

MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
MEETING MINUTES
Thursday, January 5, 2023
Anchorage Fire Training Center, 1140 Airport Heights Rd., Bldg. A, Rm 1
Anchorage, Alaska

ATTENDANCE

COMMISSION MEMBERS PRESENT

Stormy Jarvis, Chair

Marty Edwards

Keenan Zerkel

John Pratt

COMMISSION MEMBERS ABSENT

Michael Williams-attempted to attend virtually

Philip Logan

David Frazier

AIRPORT STAFF PRESENT

Rich Sewell, Airport Manager

Julie Hixenbaugh, Commission Secretary

1. CALL TO ORDER/ ROLL CALL

Commission Chair Stormy Jarvis called the meeting to order at 12:02 PM.

Roll Call taken. Quorum 4 of 7 members present.

2. MINUTES OF THE PREVIOUS MEETING

Unanimous approval of the revised December 1, 2022, minutes.

3. INFORMATIONAL REPORT-

A. CHAIR

No Report

B. AIRPORT MANAGER'S REPORT

I. Community Relation

- a. The quarterly User's Group meeting was last night, 2 attendees. Discussion on how to increase the more involvement, maybe offering it virtually could increase participation.
- b. Rich has attended a few Fairview Community Council Meetings and planning on attending Rogers Park.

II. AIP Grant Funds/Projects

- a) Rich stated the main project is the engineering work for RWY 7-25 rehabilitation. There needs to be a bid packet ready before the FAA will fund for construction. The engineers won't have the bid packet ready before the end of the fiscal year September 2023. So, the earliest the construction for the project could start would be summer 2025 because the funds wouldn't be granted until late in 2024. The FAA indicated they would only fund RWY 7-25 full repave, not for milling and paving half at a time because MRI has a second runway even though it's a crosswind runway. This would probably create problems for the users and Rich would like ideas to present to FAA to support paving half the RWY at a time.

The design project rehab for TWY Alpha and November will happen concurrently.

- b) Keenan asked for clarification on AIP funding. Rich said the AIP program grant funding comes from the FAA Airports Division and they answer to the DC office, not the Alaska Regional administrator . Merrill is allocated \$1 million on a rolling basis but if there is a special project, MRI can apply for discretionary money for projects. The time frame for each grant, once the contract has been signed, must be completed in four years. The matching funds is 6.25%. Rich is working on getting state grants for the matching funds. With the Mayor's approval, the assembly voted unanimously to add it to the 2023 Muni Legislative Program proposal. Rich is asking for \$10 million in match money.

Rehab for RWY 7-25 engineering design begins now, and engineering rehab of Alpha and November TWY's will begin in 2024. The rehab of the Compass Rose at the end of RWY 7 will be included in this project.

- c) Keenan would like a list of the 3 AIP projects that have been completed.

III. Cares Act Funds/Projects

- a) The deadline to use all the \$17.8 million CARES money is April 2024, Rich is working with John Binder at DOT and the Congressional delegation to extend the CARES spending deadline. CARES Act money can be

used as matching funds for AIP projects. Rich mistakenly said it couldn't be used as AIP match funding.

b) CARES money acceptance for spending has changed overtime, it has been frustrating to figure out what can and cannot be reimbursed. MRI is using the money for salaries, fuel and rolling stock, and other projects that are deemed eligible from the FAA.

c) Keenan asked if City Electric acquisition will be funded from CARES. Rich reported that property is contaminated and will need to be remediated before the FAA would agree to the acquisition.

Keenan and Stormy would like to have break down on how much of the CARES money has been spent to date and the projects funded from it. Rich will gather that information and present it later.

The master plan is online, and a link will be email out to MAAAC members. It was last finalized in 2018. Carl Siebe said that changes could be made on a previous plan with a continuous update.

IV. Financial Position

a) Rich discussed the statement of revenues and expenses thru the end of the 3rd quarter. There is always going to be a lag on expenditures and the reimbursements from the FAA. MRI should be whole by the end of their fiscal year December 2022, after all reimbursements have been posted. Most of the reimbursements are for payroll and operational expenses.

b) Rich suggested the MAAAC board form a subcommittee for working on the budget. Keenan nominated Stormy to chair the budget committee, 2nd by John. Keenan will also be part of it as well as Dan Owen from AAT.

