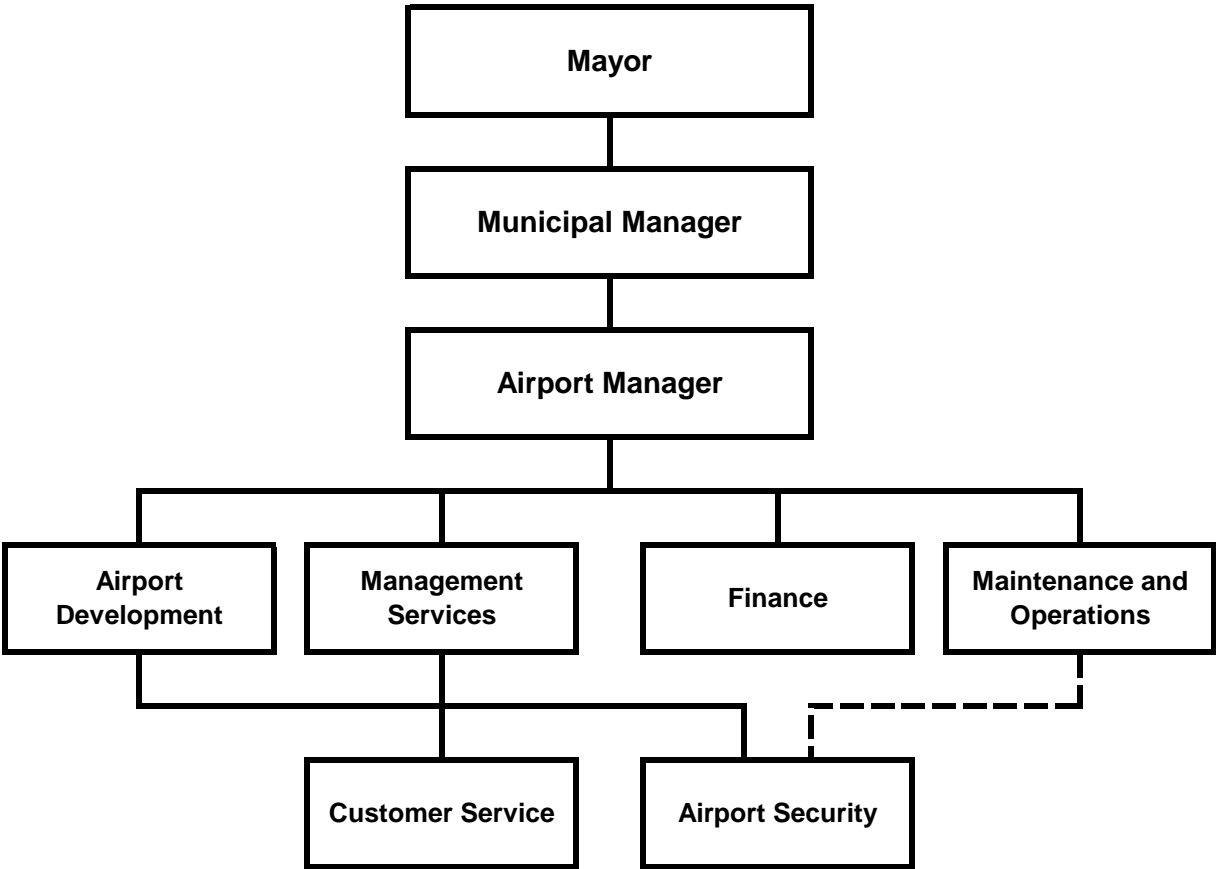


Merrill Field Airport



Merrill Field Airport Organizational Overview

Merrill Field Airport is functionally structured as a single department. Department personnel include the Airport Manager and five office staff, plus four maintenance personnel.

The Airport Manager is responsible for overall management, airport operations, risk mitigation and operational tone/policies/direction of the Airport. The Airport Manager is also the primary point of contact with the FAA regarding capital and airport planning, operations, and capital development, as well as the MRI spokesman in representations to the media.

The Administrative staff conducts the day-to-day operation of the Airport, including property management and servicing of leasehold and tie-down customers. Other functions include the planning, design, and oversight of Airport infrastructure construction. All office staff are one deep and specialized, per job duties. An additional staff person was added in 2016 in expectation of Office Manager Darlene Sivyer's anticipated retirement (24+ years with MRI) and Leasing Specialist Linda Luebke's retirement (23+ years with MRI). The new staff person presently fills undermet demands and cross trains to become familiar with Office Manager and Leasing Specialist duties.

Maintenance personnel provide maintenance and operation of Airport facilities and equipment, as well as maintenance of all operating surfaces on the airport - runways, taxiways, roads, and aircraft tiedown areas that are not on leased property. Such responsibilities include snow removal, sanding, airfield maintenance, including coordination of Notices to Airmen (NOTAMs) and currency of the regularly updated and continuously broadcast Air Traffic Information Service (ATIS).

Merrill Field Airport Business Plan

Background

Merrill Field Airport (MRI) is a municipally owned and operated enterprise. It is operated as a city Enterprise Fund department under the direction of the Municipal Manager.

Services

Merrill Field is a primary commercial service airport and serves as a general aviation reliever for Anchorage International Airport. Home base to 8.8% of all aircraft registered in Alaska, Merrill Field was the 102nd busiest airport in the nation in 2015.

Mission

Merrill Field Airport is committed to operating and maintaining a safe and efficient airport that meets the aviation and business needs of the community.

