



MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
MEETING MINUTES

Thursday, March 6, 2025

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

The Purpose of the MAAAC is to advise and make recommendations to the Assembly and the Administration regarding the Airport budget and operations.

1. Call to Order / Roll Call

Commission Chair, Stormy Jarvis called the meeting to order at 12:03 PM.

COMMISSION MEMBERS PRESENT

Stormy Jarvis, Chair
Dan Owen, *Vice Chair*
John Pratt
Karl Kisser
Dave Frazier
Marty Edwards
Ransom Jones (via TEAMS)
Quorum met

COMMISSION MEMBERS ABSENT

None

AIRPORT STAFF PRESENT

Earl Malpass, Airport Manager
Julie Hixenbaugh, Commission Secretary
Amy Garcia, Asst. Airport Manager

2. Review & Approval – Meeting Agenda

3. Review & Approval - of the Minutes

MOTION

Karl Kisser moved to approve, February 6, 2025, with revision to the next meeting date.
Dan Owen seconded the motion.
The board voted unanimously to approve.

4. Informational Reports

A. Chair

B. Airport Management PowerPoint (Exhibit A)

- Earl's FYI
- Community Relations
- MRI Awareness
- MRI Budget Status
- MRI "Annual Aviation Celebration"
- Upcoming Events

5. Organization Reports

- A. MRI ATCT-** Caleb announced that ATCT will conduct a public briefing regarding the rehabilitation of runway 7/25 on May 5th at 5:30 PM at the UAA Aviation Campus and via Zoom. The session will be recorded for later viewing. A flyer will be distributed across the field in approximately three weeks. During the briefing, ATCT personnel will outline how the air traffic control tower will manage traffic throughout the construction period.
- B. AOPA-**None
- C. AACA-**None
- D. Anchorage Community Councils –** None

6. Old Business –

A. ATAAPS Ad Hoc Update-Dan Owen

- Dan provided an overview of the history of ATAAPS and outlined the need for updating the sixty-year-old Part 97 airspace design to accommodate current and future capacity demands and to take advantage of modern Performance Based Navigation (PBN) technologies. The Air Force asked the FAA to undertake the airspace study and redesign in order to facilitate adding a north to south ILS approach at Elmendorf. A Class C airspace re-design will allow greater efficiency by aligning IFR arrival and departure flows to Anchorage International, Merrill Field, and Elmendorf Air Force Base. This is a multi-year project currently in the Ad Hoc Committee phase. The Ad Hoc Committee consists of a select group that represents the interests of stakeholders, akin to the MAAAC board. The committee is evaluating the FAA's proposals and will offer its recommendations, with a goal of completing its work and delivering recommendations to the FAA by October 2025. Earl and Dan are representing Merrill Field, with the objectives of preserving or improving safe arrival and departure access for both IFR and VFR users.
- The Ad Hoc Committee chair is Alex Moss, the Director of Operations at Anchorage International. The co-chair is Adam White, who is the Executive Director of the Alaska Airmen's Association, Tom George of AOPA, who also represents GA, is on the Ad Hoc committee.
- Earl stated the VFR arrivals and departures might be contentious, but the FAA has committed to giving MRI as good or better IFR approaches into MRI. After the MRI ALP and Master Plan are approved there should be additional instrument approaches created for MRI.
- The minutes from the Ad Hoc meetings will not be accessible to the public; however, the final recommendation will be made publicly available.
- The recommendations put forth by the Ad Hoc are not binding, but they will be taken into account and addressed by the FAA.
- Once FAA reconciles its plan with the Ad Hoc Committee recommendations, the FAA plan will move into a Public Comment phase, open to all.
- The anticipated publication date for the reconfigured airspace is set for 2027.

B. Runway 7/25 Rehabilitation Update-Erik Jordt (HDL) & Matt Wavra (QAP)

- The runway 7/25 rehabilitation closure is slated to be closed for 60 days, tentatively starting June 1st.
- The project timeline is largely dependent on the timely delivery of the materials ordered for the project.
- Steve Reed, project manager for QAP, will be updating the users at MRI on the project as time goes on.
- A project website will be established to provide updates on the current configuration of the runway.
- The sub-contractors will work in collaboration with one another to get the project finished as quickly as possible.

- The runway will be milled in sections, but the paving will be in one continuous panel of pavement.
- All contractors and sub-contractors will have airport safety training. QAP has a dedicated safety manager, and he will have CTAF training procedures and carry a radio.

Follow up discussions on Erik Jordt presentation:

- The permits are all in place.
- Tower hours will operate as usual from 7am to 10pm.
- The entire airport will be accessible no matter where you are parked.
- There will be 15 days when the airport will have full closure of runways 7/25 and 16/34 at night between 10pm and 7am.
- QAP will provide flaggers and have an active FOD (foreign object debris) Mitigation plan in place.

