

.MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
MEETING MINUTES
Thursday, November 3, 2016
Anchorage Fire Training Center
1140 Airport Heights Road, Building "A" Room 3
Anchorage, Alaska 99508

ATTENDANCE

COMMISSION MEMBERS PRESENT

Jim Powell, Chair
Sharon Chamard, Vice Chair
Jamie Patterson-Simes
Terry Pena

COMMISSION MEMBERS ABSENT

Greg Pearce *

ORGANIZATION REPRESENTATIVES

Derk MacPherson, CAP
Delbert Cox, MRI ATCT
Greg Stoddard, UAA

AIRPORT STAFF PRESENT

Paul Bowers A.A.E., Airport Manager
Darlene Sivyler, Commission Secretary (343-6303)

1. CALL TO ORDER
Commission Chair Jim Powell called the meeting to order at 12:00 p.m.
2. SELF INTRODUCTIONS
Jim asked all attendees to introduce themselves and to let the others know where they plan to be this Christmas. All enjoyed the ice-breaker.
3. MINUTES OF THE PREVIOUS MEETING
Minutes of the July 7, 2016 meeting were unanimously approved as submitted.
4. AIRPORT MANAGER'S REPORT
Airport Manager Paul Bowers provided a report on the following topics.
 - A. Noise
Paul noted that noise complaints are primarily due to rotorcraft operations. Although, the number of noise complaints is less than in the past, they will likely be ongoing.
 - B. Vehicle/Pedestrian Deviations (VPD)
Paul reported there have been 12 VPDs year-to-date with four of those occurring in September. A plan to add segregation between apron edges and taxiways is being developed. This new taxiway configuration should help reduce the number of taxiway incursions.
 - C. User Group Meeting
MRI User Group Meetings are held with the airport manger the first Wednesday of each calendar quarter, 3:00 – 5:00PM at the Airport Manager's Office. Meeting topics are attendee directed and there is no official agenda. The next scheduled User Group Meeting is January 4, 2017.

D. Ongoing Bird Control

Local ravens and geese that have not yet migrated are on the airport. Maintenance personnel continue to haze and take birds when possible.

E. Leasing Update

- The 16,400sf **Chaz Aircraft Painting** facility, located between the ATCT and Wings of Freedom hangar, is nearing completion. They anticipate opening for business in January, 2017.
- Materials for a 60' X 80' hangar are on site at the **Jay Hawk** lot. Lessee Tim Karlovich has postponed construction postponed to 2017.
- Construction of a 14,555sf hangar on the **A&W Services** lot is very near completion and is expected to be finished before the end of the year.
- The new hangar facility on the **North Edge** lot is nearly complete. The addition will add two 6000sf units to the existing 4500sf building. New siding is being applied to give the appearance of one building on the lot.
- The former Kontor leasehold/Quonset hut site is being advertised now. Request for Proposal (RFP) criteria requires the successful bidder to focus on development of a commercially oriented, job creating/promoting, airfield and aviation activity stimulating development that utilizes the entire site. A site visit is planned for November 9; the deadline for RFP submittals is November 30, 2016 at 2:00PM.

F. Project Updates

The **Security & Lighting Upgrade Phase 3 Project** is substantially complete with punch-list items being addressed. The project entailed fencing improvements, reducing the width of Taxiway Kilo on the north side of Runway 7-25, installing a parochial fiber optic cable on the north side of the field to support security camera data transfer, and camera and gate operator upgrades. GCI also installed a fiber com-line while the trench was open. MRI vehicle gate operators are now on both sides of each vehicle access gate to provide positive ingress/egress. To prevent equipment scarring on the 5th Avenue side of the concrete fence base, a black rub-rail was installed and a mural painting project on the 2 ft. section above the rub-rail has begun. Paul explained the "living art" project on the approximately 3400 ft. wall is a community school project that will evolve and be refreshed over the years. Painting has been suspended for the winter season.

The **Taxiway Q Dynamic Compaction Phase 5 Project** area that includes compaction of the landfill underlayment of portions of TWY Q and Golf apron is 3/4 complete. The remainder of the project will be completed early 2017.

The **Taxiway Bravo Project** which included construction of the missing segments between Taxiways Mike and Quebec is complete. Lighting was also installed on the east side of this uncontrolled taxiway.

The **Runway 5/23 Lighting Project** (RWY lights and lighted windsock) has been delayed until 2017. Because the gravel runway is a snow covered runway in the winter and snow depths are unknown, runway lights will be 30" tall and located 20' from the shoulder of the runway.

The **Merrill Field Airport Master Plan Phase 2 Project** is complete and awaiting formal MOA acceptance. The only significant change is the identification of Land Use Alternatives that addresses the potential development of a medical office leasehold in concert with relocation of MOA snow storage and 'Sitka Street Park' areas.