Business Goals

- Enhance the Airport's role as the major general aviation transportation facility serving Anchorage and outlying areas within Alaska by providing services that promote and encourage use of the Airport by the general aviation community.
- Develop an overall Airport strategy, including leasing policies and pricing that attracts aviation support services and related businesses to Merrill Field and encourages long and short term private sector investments.
- Practice sound fiscal management to enable Merrill Field to increase its value, both to its customers and to its owner, the Municipality of Anchorage.
- Take advantage of new technologies to maximize the use and efficiency of available resources.
- Understand and be responsive to our customers to better meet their needs by providing the services and facilities they desire. This includes maintaining those facilities in a fully functional, efficient and safe condition by continually improving their utility, quality, and appearance.
- Maximize the use of Federal Airport Improvement Program (AIP) grants to provide facilities that will safely and adequately meet the needs of general aviation.
- Meet requisite FAA sponsor assurances resultant from AIP grant acceptance.

Strategies to Achieve Goals

Merrill Field's strategic plan provides a framework to achieve results for the customer.

1. Maintain a pro-active anti-noise policy, asking pilots to follow established noise-reducing practice. Maintain a close working relationship and coordinate with the MRI FAA ATCT.
2. Maintain positive relations with neighboring Community Councils by encouraging their comments and actively addressing their concerns.
3. Work in close coordination with the Municipal Airports Aviation Advisory Commission, Fixed Based Operators, and Airport users.
4. Continue to aggressively seek and obtain both FAA and State grant funding for the Airport Capital Improvement Program.
5. Provide infrastructure to meet customer demand.
6. Maintain revenues at a level adequate to cover inflation, fund MOA and FAA mandated costs, and meet airport objectives by:
 - a. increasing facility productivity

- b. adjusting user fees and/or lease rates annually
- 7. Minimize expenses by:
 - a. Reducing services where the impact is minimal
 - b. Employing economies of scale whenever possible
 - c. Deferring expenses, within practical limits
 - d. Performing functions in-house when workloads permit
- 8. Take advantage of new technology:
 - a. Continue refinement and enhancement of existing programs to facilitate better data resource management, including enabling fiber optic cabling and surveillance cameras airport-wide.
 - b. Continue replacing computer hardware, as required, to ensure the efficient processing of data.
- 9. Maintain database and management reporting capabilities.
- 10. Maintain runways, taxiways, and tie-down aprons in a safe and secure condition.
- 11. Expediently and systematically remove snow from all surfaces. Ensure NOTAMs (Notices to Airmen) and ATIS (Air Traffic Information Service) are both proactive and current.
- 12. Continue long term planning, development, and construction of quality airport facilities through the Airport Master Plan process.
- 13. Provide technical assistance to lessees on issues associated with federally mandated environmental programs.
- 14. Endeavor to reduce the number of runway incursions (Vehicle/Pedestrian Deviations or VPDs).
- 15. Manage and develop Orca Street properties to maintain and maximize lease rental revenue.
- 16. Pursue development of new lease lots and encourage development of commercial aviation facilities on current leaseholds.
- 17. Perform asphaltic crack sealing of runways/taxiways/apron areas to extend the life expectancy of these surfaces.
- 18. Fund pre-grant expenses for engineering services on grant-eligible projects.
- 19. Enhance the utility of existing tiedown aprons, taxiways, and roadways.
- 20. Expand aircraft aprons and taxiways as needed to meet demand.
- 21. Actively market Airport facilities and services.
- 22. Acquire planned acquisition of identified parcels west of the Runway 16/34 safety area to ensure compatible land use.
- 23. Identify high priority projects to be included in the FAA 5-Year Airport Capital Improvement Plan (ACIP) thereby helping Merrill Field to more effectively compete nationally for AIP grant funds.
- 24. Secure engineering services for project preliminary design, final design, contract specifications, bid award, and construction supervision.

Performance Measures to Track Progress in Achieving Goals

Merrill Field measures progress in achieving these customer commitments using the following set of quantifiable performance measures.

- 1. Number of Vehicle-Pedestrian Deviations (VPDs)
- 2. Number of unfulfilled requests for aircraft parking space – Electrical Drive-Through
- 3. Percentage of lease spaces currently leased
- 4. Percent of runway pavement above the minimum PCI value of 70
- 5. Percent of apron pavement above the minimum PCI value of 60
- 6. Percent of taxiway pavement above the minimum PCI value of 60

Merrill Field Airport

Anchorage: Performance. Value. Results.

Mission

Safely operate and maintain Merrill Field Airport to meet the aviation and business needs of our customers.

Core Services

- Maintain runways, taxiways, and aircraft parking aprons in a safe and secure condition.
- Provide space to operate and park aircraft.
- Provide lease space for private enterprises to support air transportation.

Accomplishment Goals

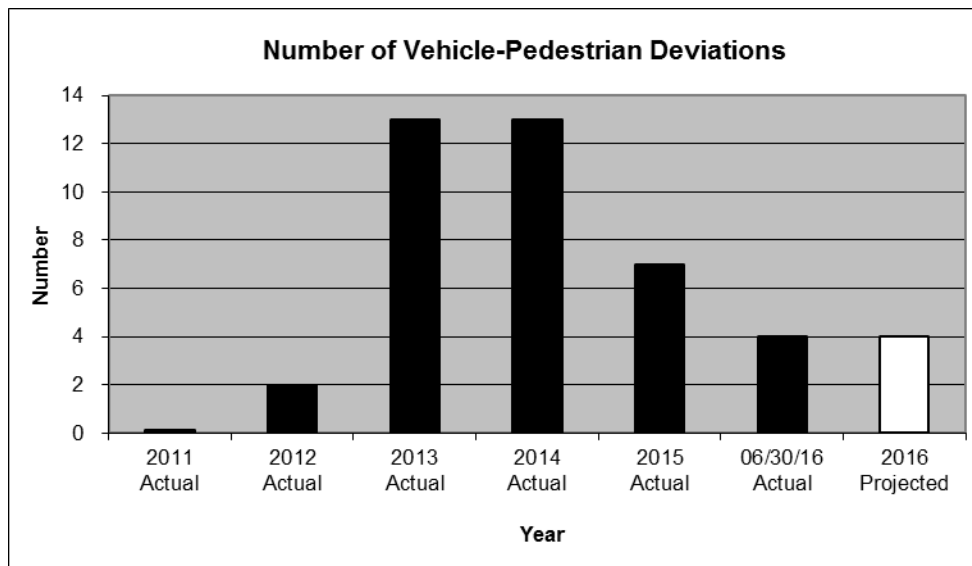
- Reduce the number of vehicle-pedestrian deviations (VPDs) - unauthorized entry into restricted areas.
- Provide sufficient aircraft parking area and business lease space to meet public demand.
- Repair and improve surface conditions on all Runway operating surfaces with a Pavement Condition Index (PCI) below 70 and all Taxiway, Apron & Roadway operating surfaces with a PCI below 60 (on a scale of 1 – 100 with 100 being the best condition).

