

MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
MEETING MINUTES

Thursday, September 7, 2023

Anchorage Fire Training Center, 1140 Airport Heights Rd., Bldg. C, Rm 9
Anchorage, Alaska

ATTENDANCE

COMMISSION MEMBERS PRESENT

Stormy Jarvis, Chair

Keenan Zerkel, Co-Chair

Marty Edwards

COMMISSION MEMBERS ABSENT

Philip Logan

David Frazier (excused)

John Pratt (excused)

Michael Williams

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 12:05 PM.

This is an informational only meeting as there was no quorum present.

2. MINUTES OF THE PREVIOUS MEETING

Approval of the August 3, 2023 minutes was postponed due to no quorum.

3. INFORMATIONAL REPORT-

A. CHAIR

None

B. AIRPORT MANAGER'S REPORT

1. Rich proposed an Airport Access Fee policy. It would start in 2023 for all non-tenant companies that land aircraft at Merrill Field Airport for business purposes including enplanement/deplanement of passengers and/or to load/unload cargo. The charge would be a flat \$25.00 fee for each operation. If the company intends to operate at Merrill Field

Airport on an on-going basis, the company will need a Special Land Use Permit and MRI will setup an account for that business. MRI can invoice the company on a monthly or quarterly basis.

Stormy asked how this would be enforced and Keenan suggested perhaps a one-time annual fee license/ permit instead of per operation.

Rich explained that it will be published and sent out to field wide it will be self-reporting same way as the transient parkers are monitored on the field. He could ban anyone not paying the fee. The FAA allows for airports to have access fees and per Municipal code the Airport Manager is a negotiator for those fees.

Joe Barth agreed and noted that there are several 135 operators operating out of Charlie transient, at the expenses of all the leaseholders on the field. He is in favor of a fee.

Stormy suggested have a separate transient parking area for commercial operators, and list it in the supplement, thus making it easier for business users to locate and for the Airport to track for payments. Having an annual permit/license could be another streamlined option as well.

2. Instrument Flight Procedures– Rich handed out the draft Instrument Flight Procedures that Hughes Aerospace put together for Merrill Field (Exhibit 1). HDL is putting together a draft technical memo, explaining all the moving parts and how the approaches affect things on the ground as opposed to the airspace.

Rich asked the FAA Alaska Airports Division, what are the impacts to the Building Restriction Lines for the existing buildings and any future buildings. Once the Airports Division replies to the building restriction lines, HDL can finish the tech memo and it can be made public.

Rich explained that the building restriction line on the RW 16-34 primary surface may expand to the west to include almost all the buildings on the Orca Street side and would create a big problem. Warning lights might be a resolution for buildings already built but future growth might be a problem.

Rich had a discussion with Kyle Christensen from FAA and inquired if an approach could be developed for Runway 25 end. Kyle said it could be developed.

Another concern is the height restrictions approach on Runway 7 end. The part 77 will have to be updated per Municipal Ordinance.

Stormy explained that the Municipal Airport Overlay Zone is codified in Title 21, and that it must comply with Part 77 of the Federal Airway Regulations. FAA has to sign off on building heights for construction of a new building on airport and within the Part 77 airspace. The FAA form 7460-1 is available to apply for online.

She said that all the buildings would be identified on the ALP (Airport Layout Plan), including in the safety area as well as any obstacles.

Stormy asked when the final decision will be made in adopting and implementing the new approaches. Rich explained he is waiting on the response on the Building Restriction Lines from the Airports Divisions before finishing up the Tech Memo and will likely be ready to share the final at the next MAAAC meeting in October.

Rich stated that R & M is waiting for decision on the approaches before they can go ahead with an updating the Airport Layout Plan.

Keenan asked for clarification on building heights, can they be identified and marked as obstructions, or will they need to be taken down? Rich said that is what he is asking Airports Division to rule on.

Caleb Newville said ATC will follow the new approaches.

Keenan asked if these approaches been paid for and are they ready to go? Rich replied, yes, but waiting to see what the impacts to the airport will be if the approaches are published.

Keenan introduced Dan Owen, owner of Alaska Air Transit to elaborate on the details on the new instrument flight approaches. Dan explained in detail each approach from the draft prototype handout (attached). Dan said having the new instrument flight approaches will bring a safety benefit to anyone flying into Merrill when there is inclement weather. The new instrument flight approaches utilize modern technology of WAAS/GPS which will provide safer alternatives to the only current instrument flight approach into Merrill which is a circling approach that the NTSB discourages.