C. Resolution 2025-01 Seward Highway to Glenn highway Connection (Exhibit B)

MOTION

Stormy presented Resolution 2025-01
 Dan moved to approve Resolution 2025-01
 John Pratt seconded the motion.
 Discussion took place.
 The board voted unanimously to approve.

7. Business Items –

A. Airfield Rate Adjustments

- Tabled for next meeting

8. Public Comments- Rachel Allsup inquired about the status of runway 5/23 during the nightly closures for runways 7/25 and 16/34. Caleb confirmed that runway 5/23 will be open and adequately lit during this time.

9. Commission Comments- None

10. Upcoming Meetings

- ➔ MAAAC Meeting: Thursday, April 3, 2025, 12 PM
 Anchorage Fire Department Training Center
 1140 Airport Heights Road, Building C, Room 9

11. Adjournment -

MOTION

John moved to adjourn
 Dan seconded the motion.
 No objections were made, meeting adjourned at 12:59 PM

EXHIBIT A

Merrill Field Airport Operations Report March 6, 2025



February's Operations Activity

Earl's FYI's –

- FAA's Land Use Inspection(s): Completed and submitted Response Report to FAA.
- ALP "Patch" meetings process on target. Estimated completion by 1 May.
- Runway 7/25 Rehab
 - FAA Safety Review completed
 - ATCT User Group meeting scheduled for 5 May.
 - Receiving regular updates from HDL & QAP
 - Socializing to Fairview and other communities have begun.
 - Project is on target.



February's Operations Report

Earl's FYI's - Continued

- Meeting w/SWS addressing anomalies with landfill gases.

Community Relations

- Fairview Community Council briefed on runway rehab. Roger's Park scheduled
- Surrounding GA Airport's informed of runway refurbishment and offered in person updates.
- Iditarod Airforce had a successful "Load Out" from MRI.

MRI Awareness:

- Economic Impact Study: Process on target. Draft due by April 1
- Merrill Field Bulletin (1st quarter) sent out.



EXHIBIT A

February's Operations Report

MRI Budget Status:

- MRI 2025 "End of Month" budget - **As Expected at 16% YTD.**
- 2026 Budget in process.
 - Review of historical process, CPI history, surrounding airport survey, leases, appraisals, and airport inventory completed.
 - Finalizing MRI's report, narrative, and recommendations in process

MRI "Annual Aviation Celebration" Status - Amy

- 2025 Aviation Celebration tentative date: May 31st
- Volunteers needed

ATAAPS Ad Hoc meetings

In progress. **Dan to Update**



February's Operations Report

Upcoming Events:

- Runway 7/25 Construction Pre-ground work: May 2025
- Runway and light Construction: June-August 2025
- ALP w/ IAP; HDL Completion April 2025
- Taxiway A &N – Environmental Grant (apply 2025)
 - Yet to be determine
- Airport Gate & Security Environmental Grant (Apply 2025)
- Airport Master Plan – Phase I (2025)



**MUNICIPALITY OF ANCHORAGE
MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION
RESOLUTION NO. 2025-01**

A RESOLUTION OBJECTING TO ANY SEWARD HIGHWAY TO GLENN HIGHWAY CONNECTION THAT ADVERSLY AFFECTS MERRILL FIELD.

WHEREAS, Under Municipal Code Title 4, Chapter 4.60.160, the Municipal Airports Aviation Advisory Commission has the responsibility to:

1. Advise and make recommendations to the administration and assembly on all matters pertaining to the annual operating budget for municipal airports; and
2. Advise and make recommendations to the administration and assembly on all matters pertaining to operations of municipal airports, including rules, regulations and administrative guidelines in force at municipal airports.

WHEREAS, The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region, has published a Planning and Environmental Linkages (PEL) Study identifying and evaluating options to connect the Seward and Glenn Highways, which include options that will significantly and adversely affect Merrill Field

WHEREAS, the Municipal Airports Aviation Advisory Commission reviewed this issue on January 2nd, 2025 and February 6, 2025, and March 6, 2025.

NOW THEREFORE BE IT RESOLVED, by the Municipal Airports Aviation Advisory Commission that:

A. The Commission makes the following findings of fact:

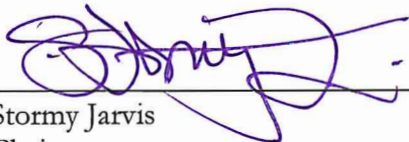
1. The DOT&PF published PEL Alternatives utilize surface options that will significantly and adversely affect Merrill Field, including potential violation of federal grant assurances, and improper airport layout and design.
2. The potential for alternate options that do not adversely impact Merrill Field need to be evaluated and considered.


B. The Commission advises that any PEL Alternative that adversely affects Merrill Field Airport must be rejected.

C. The Commission recommends that the Merrill Field Airport Manager work with the DOT&PF to evaluate solutions that do not adversely impact Merrill Field Airport.