Performance Measures

Progress in achieving goals will be measured by:

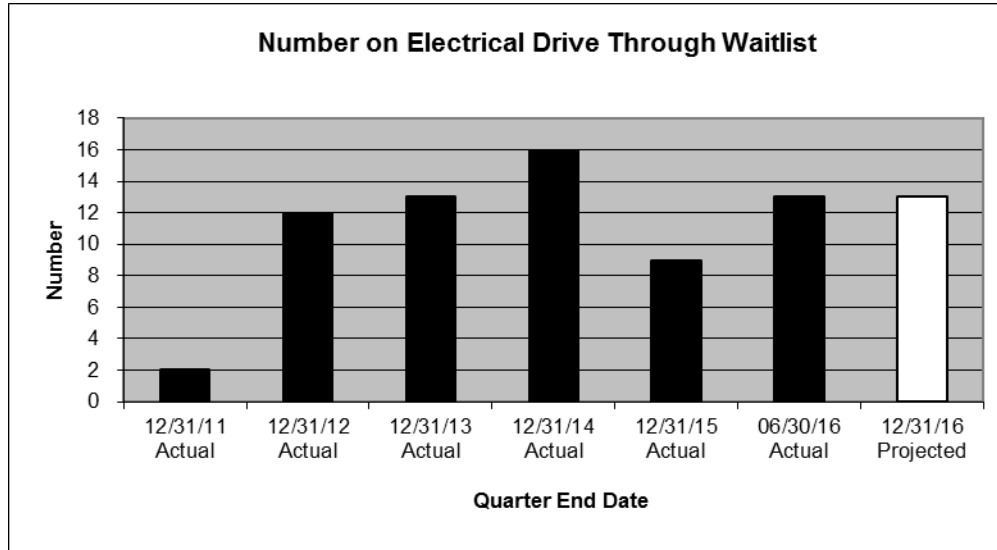
Measure #1: Number of Vehicle-Pedestrian Deviations (VPDs)

2015 Actual	06/30/16 Actual	12/31/16 Projected
7	4	4

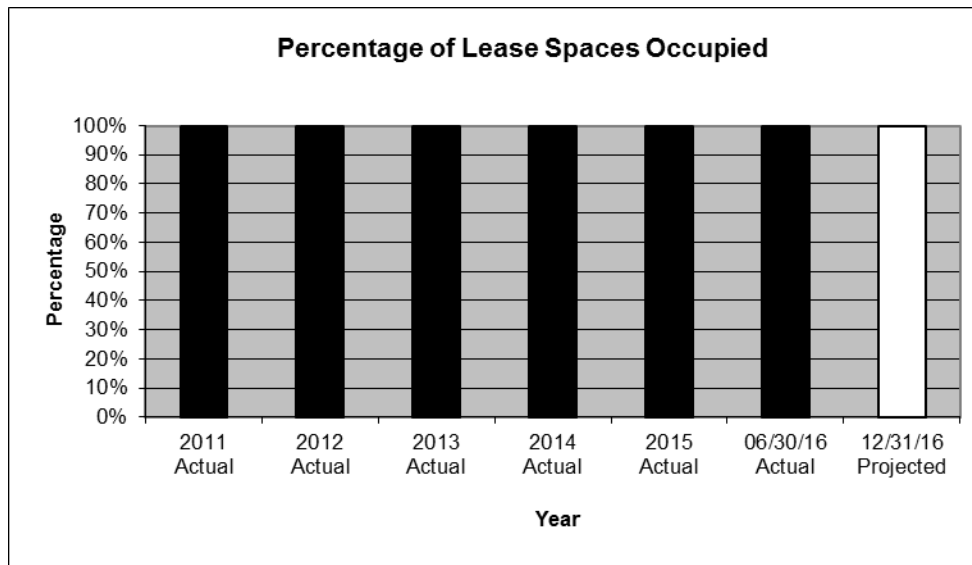


Measure #2: Number of unfulfilled requests for aircraft parking space – Electrical Drive Through