Dan mentioned that other mitigation that needs to be done to prepare for the new procedures is flight commissioning the PAPIs on RW16-34. Rich said with the rehab of RW 7-25 the FAA Alaska Airport Division has approved to install PAPIs, and the FAA will own and maintain them and do the flight checks for them too.

Dan says Hughes reported that the PAPI on RW 34 is not certified. ACTC was not aware of that information and was surprised because it is powered on.

Keenan stated that the new approaches should be turned on and Merrill Field Airport needs to contract with an authorized air taxi to fly the flight checks when they are due. He thinks the cost to do the flight checks at a public airport should not land on private companies/individuals.

Dan Owen offered to do the flight checks because it is in his business's best interest to have the approaches.

Rich said that these approaches were purchased with 100% CARES money and publishing them will require ongoing maintenance for the life of the approaches. He shared that the cost will around \$40,000 for the flight checks biannually and that all airport users will be paying for it.

Marshall Severson asked if these will be published for the public or will they be special? Rich said that decision has not been made yet. Rich said they could be published but he is concerned with the cost to the airport for maintenance.

Joe Barth is in favor of making the new instrument flight approaches public since the work has already been done and paid for even if it is just for two years.

Caleb said that ATAPS/JBER is working on reconfiguring airspace in 2028 and these approaches could be made obsolete.

Keenan stated that the approaches should be published in the meantime and will ask for another board resolution on the topic.

Rich stated that he is waiting for the tech memo from HDL on the impact the approaches will have on the entire airport land and air. He said it would be irresponsible to publish without looking at the all the impacts.

Rich asked the MAAAC board if they would like to have a work session with HDL concerning the design work for the rehab of RW 7-25. HDL is at about 35% design. Keenan and Stormy would like more information on this at the next meeting.

There was a discussion about a NOTAM for MRI not having a night instrument approach right now because of obstructions. Rich stated he

is working with MRI maintenance team and other contractors to get them removed or lighted.

Keenan said Gage Tree Services would be interested in doing the job.

4. ORGANIZATION REPORTS

- A. MRI ATCT – None
- B. CAP – None
- C. AOPA – None
- D. Lake Hood – None
- E. AACCA - None
- F. Anchorage Community Councils -None

5. BUSINESS ITEMS

None

6. PUBLIC COMMENTS

None

7. COMMISSION COMMENTS

None

8. UPCOMING MEETINGS

The next Airport User Group Meeting will be Wednesday October 4, 2023, 5:00PM, at the Airport Manager's Office

The next MAAAC meeting will be Thursday October 5, 2023 at the Anchorage Fire Training Center, 1140 Airport Heights Rd., Bldg. C, Rm 9

