nation

Located one mile from downtown Anchorage.

Hub for intra-Alaska travel.

230,156 flight operations in Federal Year 1993.

8,951 general aviation aircraft in Alaska; 916 based at Merrill.

9,679 active pilots in Alaska; 4,684 reside in Anchorage.

### Economic Stimulus

24 leaseholders lease 2,774,102 square feet.

32 fair market value rental properties.

62 aviation related businesses operate on the airport.

1,246 transient aircraft stayed a total of 4,350 days last year.

Approximately 785,000 gallons of fuel were sold in 1993.

Net Airport Plant is \$31,942,146

**MERRILL FIELD AIRPORT  
WORK FORCE PROJECTIONS**

<u>CATEGORY</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>
Airport Manager	1	1	1	1	1	1	1
Assistant Airport Manager	1	1	1	1	1	1	1
Financial Administration	1	1	1	1	1	1	1
Office Operations	3	3	3	3	3	3	3
Airport Maintenance Tech	3	3	3	3	3	3	3
Light Equipment Operator	1	1	1	1	1	1	1
Heavy Equip Operator (Temp)	1	1	1	1	1	1	1
Airport Maint Assts (Temp)	4	4	4	4	4	4	4
Public Aviation Facility	0	0	[To Be Determined]		-	-	-
-----							
Total (Permanent)	10	10	10	10	10	10	10
Total (Temporary)	5	5	5	5	5	5	5

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**Merrill Field Airport**

**1995**

**Operating Budget**



**MERRILL FIELD AIRPORT**  
**RECONCILIATION OF 1994 BUDGET TO 1994 PRO FORMA**

	<u>1994 Budget</u>	<u>1994 Pro Forma</u>	<u>Variance</u>
<b>OPERATING REVENUE</b>	<b><u>1,611,666</u></b>	<b><u>1,542,000</u></b>	<b><u>(69,666)</u></b> <sup>(a)</sup>
<b>OPERATING EXPENSE</b>			
Labor	648,000	650,000	2,000
Supplies	70,000	75,000	5,000
Charges To Others	(85,000)	(179,000)	(94,000)
Charges From Others	80,000	85,000	5,000
Other Services	219,700	225,000	5,300
Other Expenses	1,054,300	1,015,000	(39,300)
<b>SUBTOTAL</b>	<b><u>1,987,000</u></b>	<b><u>1,871,000</u></b>	<b><u>(116,000)</u></b>
<b>NON-OPERATING REVENUE</b>	<b><u>430,334</u></b>	<b><u>412,000</u></b>	<b><u>(18,334)</u></b> <sup>(d)</sup>
<b>NON-OPERATING EXPENSE</b>	0	0	0
<b>NET INCOME (REGULATORY)</b>	<b><u>55,000</u></b>	<b><u>83,000</u></b>	<b><u>28,000</u></b>
<b>ADJUSTMENTS FOR GAAP</b>	(900,000)	(878,000)	22,000
<b>NET INCOME (LOSS) GAAP</b>	<b><u>(845,000)</u></b>	<b><u>(795,000)</u></b>	<b><u>50,000</u></b>

Explanation of Significant Variances:

- a) Less permanent parking revenue and contributed depreciation than anticipated.
- b) APD & MISD use agreements provide additional revenues.
- c) Total depreciation (Contributed and Non-Contributed) is lower than anticipated.
- d) Interest income reduced due to late receipt of Nye Import Center grant funds.

**MERRILL FIELD AIRPORT**  
**RECONCILIATION OF 1994 PRO FORMA TO 1995 BUDGET**

	<u>1994</u> <u>Pro Forma</u>	<u>1995</u> <u>Budget</u>	<u>Variance</u>
<b>OPERATING REVENUE</b>	<b><u>1,542,000</u></b>	<b><u>1,567,021</u></b>	<b><u>25,021</u></b> (a)
<b>OPERATING EXPENSE</b>			
Labor	650,000	722,000	72,000 (b)
Supplies	75,000	105,000	30,000 (c)
Charges To Others	(179,000)	(255,000)	(76,000) (d)
Charges From Others	85,000	95,000	10,000
Other Services	225,000	242,900	17,900 (e)
Other Expenses	1,015,000	1,052,100	37,100 (f)
<b>SUBTOTAL</b>	<b><u>1,871,000</u></b>	<b><u>1,962,000</u></b>	<b><u>91,000</u></b>
<b>NON-OPERATING REVENUE</b>	<b><u>412,000</u></b>	<b><u>467,979</u></b>	<b><u>55,979</u></b> (g)
<b>NON-OPERATING EXPENSE</b>	0	0	0
<b>NET INCOME (REGULATORY)</b>	<b><u>83,000</u></b>	<b><u>73,000</u></b>	<b><u>(10,000)</u></b>
<b>ADJUSTMENTS FOR GAAP</b>	(878,000)	(900,000)	(22,000)
<b>NET INCOME (LOSS) GAAP</b>	<b><u>(795,000)</u></b>	<b><u>(827,000)</u></b>	<b><u>(32,000)</u></b>