12/31/15 Actual	06/30/16 Actual	12/31/16 Projected
9	13	13

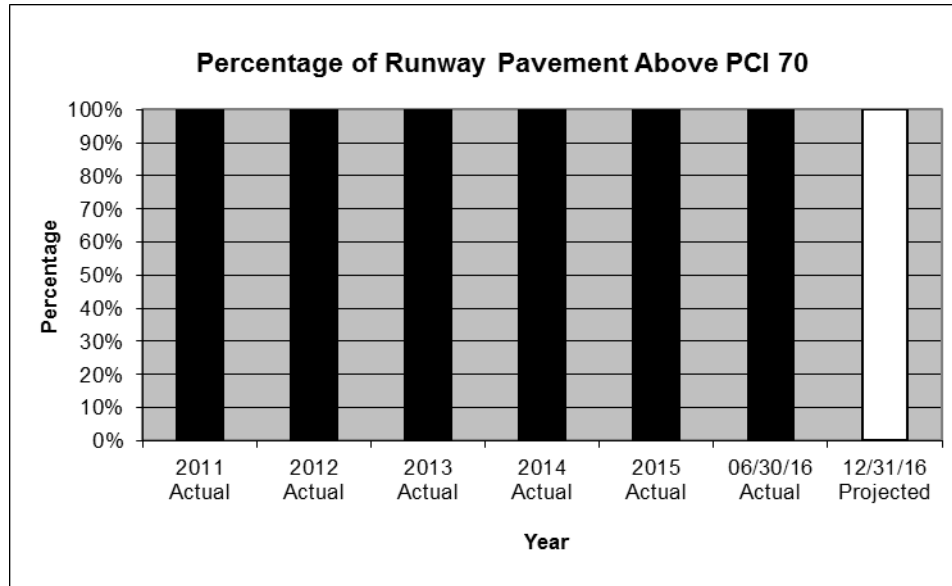

Measure #3: Percentage of lease spaces currently leased

2015 Actual	06/30/16 Actual	12/31/16 Projected
(51/51)	(51/51)	(51/51)
100.00%	100.00%	100.00%

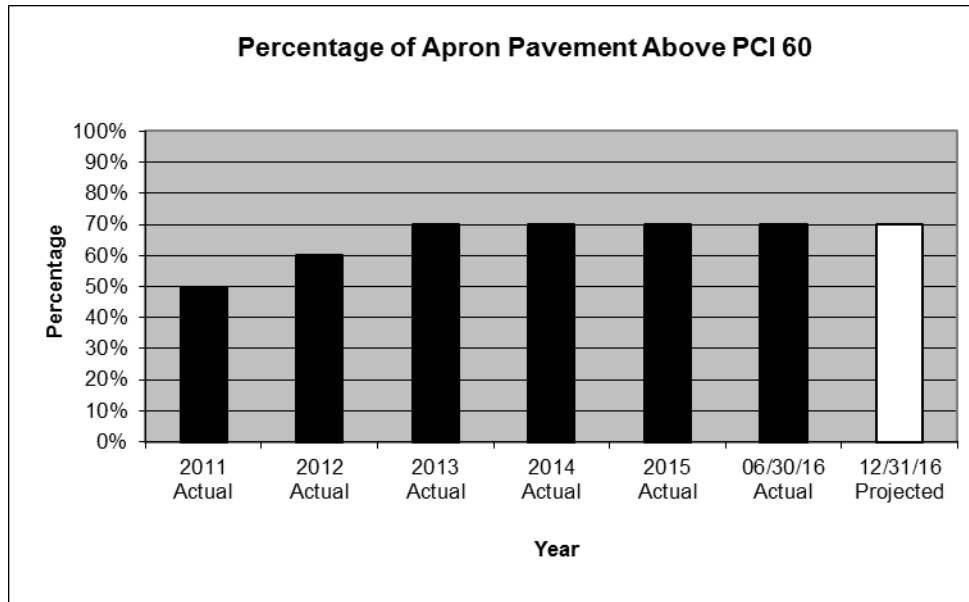


Measure #4: Percent of runway pavement above the minimum PCI value of 70

2015 Actual	06/30/16 Actual	12/31/16 Projected
100%	100%	100%

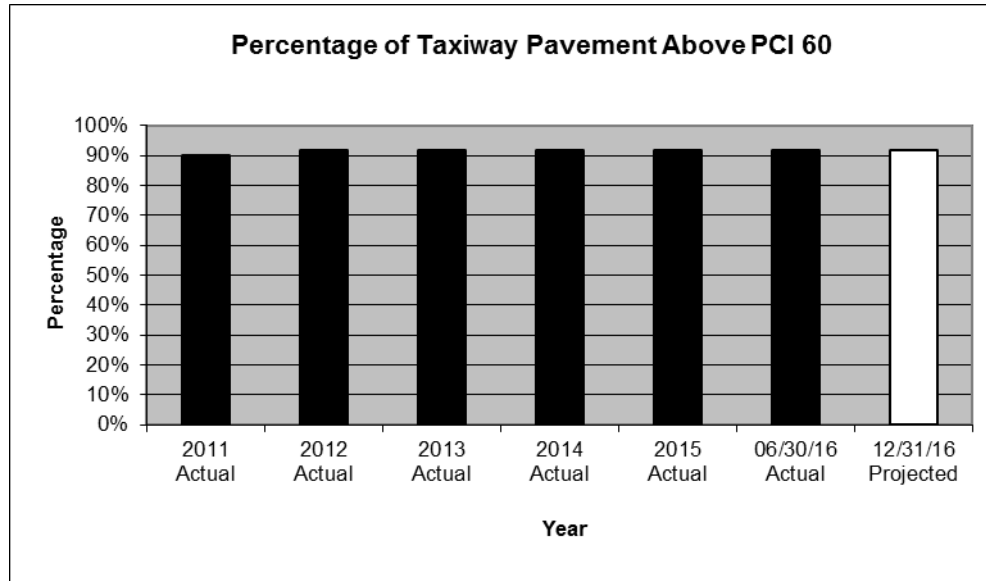
**Measure #5: Percent of apron pavement above the minimum PCI value of 60**