The **Taxiway Segregation Project** will better segregate existing Taxiways Alpha and November from the apron edge by reducing taxiway widths to 60' (from current 75'). The vacated 15' would accommodate the creation of an approximate 10' wide vehicle lane which would abut the aprons and elongated oval islands with grass and blue taxiway lights. The oval islands would be located between the vehicle lane and the relocated taxiway edge. Repainting of all airfield Taxiway and Runway lines, plus apron edge drive lanes (effectively the entire airfield) would be part of this project, which is anticipated for 2017 construction. Jamie Patterson-Simes commented that she is concerned about the reduced taxiway width for her students and asked what other airports have this taxiway edge configuration; Paul responded that this is a new design. Rob Swenson also commented that the vehicle lane might encourage airport users to drive through aprons. Paul explained that while drivers should not be moving from one apron to another unless they are mechanics and that the positive ingress-egress enhanced by the security gate upgrades should reduce this activity. Plus, this drive lane will not be on any leaseholds, nor should any additional vehicular traffic be encouraged by such configuration. Jamie also noted that she has witnessed security patrol vehicles driving on RWY 16-34 after midnight when the tower is closed and recommended that they have a hand-held radio. Paul replied that he will look into and address this activity.

Busy Summer Construction: Paul noted that this summer ranked as the busiest construction season in Merrill Field history both monetarily and in the number of projects on field. 2017 also looks to be substantial as well with future projects including Security Improvements Phase 4, which will upgrade gate operators and add cameras to the west side of the field; anticipated continuance of TWY Q dynamic compaction; installation of the apron edge-taxiway segregation/airfield repainting; and completion of RWY 5-23 Lighting as well as multiple private hangar construction projects. Post 2017 future projects will include additional dynamic compaction, including Merrill Field Drive reconstruction,.

5. ORGANIZATION REPORTS

A. MRI Air Traffic Control Tower

Delbert Cox, MRI ATCT Supervisor, reported that the MRI ATCT administration has been working to improve their rapport with Merrill Field pilots with standardized communication at the forefront. They appreciate input from the pilots and the controllers try to provide positive responses; however, FAA processes must also be followed. Delbert added that the tower staffing is stable, and two employees will be retiring soon.

Terry Cartee noted that communication with the controllers has improved and he asked Del to explain why requests for 'right traffic' are not always approved. Discussion ensued about 'right traffic' and runway usage with tailwind and crosswind conditions.

B. UAA Aviation Technology Division

UAA Chief Pilot Greg Stoddard reported new Aviation Division Director Ralph Gibbs is currently out of state and unable to attend this meeting. Greg also discussed development of the Cook Inlet departure route and noted that he has received positive feedback from pilots. Greg stated that this is a helpful route if flown properly. Further discussion was held on the new route establishment process.

- C. Civil Air Patrol
New Squadron Commander Derk MacPherson reported the recent CAP Alaska Wing personnel changes. Derk is the Polaris Squadron Commander and Carl Brown is the new Alaska Wing Commander. Derk noted that CAP has joined in the search for a pilot and aircraft that went missing last weekend.
- D. Elmendorf Airfield Operations
No report.
- E. Lake Hood Seaplane Base
No report.
- F. Bryant Army Airfield
No report.

6. OLD BUSINESS AND UNFINISHED ACTION
None.

7. NEW BUSINESS

- A. Alaska Aircraft Innovations Selected for 819 Orca Street Development
Paul announced that a local aviation group, Alaska Aircraft Innovations LLC, has agreed to the lease terms for MRI property located at 819 Orca Street. The company anticipates manufacturing carbon fiber aircraft parts on the site and has a long-term goal to manufacture carbon fiber aircraft. Disposition of this municipal property though a Merrill Field lease agreement is pending Municipal Assembly approval.

8. PUBLIC COMMENTS REGARDING AVIATION
None.

9. COMMISSION COMMENTS

Paul announced that two seats of Municipal Airports Aviation Advisory Commission - Member of the Alaska Airmen Association (formerly held by James Cieplak) and Owner of residential real property within one mile of the boundaries of any municipal airport (formerly held by Don DeVoe) are vacant. Applications can be found online on the Municipality of Anchorage website, or anyone can call the Airport Manager's Office for additional information.

10. OTHER

- A. Abandoned Sewage Crib Sinkholes
Paul reported that the top of an abandoned 15'X40'X10' sewage crib, constructed over 70 years ago, collapsed. The location of the crib was underneath what once was a public terminal located between the now Wings of Freedom hangar and the new Chaz Aircraft Painting facility. The asphalt over a void above the collapsed crib gave way on a September 1, sunny, warm day when a C172 was stopped atop it and sunk a wheel strut up to the fuselage into the hole. By repair end, a 60' x 60' x 26' deep hole was excavated, approximately 10" diameter spruce timbers were removed and the hole was filled, compacted and paved.

Paul noted that there are likely more such abandoned cribs on the airport. Plans are to review historical records to determine possible crib locations and then likely use ground-penetrating radar (GPR) to image the subsurface, with this historical review likely to be a winter-time project.

B. General Aviation ADS-B Rebate Program

Paul also noted that FAA is offering a \$500 rebate to help owners of MRI-type GA aircraft to equip now with 'ADS-B Out' avionics that will be required to fly in most controlled airspace starting January 1, 2020 (but not in MRI airspace, per se). The program will run for one year from September 19, 2016 or until all 20,000 rebates have been claimed.

C. SkyTrek Recognized as AOPA Top Ten Flight Schools in USA

Paul explained and all congratulated Jamie Patterson-Simes for SkyTrek Alaska Flight Training being recognized by AOPA as one of the Top Ten Outstanding Flight Schools in the nation for 2016. Jamie explained that she was in Texas last week to accept the AOPA award and she thanked everyone for their great support.

11. ADJOURNMENT

The meeting adjourned at 1:00 p.m.