Explanation of Significant Variances:

- a) Contributed depreciation delayed in 1994 will appear in 1995.
- b) One additional airport maintenance person and more use of temporary labor.
- c) Additional expenses associated with APD and MISD use agreements.
- d) Reduced expenses [7000's] associated with APD and MISD use agreements.
- e) Increases in Orca Street property repairs and public utilities.
- f) Total depreciation (Contributed and Non-Contributed) delayed from 1994.
- g) We anticipate increases in Orca Street rental and interest income.

**MERRILL FIELD AIRPORT**  
1995 STATEMENT OF REVENUES AND EXPENSES

	<b>1993</b> <b><u>Actual</u></b>	<b>1994</b> <b><u>Pro Forma</u></b>	<b>1995</b> <b><u>Budget</u></b>
<b>OPERATING REVENUE</b>			
Lease Fees	416,206	417,000	417,235
MOA Aviation Fuel Fees	39,491	41,000	42,000
Transient Parking Fees	15,990	16,000	16,038
Permanent Parking Fees	184,551	190,000	191,748
Contributed Depreciation	844,303	878,000	900,000
<b>TTL OPERATING REVENUE</b>	<b>1,500,541</b>	<b>1,542,000</b>	<b>1,567,021</b>
<b>OPERATING EXPENSE</b>			
Labor	656,290	650,000	722,000
Supplies	59,869	75,000	105,000
Charges To Others	(95,953)	(179,000)	(255,000)
Charges From Others	61,935	85,000	95,000
Other Services	165,784	225,000	242,900
Other Expenses	971,721	1,015,000	1,052,100
<b>TTL OPERATING EXPENSE</b>	<b>1,819,646</b>	<b>1,871,000</b>	<b>1,962,000</b>
<b>OPERATING INCOME (LOSS)</b>	<b>(319,105)</b>	<b>(329,000)</b>	<b>(394,979)</b>
<b>NON-OPERATING REVENUE</b>			
Miscellaneous Permits	28,874	30,000	31,875
SOA Aviation Fuel Fees	18,280	20,000	18,624
Airport Property Rental	313,428	290,000	330,000
Interest Income	(42,118)	15,000	38,380
FAA Service Fees	17,726	17,000	17,367
Other Revenue	62,284	40,000	31,733
<b>TTL NON-OPER REVENUE</b>	<b>398,474</b>	<b>412,000</b>	<b>467,979</b>
<b>NON-OPERATING EXPENSE</b>			
<b>TTL NON-OPER EXPENSE</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NON-OPERATING INCOME</b>	<b>398,474</b>	<b>412,000</b>	<b>467,979</b>
<b>NET INCOME (REGULATORY)</b>	<b>79,369</b>	<b>83,000</b>	<b>73,000</b>
<b>ADJUSTMENTS FOR GAAP</b>	<b>(844,303)</b>	<b>(878,000)</b>	<b>(900,000)</b>
<b>NET INCOME (LOSS) GAAP</b>	<b>(764,934)</b>	<b>(795,000)</b>	<b>(827,000)</b>