2015 Actual	06/30/16 Actual	12/31/16 Projected
70%	70%	70%



Measure #6: Percent of taxiway pavement above the minimum PCI value of 60

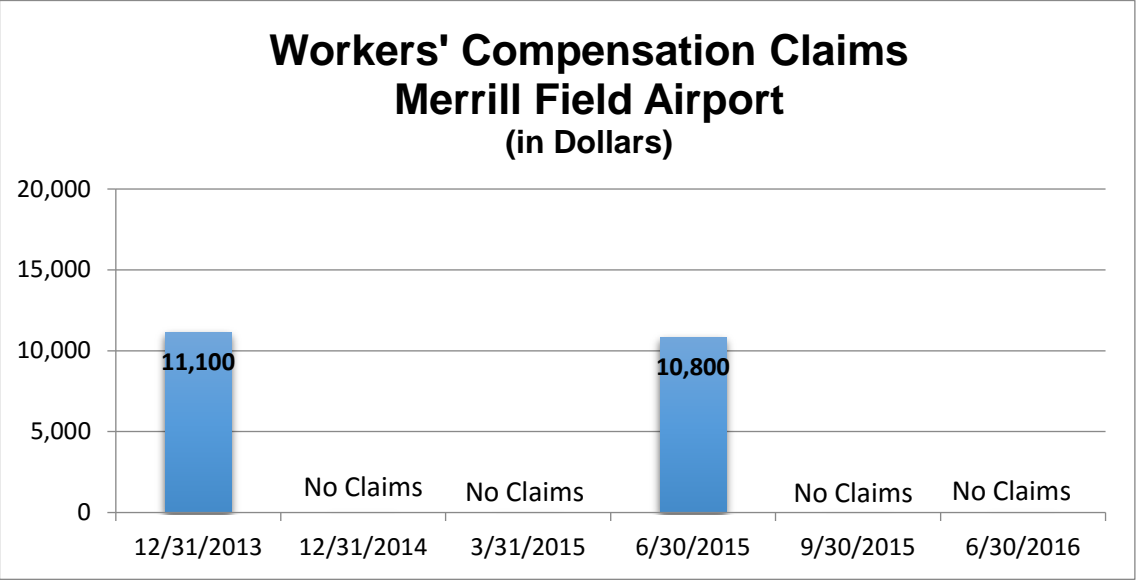
2015 Actual	06/30/16 Actual	12/31/16 Projected
92%	92%	92%



PVR Measure WC: Managing Workers' Compensation Claims

Reducing job-related injuries is a priority for the Administration by ensuring safe work conditions and safe practices. By instilling safe work practices we ensure not only the safety of our employees but reduce the potential for injuries and property damage to the public. The Municipality is self-insured and every injury poses a financial burden on the public and the injured worker's family. It just makes good sense to WORK SAFE.

Results are tracked by monitoring monthly reports issued by the Risk Management Division.



Merrill Field Airport Highlights and Future Events

MRI continues to develop its economic revitalization program through cooperative efforts of the business owners, airport management, and surrounding communities. Over the past two years, 2015 and 2016, private development has invested approximately \$13 million in constructing seven new aviation related facilities including hangars, parts facilities, and renovations; another \$6 million is anticipated in private development in 2017. The Administration updated its Merrill Field lease terms in 2016 which resulted in benefits to the airport leaseholders and makes Merrill Field leases more competitive with State airport leases.

CY 2016 projects include Phase 5 Dynamic Compaction of a portion of Taxiway Quebec at \$7 million, completion of Phase 3 of the Airfield Security Camera, Ramp Lighting and Fiber Optic Cable installation on the 5th Avenue side of the airfield, Taxiway Kilo resizing and Airfield Gate Operator refurbishments, and continuation and completion of Airport Master Plan Phase 2, started in 2015, to be completed in 2016. CY 2016 airfield projects also included construction of a first-in-Alaska certified aircraft paint hangar facility that will be large enough to accommodate Dash 8/DC-3/Saab 340 size aircraft or four smaller aircraft concurrently, adjacent to the recently completed renovation of the Wings of Freedom facility hangar. Additionally, JayHawk Air will construct a 60'x80' hangar (materials are on site), AK Aircraft Engines is completing a 14,555 square foot hangar, and North Edge Hangars constructed a substantial hangar that more than tripled its hangar space as well. Also in 2016, MRI completed acquisition of the former City Electric Property on the east side of Orca Street, competitively bid this site, and is near complete with leasehold development with a start-up aircraft manufacturing firm for development of this site. Three MRI owned rental buildings at 1025 and 1209 Orca Street, and 1570 E. 12th Avenue had re-roofing completed in 2016, and selected window replacement will take place in late 2016 and 2017. Development of an MRI Economic Impact brochure which highlights the economic and community benefits the Airport provides was accomplished in 2016 as part of the ongoing Airport Master Plan. Notable therein were that MRI is responsible for approximately 600 direct, indirect, and induced in-state jobs, and that four scheduled operators are based here, including one that provides non-stop service from MRI to Prudhoe Bay! Notice to Proceed on installation of runway lights on MRI's gravel/ski runway should result in construction completion by year-end 2016.

CY2017 improvements include more security fencing, cameras, and gate updates, and continuation of dynamic compaction efforts. Private sector investments are anticipated to include a significant hangar expansion by AK Airframes of the Reeve Air Motive business/hangar they purchased, and D&D Airpark is planning multiple hangar construction/re-development of the former Aero Tech Flight Training leasehold on the east side of Runway 16/34. Bidding of the former Kontor leasehold (north of Merrill Field Drive, west of Txy G) for a commercial site is expected, and another hangar development site (south of Merrill Field Drive, west of Txy G) is also expected to be bid.

Proposed rate adjustment for the 2017 budget actually reduces MRI's airfield lease rate by 1/10th of one cent. This is in concert with adopted policy of CPI based proactive annual rate adjustments rather than reactive multi-year-in-arrear adjustments, as has been done historically.

