

MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION

MEETING MINUTES

Thursday, January 11, 2018

Anchorage Fire Training Center

1140 Airport Heights Road, Building "A" Room 2

Anchorage, Alaska 99508

ATTENDANCE

COMMISSION MEMBERS PRESENT

Jamie Patterson-Simes, Chair

Sharon Chamard

Chet Harris

COMMISSION MEMBERS ABSENT

*Terry Pena

Corey Hester

AIRPORT STAFF PRESENT

Paul Bowers A.A.E., Airport Manager

Linda Luebke, Commission Secretary (343-6309)

1. CALL TO ORDER

Commission Chair Jamie Patterson-Simes called the meeting to order at 12:00PM.

2. SELF INTRODUCTIONS

Jamie asked all attendees to introduce themselves.

3. MINUTES OF THE PREVIOUS MEETING

Approval of the September 7 & the November 2, 2017 minutes was postponed due to no quorum.

4. AIRPORT MANAGER'S REPORT

Airport Manager Paul Bowers provided a report on the following topics.

A. Noise

Paul noted most noise complaints have seasonally tapered off except we still are receiving a few due to rotorcraft operations. Most of those complaints are generated from Rogers Park residents when the wind is blowing from the north. It is always the pilot's prerogative to request a different runway when wind conditions warrant doing so. We will continue to educate the helicopter flight schools and pilots of our standard protocol to opt for RWY 16-34 only when RWY 7-25 and Bryant Army Airfield are not suitable.

B. Vehicle/Pedestrian Deviations (VPD)

Paul reported there have been thirteen VPD's this year to date. We have been trying to eliminate entry points with our current security project and he emphasized that every tenant and MRI pilot can help reduce this number by their security awareness and actions. Paul described the last three month-of-December incursions:

*12/3/2017 - MRI based pilot was taxiing from north to south via Golf Gate south toward RWY 5/23 and became stuck in snow. Another pilot on the Whiskey apron

(south of the incident) saw the incident and walked toward the incident site – across RWY 5-23 - without communicating with ATCT.

*12/24/2017 – a person asked an MRI tenant-pilot for access to the field through the Orca St gate W12 to take some photographs of the airfield with the mountains in the background clear of the fence fabric. Initially the pilot refused but relented when the person assured him he would not venture more than 15' inside the fence while the pilot was there to watch him, which the pilot figured would be okay as he anticipated this person would be on foot. The pilot then opened the vehicle gate, whereupon this person swerved his vehicle around the pilot's vehicle and proceeded onto taxiways and across RWY 16 and returned. While ATCT, MRI staff & APD were called, no citation was given because the pilot effectively gave the perpetrator permission to access the airport. ALL are advised that they are NOT authorized to provide access to unknown parties and that they are responsible for anyone they do allow onto the airfield.

*12/30/2017 - MRI ATCT informed Airport Maintenance a pedestrian went under the Orca gate, crossed the compass rose without authorization, and climbed over the Holiday gate to exit.

C. User Group Meeting

A reminder the first-Wednesday-of-each-calendar-quarter is scheduled for User Group Meetings. The next scheduled meeting April 4, 2018, 3-5PM at the Airport Manager's Office.(July 11 is the next meeting date thereafter.)

D. Ongoing Bird Control,

Ravens continue to be a winter problem.

E. Leasing Update

Port-A-Port T-Hangar's leases expire June 30, 2018. A new current language twenty year lease that benefits both the airport and the owners to commence the 7/1/18 through 6/30/28, no options to renew, will be pursued.

Aero Tech Rotor Park plans are being pursued as the Aero Tech Airpark Hangar development is being held up by previously explained Line of Sight (LOS) issues from FAA, which the developer stated has cost him ~\$500,000 to try to rectify the issue with FAA in order to build the hangars. FAA's current ruling appears arbitrary and capricious as FAA has rejected CCTV (which option was specifically listed as allowable if needed in its 2004 non-objection documentation pertaining to Northern Lights Avionics and Executive Hangars which determined there were no LOS objections). Potential resolution is a property exchange/swap with the lessee-developer to enable development of a LOS conflict-free rotor-craft complex w/ fueling operation east of MFD, south of TWY Q.

H. Project Updates

Phase 4 Security Improvements, a \$3.5M project AIP funded project to add fiber optic cable to the west side of the airport (inside the fence that runs along Orca Street, to support data transfer for security cameras and gate systems) and security fencing improvements. This project is nearing completion with only fencing with barbed wire and testing of installed equipment to complete.