PASSED and APPROVED by the Municipal Airports Aviation Advisory Commission on March 6, 2025.

ADOPTED by the Municipal Airports Aviation Advisory Commission this 6th day of March, 2025.


Stormy Jarvis
Chair

 03/06/2025
Dan Owen
Vice Chair

Alternative A

Roadway Improvements

Design Approach

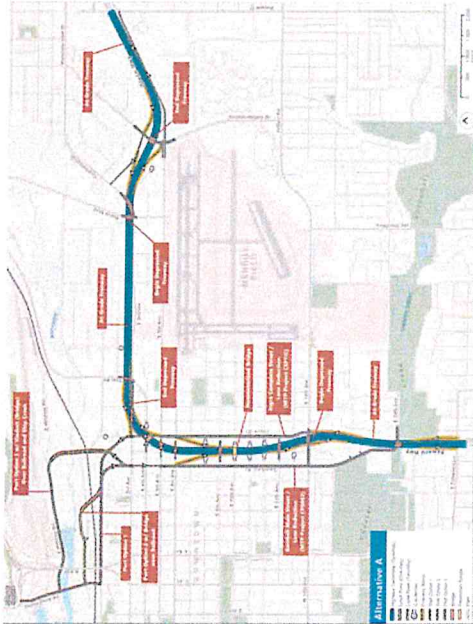
- Allow for a more direct connection between regional and local highway
- Allow for a more direct connection between regional and local highway
- Allow for a more direct connection between regional and local highway

Features

- Interchange at Highway 101 to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Multiple options for Port access using an extension of Highway 101
- Greenway trail connection along Highway 101

Trade-offs

Benefit	Cost	Net Total Impact
Improved Regional Access	Increased Construction Costs	Positive
Improved Local Access	Increased Construction Costs	Positive
Improved Safety	Increased Construction Costs	Positive

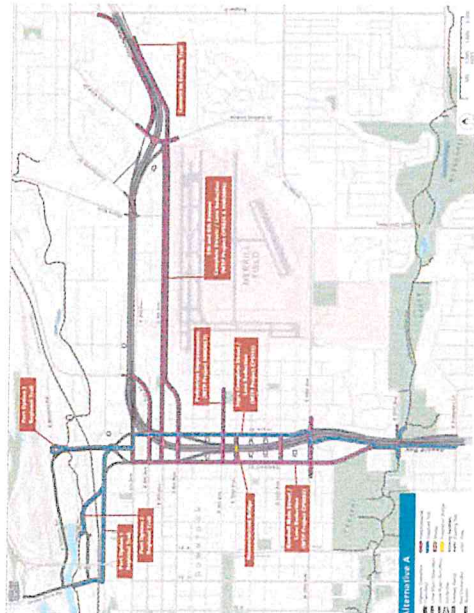


Alternative A

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative A

Nonmotorized Connections



Alternative A

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative B

Roadway Improvements

Design Approach

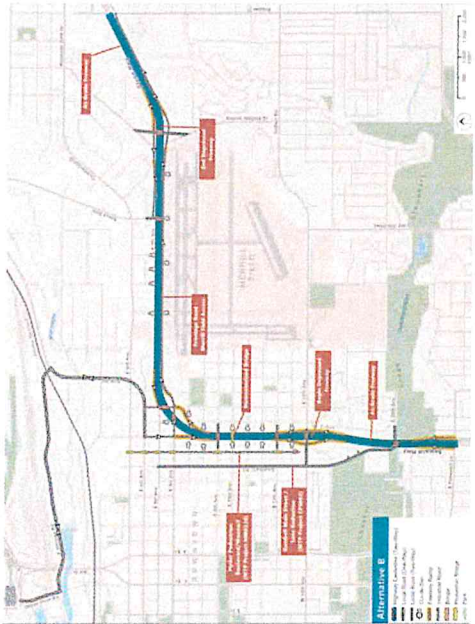
- Maximize use of existing DOT/BIFF right-of-way (on 8th Avenue and Highway 101)
- Allow for a more direct connection between regional and local highway
- Shorter version of a highway connection through Fairview with reduced business relocations at the north end

Features

- Interchange at Highway 101 to separate regional and local traffic to reduce conflicts
- Interchange to directly access Downtown
- Portage road for Mental Health access
- New interchange to directly access Highway 101 via Port Road/Whitney Road
- Greenway trail connection and support on Highway 101

Trade-offs

Benefit	Cost	Net Total Impact
Improved Regional Access	Increased Construction Costs	Positive
Improved Local Access	Increased Construction Costs	Positive
Improved Safety	Increased Construction Costs	Positive