Merrill Field Airport External Impacts

With approximately 120,000 take offs and landings per year, Merrill Field (MRI) serves as a general aviation reliever airport to Ted Stevens Anchorage International Airport and also as the major general aviation link between Anchorage and our surrounding rural communities. With over 40 aviation businesses and ~830 based aircraft, Merrill Field provides a positive economic impact to Anchorage.

MRI is one of the few airports in the nation that has a taxiway link connecting directly to a hospital (Alaska Regional). Medevac aircraft land and taxi directly to the hospital and the patient is transferred from the aircraft onto a gurney and wheeled into the hospital. This service saves valuable minutes in critical situations and it is regularly utilized.

MRI continues to remain debt-free by pursuing federal airport grant funds for all grant-eligible capital improvement projects by working with federal and state grant managers to secure all available grant funding as it becomes available. These funds are used to develop/continue its economic revitalization program through cooperative efforts of the business owners, airport management, and surrounding communities.

Since its beginning in 1930 when MRI was built on the outskirts of Anchorage, it has become encroached by residential and commercial development. As a result, the airfield layout is geometrically constrained without taxiway separation from individual leasehold apron areas, which effectively makes MRI taxiways apron edge taxi-lines. This apron-edge taxi-lane configuration easily enables vehicles to inadvertently trespass onto the adjacent taxiway thereby creating a Vehicle Pedestrian Deviation (VPD).

To address this, in our Runway Safety Program we have implemented operational procedures and provided numerous capital improvements in an effort to curb this trespass problem. Further, reconfiguration of apron-edge taxi-lanes (better delineation and the installation of taxiway lighting) has been proposed to FAA and will be pursued. Through cooperative efforts of Airport leaseholders and implementation of our Driver Training Program, there has been a dramatic decrease in trespass incidents, from the historic number in the hundreds to 19-or-less per year over the past decade. Our ongoing goal is to improve Airport fencing and perimeter/gate security, through continued education and support of the Airport leaseholders and businesses, the Municipality of Anchorage, and the Federal Aviation Administration, with an ultimate goal of eliminating trespass incidents.

MRI noise complaints have dramatically decreased since implementing a “Fly Friendly” program that includes a revised standard protocol for all rotorcraft touch & go operations, emphasizing the use of Runway 34 only when the wind is out of the north or south; landing long (further down the runway); using steeper ascent and descent angles, to the degree practicable; and using Bryant Army Airfield (on JBER) for rotorcraft training, when it is available.

Merrill Field Airport Workforce Projections

Division	2015	2016	2017	2018	2019	2020	2021	2022
Airport Manager	1	1	1	1	1	1	1	1
Airport Development	1	1	1	1	1	1	1	1
Finance	1	1	1	1	1	1	1	1
Management Services	2	3	3	3	3	3	3	3
Maintenance Technicians	4	4	4	4	4	4	4	4
Total Full Time	9	10	10	10	10	10	10	10
Part-time/Temporary	2	2	2	2	2	2	2	2
Total Part Time	2	2	2	2	2	2	2	2
Total Positions	11	12	12	12	12	12	12	12
Total FTE	9.50	10.50	10.50	10.50	10.50	10.50	10.50	10.50

Merrill Field will hire up to three temporary seasonal employees for 3 months each summer, depending upon the impact of the previous winter's ops expenses experienced.

Merrill Field Airport
8 Year Summary
(\$ in thousands)

Financial Overview	2015 Actuals	2016 Proforma	2017 Proposed	2018	2019	2020	2021	2022
	Forecast							
Operating Revenues (1)	1,913	1,882	1,732	1,748	1,764	1,780	1,796	1,812
Operating Expenses (2)	3,810	3,879	4,021	4,037	4,053	4,069	4,085	4,101
Net Operating Income (Loss)	(1,897)	(1,997)	(2,289)	(2,289)	(2,289)	(2,289)	(2,289)	(2,289)
(1): Revenues are projected to change at the rate of the Consumer Price Index (CPI). Capital grant revenue is not included.								
(2): Expenses shown includes all depreciation, including depreciation on assets purchased with grant funds.								
Budgeted Positions	11	12	12	12	12	12	12	12
Capital Program	3,425	9,003	3,524	5,600	3,800	5,500	6,500	5,500
Bond Sales	-	-	-	-	-	-	-	-
Net Plant (12/31)	60,232	66,744	67,579	69,871	70,341	72,413	75,346	77,192
Utility Revenue Distribution	-	-	-	-	-	-	-	-
Net Assets (12/31)	65,934	70,665	69,366	69,682	68,178	68,285	69,266	69,168
Cash and Cash Equivalents	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Construction Cash Pool	324	735	1,318	1,318	1,318	1,318	1,318	1,318
Bond Redemption Cash	-	-	-	-	-	-	-	-
Total Cash	324	735	1,318	1,318	1,318	1,318	1,318	1,318
IGCs from General Government	207	210	270	275	281	287	293	299
MESA	40	38	44	42	42	44	44	46
Total Debt	-	-	-	-	-	-	-	-
Debt/Equity Ratio	0/100	0/100	0/100	0/100	0/100	0/100	0/100	0/100
Rate Change Percent (3)	4.0%	0.0%	-0.1%	0.0%	0.0%	0.5%	0.5%	0.5%

(3): Rate increases shown in future years are for purposes of projections only and have not been approved for implementation. The intent is to reflect CPI coverage to maintain established operating budgets. Merrill Field Airport will continue to strive to find ways to avoid projected rate increases.