9. ADJOURNMENT at 1:02 p.m.

PROTOTYPE - NOT FOR NAVIGATION

ANCHORAGE, ALASKA

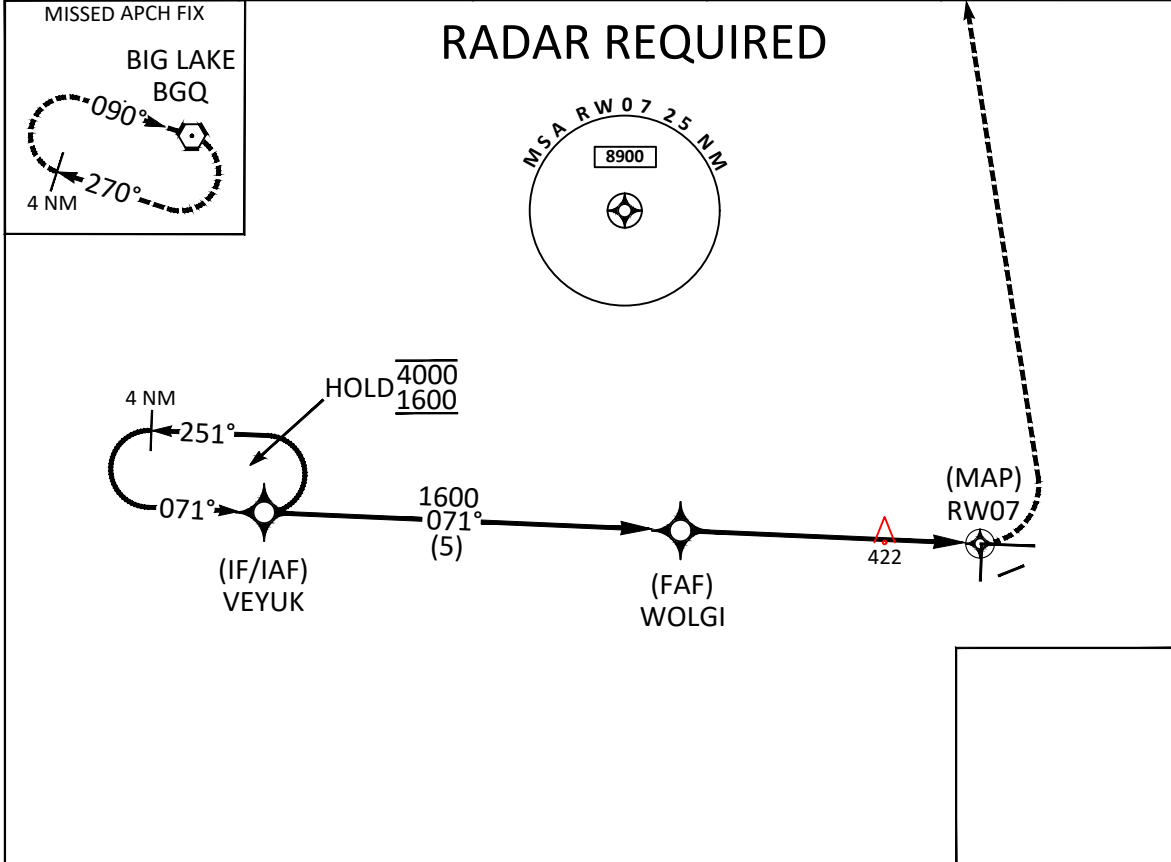
RNAV (GPS) Y RWY 7

MERRILL FLD
(MRI) (PAMR)

WAAS CH 67473 W07B	APP CRS 071°	Rwy ldg 4000 TDZE 140 Apt Elev 143
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RNP APCH - GPS	When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase LPV DA to 821 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 20 feet. ⚠ Helicopter visibility reduction below 1 SM not authorized. ⚠ Procedure NA at night	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.
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ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER 126.0 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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VEYUK	WOLGI	2000	BGQ	ELEV 143	TDZE 140
5 NM 3.6 NM					
CATEGORY	A		B		
LPV DA	808 - $\frac{1}{8}$		668 (700 - $\frac{1}{8}$)		
LNAV	680 - 1		540 (600 - 1)		
CIRCLING	740 - 1 597 (600 - 1)		800 - 1 657 (700 - 1)		
				REIL Rwy 7, 16, 25 and 34 0 MIRL Rwy 7-25 and 16-34 0	

ANCHORAGE, ALASKA
Orig FIG

61°13'N-149°51'W

MERRILL FLD
(MRI) (PAMR)

RNAV (GPS) Y RWY 7

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PROTOTYPE - NOT FOR NAVIGATION