4. ORGANIZATION REPORTS

A. MRI ATCT - None

B. CAP – Carl Siebe reported there were 151 saves nationwide by Air Force (some in Alaska) The Alaska wing had 41 missions, 30 of them finding ELT's. He reminded anyone that has a 406 ELT to, please, register it. They had 5 missing aircraft missions and 6 missing persons missions. The Alaska Wing consists of 520 senior members and 320 cadet members. The Kodiak squad placed 2nd in a Nationwide Drill Team. Alaska has 16 units with a fleet of 18 powered and 3 gliders.

C. AOPA - None

D. Lake Hood -None

- E. AACA** – Will Day is the new director of AACA. They are planning for their annual convention, March 1st- 3rd, it will be at the Alaska Aviation Museum. They are looking for speakers. Will is looking for suggestions or advice that AACA can help with.
- F. Fairview Community Counsel** -Karen Gonne-Harrell reported most of their focus is on Sullivan Area.

5. BUSINESS ITEMS

None

6. PUBLIC COMMENTS

Dan Owen (AAT), Glen Alsworth (Lake Clark Air) and Joe Barth (Angel Aviation) asked Rich to elaborate on the instrument approaches that are slated for MRI.

Rich stated MRI has a contract with Hughes Aerospace for the Instrument Flight Procedures (IFPs), and it is moving forward. It is being paid for with \$371,200 dollars of CARES Act money. Hughes will do the initial flight check of the IFPs at the cost of \$35,000 to \$50,000 dollars. Because MRI is paying to create the IFPs, MRI will own the IFPs and be responsible for paying for the bi-annual flight checks in the future. This is the only issue that Rich had with the IFPs being developed for MRI. Rich worked on air-space issues for DOT&PF for about 15 years and understands the safety importance that it provides to the traveling public. Additionally, Rich said the IFPs cannot be transferred to the FAA to update. FAA will not take them over because MRI will own the IFPs.

Unfortunately, FAA could have done the IFPs for free. Had the tower been contacted they would have directed MRI to Kyle Christianson, at FAA, to have them done at no cost to MRI. In that case, FAA would have owned the IFPs and been responsible for the bi-annual flight tests.

Furthermore, the air space is being reconfigured by FAA at the request of the Department of Defense/JBER , which might make these IFPs obsolete. If this were to happen, MRI would request FAA to create new IFPs as part of the process.

JBER is lengthening their RWY 16-34 by 2,900 feet and installing an Instrument Landing System (ILS).

The helicopter precision approach that is being developed might be problematic, it is coming from the south towards 16-34 over Fairview. Because the approaches are a federal action, they required a National Environmental Policy Act (NEPA) document. Hughes had the FAA sign off on a Categorical Exclusion document. There was no consultation with the community on the flight procedures. However, the fixed wing procedures

should not be a problem.

Rich met with FAA Alaska Regional Administrator Mike O'Hare and Deputy Regional Administrator Jacki Holzman to discuss FAA the need for MRI to be at the table when the airspace reconfiguration is being done. Mr. O'Hare assured Rich that MRI would be at the table during the whole process.

Keenan motioned to support the approaches, Marty 2nd the motion.

Stormy will write up a recommendation to support the approaches.

Keenan suggested to leave it up to Rich on how best to work with the FAA and military to have MRI be able to keep them after the reconfiguration.

Joe Barth said having the approaches will allow their flight school to fly more days.

Glen Alsworth said the new approaches will allow his Part 135 operations to not have to land off field. And have a safer arrival to MRI.

Dan Owen shared the approaches will increase safety. The planes are not going to fly any lower and the noise should not increase. He said FVCC could contact him to explain the approach procedures and how they might affect their community.

7. COMMISSION COMMENTS

John Pratt shared the news of Dick Reeves passing on December 2, 2022.

Rich shared, Roger Maggard passed away November 2022. Roger served as Airport Development Manager at DOT, he was instrumental in securing over \$3 billion dollars for rural/bush airport development. Roger worked for the State of Alaska for 46 years. A couple years ago, Roger received the National Association of State Aviation Officials (NASAO) "Employee of the Year" award, a very prestigious recognition of his importance to aviation.

8. UPCOMING MEETINGS

Next Airport User Group Meeting April 5, 2023, 5:00PM, at the Airport Manager's office

The next MAAAC meeting will be Thursday (First Thursday of the month) February 2, 2023 (Anchorage Fire Training Center, 1140 Airport Heights Rd., Bldg. A, Rm 1)

9. ADJOURNMENT at 1:31 p.m.