Lease Rate/Square Foot/Year	\$0.208	\$0.208	\$0.207	\$0.207	\$0.207	\$0.208	\$0.209	\$0.210
Tail-In Space Per Month	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60
Drive-Through Space Per Month	\$70	\$70	\$70	\$70	\$70	\$70	\$70	\$70
Statistical/Performance Trends								
Based Aircraft	826	826	826	826	826	826	826	826
Municipal Tiedowns	530	530	530	530	530	530	530	530
Flight Operations/Calendar Year	120,541	121,000	121,000	121,000	121,000	121,000	121,000	121,000
National Airport Ranking by Calendar Year	102nd	102nd	102nd	102nd	102nd	102nd	102nd	102nd

Merrill Field Airport Statement of Revenues and Expenses

	2015 Actuals	2016 Proforma	2016 Approved	17 v 16 \$ Change	2017 Proposed	17 v 16 % Change
Operating Revenue						
Airport Lease Fees	692,194	692,000	687,000	(3,000)	684,000	-0.4%
Airport Property Rental	475,648	476,000	480,000	6,000	486,000	1.3%
Permanent Parking Fees	258,795	270,000	275,000	(5,000)	270,000	-1.8%
Transient Parking Fees	7,581	8,000	8,000	-	8,000	0.0%
Vehicle Parking	60,749	60,000	42,000	18,000	60,000	42.9%
MOA Aviation Fuel Fees	67,396	68,000	52,000	16,000	68,000	30.8%
SOA Aviation Fuel Fees	18,961	19,000	18,000	1,000	19,000	5.6%
Medevac Taxiway Fees	51,888	52,000	50,000	2,000	52,000	4.0%
Other Revenue	17,686	18,000	4,000	11,000	15,000	275.0%
Total Operating Revenue	1,650,898	1,663,000	1,616,000	46,000	1,662,000	2.8%
Non Operating Revenue						
Operating Grant Revenue	143,919	149,000	242,000	(242,000)	-	-100.0%
Unrealized Gain/(Loss) on Investments	5,675	6,000	-	6,000	6,000	
Interest Income	107,882	60,000	42,815	17,185	60,000	40.1%
Other Revenue	4,712	4,000	6,000	(2,000)	4,000	-33.3%
Total Non Operating Revenue	262,188	219,000	290,815	(220,815)	70,000	-75.9%
Total Revenue	1,913,086	1,882,000	1,906,815	(174,815)	1,732,000	-9.2%
Operating Expenses						
Labor						
Labor and Benefits	1,166,041	1,242,000	1,232,467	24,869	1,257,336	2.0%
Overtime	2,152	3,000	12,000	-	12,000	0.0%
Total Labor	1,168,193	1,245,000	1,244,467	24,869	1,269,336	2.0%
Non Labor						
Supplies	111,689	105,000	100,000	5,000	105,000	5.0%
Travel	-	-	-	-	-	0.0%
Other Services	97,616	84,000	88,000	26,000	114,000	29.5%
Other Expenses	270,792	267,000	267,000	-	267,000	0.0%
Depreciation and Amortization	2,490,818	2,491,000	2,545,000	144,000	2,689,000	5.7%
Transfers (MESA and Gross Receipts)	40,051	38,000	44,000	-	44,000	0.0%
Total Non Labor	3,010,966	2,985,000	3,044,000	175,000	3,219,000	5.7%
Total Direct Cost	4,179,159	4,230,000	4,288,467	199,869	4,488,336	4.7%
Charges to Other Departments	(729,524)	(720,000)	(736,960)	-	(736,960)	0.0%
Charges from Other Departments	206,715	210,000	219,846	50,439	270,285	22.9%
Total Operating Expense	3,656,350	3,720,000	3,771,353	250,308	4,021,661	6.6%
Non Operating Expense						
Master Plan Study	153,514	159,000	250,000	(250,000)	-	-100.0%
Total Non Operating Expense	153,514	159,000	250,000	(250,000)	-	-100.0%
Total Expenses (Function Cost)	3,809,864	3,879,000	4,021,353	308	4,021,661	0.0%
Net Income	(1,896,778)	(1,997,000)	(2,114,538)	(175,123)	(2,289,661)	8.3%
Appropriation:						
Total Expenses			4,021,353	308	4,021,661	
Less: Non Cash items						
Depreciation and Amortization			2,545,000	144,000	2,689,000	
Total Non-Cash			2,545,000	144,000	2,689,000	
Amount to be Appropriated (Cash Expenses)			1,476,353	(143,692)	1,332,661	

Merrill Field

Reconciliation from 2016 Approved Budget to 2017 Proposed Budget

		Positions		
	Appropriation	FT	PT	T
2016 Approved Budget	4,021,353	10	2	-
Transfers (to)/from Other Agencies				
- Transfers (MESA)	-	-	-	-
- Charges to/from others	50,439	-	-	-
Changes in Existing Programs/Funding for 2017				
- Salary and benefits adjustments	24,869	-	-	-
- Depreciation and Amortization	144,000	-	-	-
- Master Plan Study	(250,000)	-	-	-
2017 Continuation Level	3,990,661	10	2	-
2017 Proposed Budget Changes				
- Increase supplies and other services	31,000	-	-	-
2017 Proposed Budget	4,021,661	10	2	-
2017 Budget Adjustment for Accounting Transactions (Appropriation)				
- Depreciation and Amortization	(2,689,000)	-	-	-
2017 Proposed Budget (Appropriation)	1,332,661	10	2	-

Merrill Field Airport
2017 - 2022 Capital Improvement Program
(in thousands)

Project Category	2017	2018	2019	2020	2021	2022	Total
Buildings and Equipment	524	100	800	-	1,000	-	2,424
Land Acquisition	-	-	-	-	-	-	-
Land Improvements	1,000	3,500	1,000	3,500	3,500	3,500	16,000
Runways and Taxiways	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Total	3,524	5,600	3,800	5,500	6,500	5,500	30,424