ANCHORAGE, ALASKA

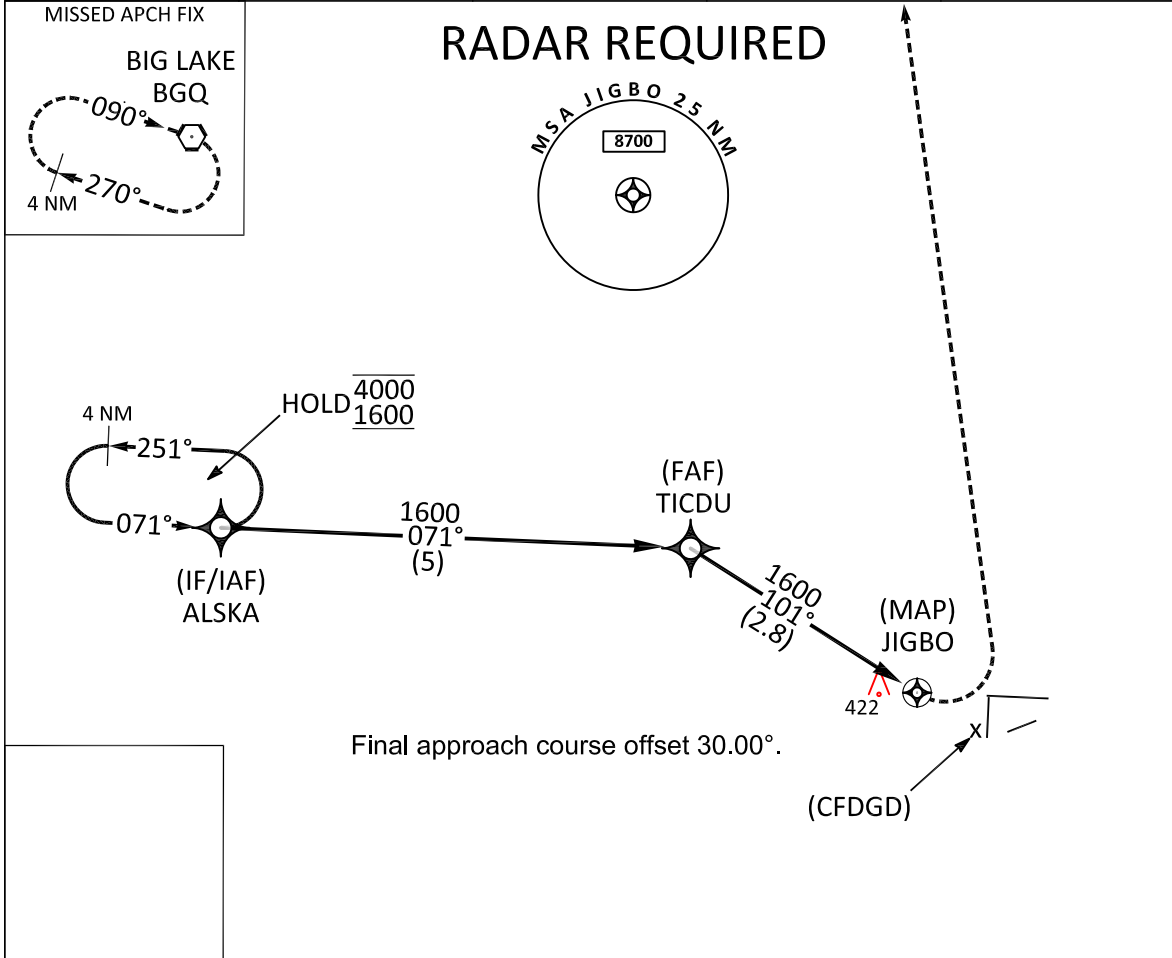
RNAV (GPS) Z RWY 7

MERRILL FLD
(MRI) (PAMR)

WAAS CH 51874 W07A	APP CRS 101°	Rwy ldg 4000 TDZE 140 Apt Elev 143
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RNP APCH - GPS	When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. helicopter visibility reduction below 1 SM not authorized.	MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.
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ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER 126.0 (CTAF)	GND CON 121.7	UNICOM 122.95
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ALSKA	TICDU	2000 BGQ
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>4000 ← 251°</p> <p>1600 ← 071°</p> <p>4 NM Holding Pattern</p> </div> <div style="text-align: center;"> <p>→ 071° →</p> <p>1600</p> <p>5 NM</p> </div> <div style="text-align: center;"> <p>→ 101° →</p> <p>1600</p> <p>2.8 NM</p> <p>3.75° TCH 43</p> </div> <div style="text-align: center;"> <p>→</p> <p>0.7 NM</p> <p>RW07</p> </div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>ELEV 143</p> </div> <div style="text-align: center;"> <p>TDZE 140</p> </div> </div>	
CATEGORY	A	B
LP MDA	660 - 1	520 (600 - 1)
LNAV MDA	680 - 1	540 (600 - 1)
CIRCLING	740 - 1 597 (700 - 1)	800 - 1 657 (700 - 1)

ANCHORAGE, ALASKA
Orig FIG

61°13'N-149°51'W

MERRILL FLD
(MRI) (PAMR)