The **Taxiway Q Dynamic Compaction Phase 6** project is a \$8M+ project which phase started on the east end of Phase 5 and continues to near the east end of Taxiway Quebec. The project is essentially complete except for the eastern 400' portion of this project has a winter-usable RAP surface that will be paved in the spring.

Phase 7, Dynamic Compaction of Quebec will also include three FAA mandated Runway Incursion Mitigation Plan (RIMP) projects:

- *reconfiguration of Taxiway Golf at the entrance of Whiskey/RWY 5/23.
- *Taxiway Quebec intersection with Taxiway Charlie, improved signage.
- *Taxiway Mike east of Taxiway Charlie with a minor width reduction and improved signage.

These projects will be primarily funded with an estimated \$7-10 Million FAA AIP grant. We anticipate putting the project to bid in late February.

1535 Orca Demolition, we anticipate FAA grant funding for the demolition of house on the property of 1535 Orca that was purchased in 2017 for obstruction removal. The FVCC has expressed interest in particular community friendly landscaping on this site.

5. ORGANIZATION REPORTS

A. UAA Aviation Technology Division

UAA Director Ralph Gibbs came to the MAAAC meeting to dispel a rumor that the Aviation Technology Division [ATD] program was going to close: it is absolutely not shutting down. Ralph, citing an ongoing national CFI shortage, also noted he has requested the Provost allow piloting students to train off site for their private pilot certificate and allow for university credit for same. As a result of a related but untoward exchange between Jamie and Ralph, Jamie was asked to table her comments/questions for a private one to one basis discussion held elsewhere.

B. MRI Air Traffic Control Tower

ATCT supervisor Delbert Cox stated he is leaving end of February; Caleb Newville will be the new supervisor. All eleven controller are qualified and currently there is no one in training. He also explained the tower is open for tours, for US citizens.

C. Civil Air Patrol

Chet Harris stated the snow removal at the CAP leasehold is good. Flying is reduced due to funding, however search and rescue will continue. They plan on some ELT training and will coordinate with the tower. The CAP is very aware of MRI's runway incursion problem and they do proactive annual driver training with CAP personnel. The next Cadet Squadron is meeting at the Aviation Heritage museum, near the CAP Maintenance facility.

Jim Mullins asked what is the purpose of the MAAAC? It was explained the MAAAC, consisting of seven appointed members, operates under the provision of Chapter 4.60.160 of the Anchorage Municipal Code. The MAAAC is advisory only

and makes recommendations to the airport administration and assembly on all matters pertaining to the annual operating budget for the airport, operations including rules, regulations, and administrative guidance as deemed necessary.

D. Alaska Airmen's

Sven Lincke explained the State of Alaska's aircraft tax and registration fee is now being reconsidered. Also that raffle tickets are available at kiosks for the Annual Great Alaska Aviation Gathering May 5th & 6th and Alaska Airmen's has increased their social media outreach on Facebook.

6. OLD BUSINESS AND UNFINISHED ACTION

A. Late night Touch & Go Operations at MRI

Paul explained how late night touch & go operations at Merrill generates on-going noise complaints. Our intent is to implement a MRI Quiet Hours and Night Operations protocol that takeoffs and landings be limited to one each, per aircraft, between the hours of 2200-0600 (local) and recommend use of ANC (or elsewhere) for late night Touch & Go ops, which information is to be published in the Alaska Supplement.

E. Aircraft Fueling Protocols

Airport fueling protocol complaints of prop/rotor wash on other aircraft, particularly in proximity to Crowley Fuels on Taxiway November and the Whiskey Apron need address. Prop-wash and Rotor-wash is problematic for ALL aircraft, especially low-altitude overflight from arriving or departing rotor-craft in concert with fueling ops rotor-wash. Intent is to educate operators to be considerate, to minimize ground hovering, restrict rotorcraft fueling at gravel surface Whiskey area, and to restrict arrivals/ departures to taxiway corridors.

7. NEW BUSINESS

Two MRI Leasehold Sites were advertised and bids were opened December 4th & 5th 2017. Lease site proposals were received and a panel of five individuals evaluated and scored all proposals.

→ Lot 4 Block 4 site was awarded to Lake Clark Air for commercial hangar and air taxi development only.

→ Lot 5, Block 5, Golf West Apron was awarded to SkyTrek Alaska for flight school/hangar and aircraft shelter development.

8. PUBLIC COMMENTS REGARDING AVIATION

Terry Cartee made comments that the Supplement is confusing that airport information should be found in one place instead of four you shouldn't have to search for it.

9. COMMISSION COMMENTS

Two commission seats are open, awaiting mayoral/Assembly confirmation.

10. OTHER

11. ADJOURNMENT at 1:00 p.m.