Funding Source	2017	2018	2019	2020	2021	2022	Total
Equity/Operations	299	406	200	306	369	306	1,886
Federal Grants	3,225	5,194	3,600	5,194	6,131	5,194	28,538
State Grants	-	-	-	-	-	-	-
Total	3,524	5,600	3,800	5,500	6,500	5,500	30,424

Merrill Field Airport
2017 Capital Improvement Budget
(in thousands)

Project Title	Federal Grants	State Grants	Equity/ Operations	Total
Acquire Replacement Airport Pickup Truck	-	-	24	24
Acquire SRE - Dump Truck	375	-	25	400
Building Upgrades - Orca St. Facilities	-	-	100	100
Rehab Taxiway Quebec and Apron, Phase 6	1,900	-	100	2,000
Security Upgrades, Phase 5	950	-	50	1,000
Total	3,225	-	299	3,524

Merrill Field Airport Statement of Cash Sources and Uses

	2015 Actual	2016 Proforma	2017 Budget
Sources of Cash Funds			
Net Income/(Loss)	(1,964,609)	(2,019,000)	(2,238,376)
Depreciation	2,490,818	2,491,000	2,689,000
Grant Proceeds	915,942	8,387,586	3,225,000
Proceeds from Disposal of Capital Assets	-	-	-
Interest Received	107,882	60,000	60,000
Total Sources of Cash Funds	1,550,033	8,919,586	3,735,624
Uses of Cash Funds			
Additions to Plant/Construction Work in Progress	3,301,871	9,002,727	3,524,000
Transfers To/From Other Funds	1,496,515	38,000	44,000
Total Uses of Cash Funds	4,798,386	9,040,727	3,568,000
Net Increase (Decrease) in Cash Funds	(3,248,353)	(121,141)	167,624
Cash Balance, January 1	3,504,771	256,418	135,277
Cash Balance, December 31	256,418	135,277	302,901
Detail of Cash and Investment Funds			
Cash and Cash Equivalents	200	200	200
Equity in Construction Cash Pool	256,218	135,077	302,701
Cash Balance, December 31	256,418	135,277	302,901

About Merrill Field Airport

Organization

Six office staff, including the Airport Manager, manage the operational and financial affairs of Merrill Field, and four maintenance personnel, with three summer temps, provide maintenance for 8 airport buildings and 437 acres of 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 (MRI), established in 1930 and located one mile east of downtown Anchorage, was the first real airport in Alaska and in Anchorage, and served as the primary airport for South Central Alaska until Anchorage International Airport opened in 1954. The airport bears the name of Russel Hyde Merrill, an early Alaskan aviator who disappeared in September 1929 on a flight to Bethel. The first aviation beacon in the Territory of Alaska was located at Merrill Field and was dedicated on September 25, 1932 to honor Russ Merrill.

Today, MRI is classified as a "Primary Commercial Service Airport" and serves as a general aviation reliever airport to Ted Stevens Anchorage International Airport. MRI is presently restricted to aircraft weighing 12,500 pounds or less, with higher weights allowed for emergencies, and for maintenance with prior permission.

MRI continues to be an integral part of Alaska's transportation network. Over the past five years aircraft operations have varied between 120,000 and 130,000 and based aircraft varied between 800 and 900; 2015's based aircraft numbered 826.

Service

Merrill Field serves as the general aviation link between Southcentral Alaskan communities, rural areas, and Anchorage. Intrastate air traffic to and from Anchorage, with many passengers destined for the downtown and midtown areas, are conveniently served by MRI.

Some of the many services provided at MRI are: sale of aircraft fuel; hangar rental; flight-seeing; 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; a fully accredited University of Alaska Aviation Technology Division campus offering Baccalaureate/Associate degree and A&P License programs in piloting and aviation management; and direct Medevac taxiway connection to Alaska Regional Hospital.

Regulation

Merrill Field 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

There are 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 laws which have and will continue to affect the Airport. Approximately 40% of the MRI airfield land mass is atop the former Anchorage Municipal landfill, which was closed in 1987. As a result of this resident land mass, significant environmental challenges and additional development costs exist for airfield development and construction on or in proximity to this closed landfill.

Physical Plant

Primary Commercial Service Airport

Hub for intra-Alaska travel

Located one mile from downtown Anchorage

General Aviation reliever airport to Ted Stevens Anchorage International Airport

Restricted to aircraft weighing 12,500 pounds or less

437 acre land area; elevation 137 feet; fee simple title

1,234 tiedown spaces; leaseholders manage 704; Municipality manages 530, including 53 for transient aircraft

Runway 7/25 length/width is 4,000' x 100'; Runway 16/34 is 2,640' x 75';

Gravel/Ski Runway 5/23 is 2,000' x 60'

Six taxiways; 102 acres of tiedown aprons

Air Traffic Control Tower owned, operated, and staffed by FAA

Merrill Field Airport Statistics for 2015

102nd Busiest Airport in the Nation

857,509 flight operations in Alaska; 120,541 operations (14.1%) at MRI

9,431 registered aircraft in Alaska; 826 (8.8%) based at MRI

7,933 certificated pilots in Alaska; UNK at MRI

48 leaseholders lease 3,317,626 square feet of airport property with tenant improvements assessed at \$28,694,197.

16 rental properties

Approximately 40 aviation related businesses operate on the airport

418 transient aircraft stayed a total of 1,441 days in 2015

Approximately 833,512 gallons of fuel were sold in 2015

Airport Plant (net of accumulated depreciation) at December 31, 2015 was \$60,231,916