RNAV (GPS) Z RWY 7

PROTOTYPE - NOT FOR NAVIGATION

ANCHORAGE, ALASKA

RNAV (GPS) RWY 34

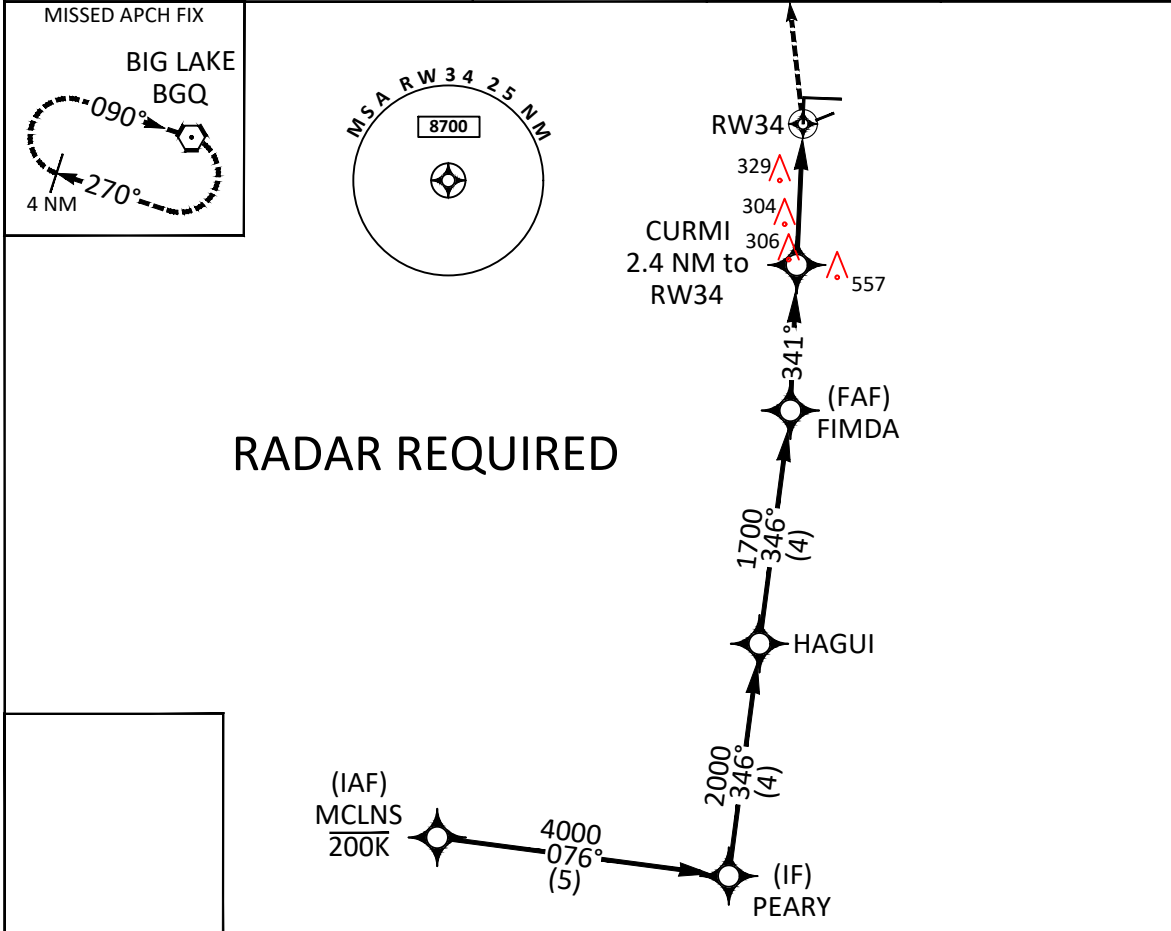
MERRILL FLD
(MRI) (PAMR)

WAAS CH 47267 W34A	APP CRS 341°	Rwy ldg 2640 TDZE 131 Apt Elev 143
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<p>RNP APCH - GPS When local altimeter setting not received, use Ted Stevens Anchorage Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.</p>	<p>MISSED APPROACH: Climbing left turn to 2000 direct BGQ VORTAC and hold.</p>
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ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER 126.0 (CTAF)	GND CON 121.7
			UNICOM 122.95

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<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 21).</p>	<p>2000 BGQ </p>	<p>ELEV 143</p>	<p>TDZE 131</p>
<p>REIL Rwys 7, 16, 25 and 34 </p> <p>MIRL Rwys 7-25 and 16-34 </p>			
CATEGORY	A	B	C
LP MDA	560 - 1	429 (500 - 1)	560 - 1¼ 429 (500 - 1¼)
LNAV MDA	580 - 1	449 (500 - 1)	580 - 1¾ 449 (500 - 1¾)
CIRCLING	740 - 1 597 (600 - 1)	800 - 1 657 (700 - 1)	920 - 2¼ 777 (800 - 2¼)