**MERRILL FIELD AIRPORT**  
**1995 STATEMENT OF SOURCES AND USES OF CASH**

	<u>1993</u> <u>Actual</u>	<u>1994</u> <u>Pro Forma</u>	<u>1995</u> <u>Budget</u>
<b>SOURCES OF CASH FUNDS:</b>			
Net Income (Loss) GAAP	(764,934)	(795,000)	(827,000)
Total Depreciation	959,707	1,005,000	1,025,000
Grants	292,719	1,981,600	1,989,000
Bonds	0	0	0
Net Effect of Changes In Balance Sheet Which Affect Cash	24,841	1,667,661	216,000
<b>TOTAL SOURCES OF CASH</b>	<b>512,333</b>	<b>3,859,261</b>	<b>2,403,000</b>
<b>USES OF CASH FUNDS:</b>			
Additions to Plant	493,100	2,048,000	2,402,000
Bond Principal Payment	0	0	0
Other	0	0	0
<b>TOTAL USES OF CASH</b>	<b>493,100</b>	<b>2,048,000</b>	<b>2,402,000</b>
<b>NET INCREASE (DECREASE)</b>	<b><u>19,233</u></b>	<b><u>1,811,261</u></b>	<b><u>1,000</u></b>
<b>CASH BALANCE, JANUARY 1,</b>	<b>(1,040,494)</b>	<b>(1,021,261)</b>	<b>790,000</b>
<b>CASH BALANCE, DECEMBER 31,</b>	<b><u>(1,021,261)</u></b>	<b><u>790,000</u></b>	<b><u>791,000</u></b>
<b>DETAIL OF CASH BALANCE</b>			
Equity In General Cash Pool	(3,032,836)	(3,020,000)	(2,947,000)
Equity In Construction Cash Pool	2,011,575	3,810,000	3,738,000
Bond Redemption Cash Pool	0	0	0
<b>TOTAL CASH, DECEMBER 31,</b>	<b><u>(1,021,261)</u></b>	<b><u>790,000</u></b>	<b><u>791,000</u></b>

**MERRILL FIELD AIRPORT**  
**1995 OPERATING BUDGET DETAIL**

	<u>1993</u> <u>Actual</u>	<u>1994</u> <u>Pro Forma</u>	<u>1995</u> <u>Budget</u>
<b>LABOR</b>			
Wages	438,017	420,000	465,715
Overtime	20,866	25,000	25,750
Benefits	197,407	205,000	230,063
Other	0	0	472
<b>Subtotal</b>	<b>656,290</b>	<b>650,000</b>	<b>722,000</b>
<b>SUPPLIES</b>			
Office Supplies	3,544	5,000	5,500
Operating Supplies	29,645	40,000	40,000
Repair & Maint Supplies	26,680	30,000	59,500
<b>Subtotal</b>	<b>59,869</b>	<b>75,000</b>	<b>105,000</b>
<b>INTRAGOVERNMENTAL CHARGES</b>			
Charges To Others	(95,953)	(179,000)	(255,000)
Charges From Others	61,935	85,000	95,000
<b>Subtotal</b>	<b>(34,018)</b>	<b>(94,000)</b>	<b>(160,000)</b>
<b>OTHER SERVICES</b>			
Professional Services	5,332	25,000	38,900
Other Contractual Services	41,737	70,000	69,000
Utilities	118,715	130,000	135,000
<b>Subtotal</b>	<b>165,784</b>	<b>225,000</b>	<b>242,900</b>
<b>OTHER EXPENSES</b>			
Depreciation/Amortization	959,707	1,005,000	1,025,000
Other	12,014	10,000	27,100
<b>Subtotal</b>	<b>971,721</b>	<b>1,015,000</b>	<b>1,052,100</b>
<b>TOTAL EXPENSES</b>	<b>1,819,646</b>	<b>1,871,000</b>	<b>1,962,000</b>

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**Merrill Field Airport**

**1995 - 2000**

**Capital Improvement  
Budget/Program**

**MERRILL FIELD AIRPORT**  
**1995-2000 CAPITAL IMPROVEMENT BUDGET FINANCIAL SUMMARY (000)**

<u>PROJECT CATEGORY</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>TOTAL</u>
Apron Improvements	1,127	--	852	--	980	--	2,959
Runways/Taxiways	430	--	--	--	--	950	1,380
Buildings & Equipment	200	4,850	5,800	--	--	--	10,850
Land Improvements	45	670	--	--	--	--	715
Land Acquisition	<u>600</u>	<u>500</u>	<u>500</u>	<u>1,500</u>	--	--	<u>3,100</u>
<b>TOTAL CIP PROGRAM</b>	<b><u>2,402</u></b>	<b><u>6,020</u></b>	<b><u>7,152</u></b>	<b><u>1,500</u></b>	<b><u>980</u></b>	<b><u>950</u></b>	<b><u>19,004</u></b>

<u>SOURCE OF FUNDING</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>TOTAL</u>
Revenue Bonds	--	--	--	--	--	--	--
General Bonds	--	--	--	--	--	--	--
Operations	192	73	85	94	61	59	564
State Grants	--	1,213	--	--	--	--	1,213
Federal Grants	<u>2,210</u>	<u>4,734</u>	<u>7,067</u>	<u>1,406</u>	<u>919</u>	<u>891</u>	<u>17,227</u>
<b>TOTAL FUNDING</b>	<b><u>2,402</u></b>	<b><u>6,020</u></b>	<b><u>7,152</u></b>	<b><u>1,500</u></b>	<b><u>980</u></b>	<b><u>950</u></b>	<b><u>19,004</u></b>