ANCHORAGE, ALASKA
Orig FIG

61°13'N-149°51'W

MERRILL FLD
(MRI) (PAMR)

RNAV (GPS) RWY 34

PROTOTYPE - NOT FOR NAVIGATION

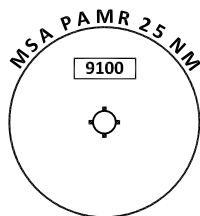
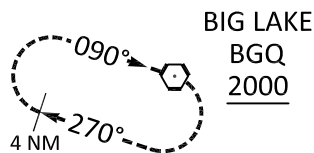
(PAMR1.BGQ)

MERRILL ONE DEPARTURE (RNAV)

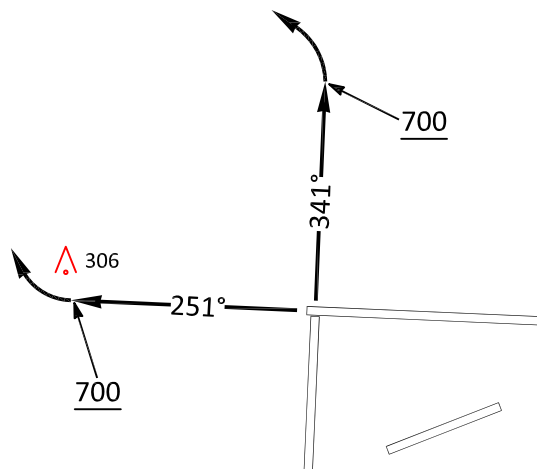
MERRILL FLD (MRI) (PAMR)
ANCHORAGE, ALASKA

RNAV 1 - GPS

TOP ALTITUDE:
5000



▲
422



TAKEOFF MINIMUMS

Rwys 7, 16, 25, 5 and 23: NA ATC.

Rwy 34: Standard with a minimum climb of 288' per NM to 700.

Rwy 25: Standard with a minimum climb of 417' per NM to 600.

Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb on heading 251° to 700 then climbing right turn to 2000 direct BGQ VORTAC.

TAKEOFF RWY 34: Climb on heading 341° to 700 then climbing left turn to 2000 direct BGQ VORTAC.

MERRILL ONE DEPARTURE (RNAV)
(PAMR1.BGQ) FIG

ANCHORAGE, ALASKA
MERRILL FLD (MRI) (PAMR)

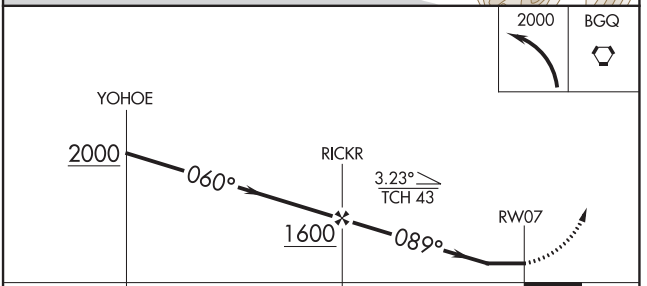
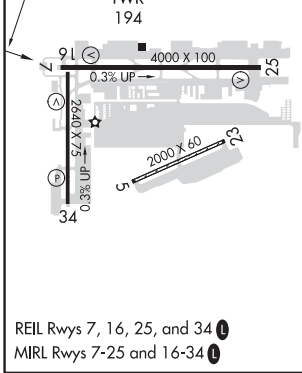
APP CRS 089°	Rwy Idg TDZE Apt Elev	N/A N/A 143
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RNAV (GPS)-A

MERRILL FLD (MRI) (PAMR)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 2000 direct BGG VORTAC and hold.	
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ATIS 124.25	ANCHORAGE APP CON 119.1 363.2	MERRILL TOWER * 126.0 (CTAF)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	740-1 597 (600-1)	800-1 657 (700-1)	920-2¼ 777 (800-2¼)	NA

AK, 15 JUN 2023 to 10 AUG 2023

AK, 15 JUN 2023 to 10 AUG 2023

MRI Part 77 Primary Surfaces with published non-precision IFP RW 7/24 and RW 16/34