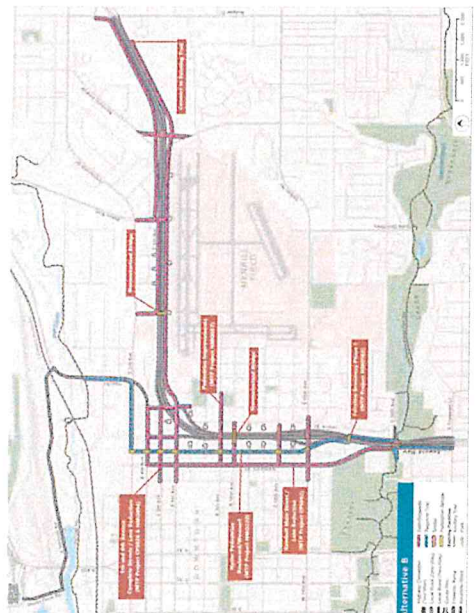


Alternative B

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative B

Nonmotorized Connections

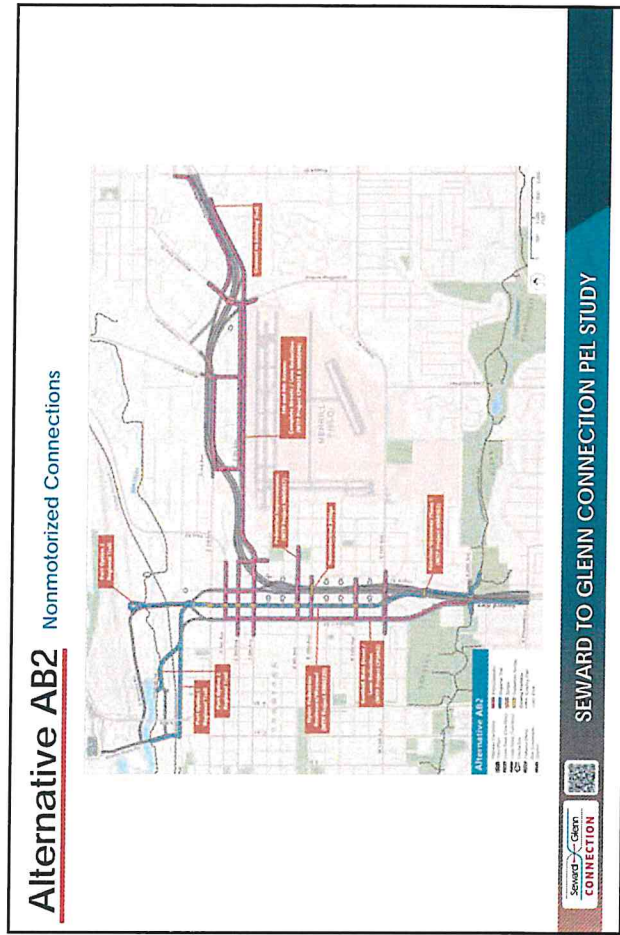
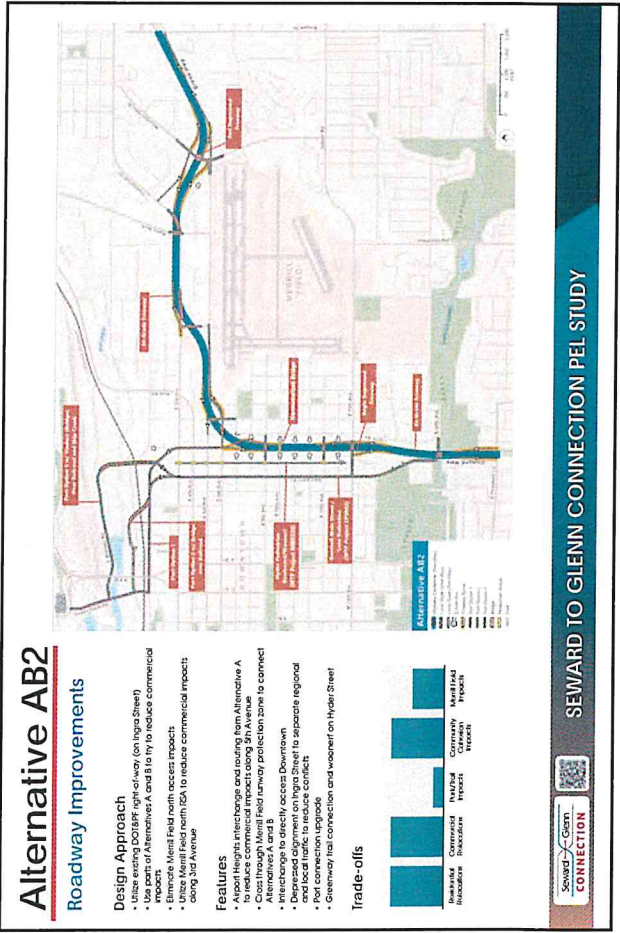
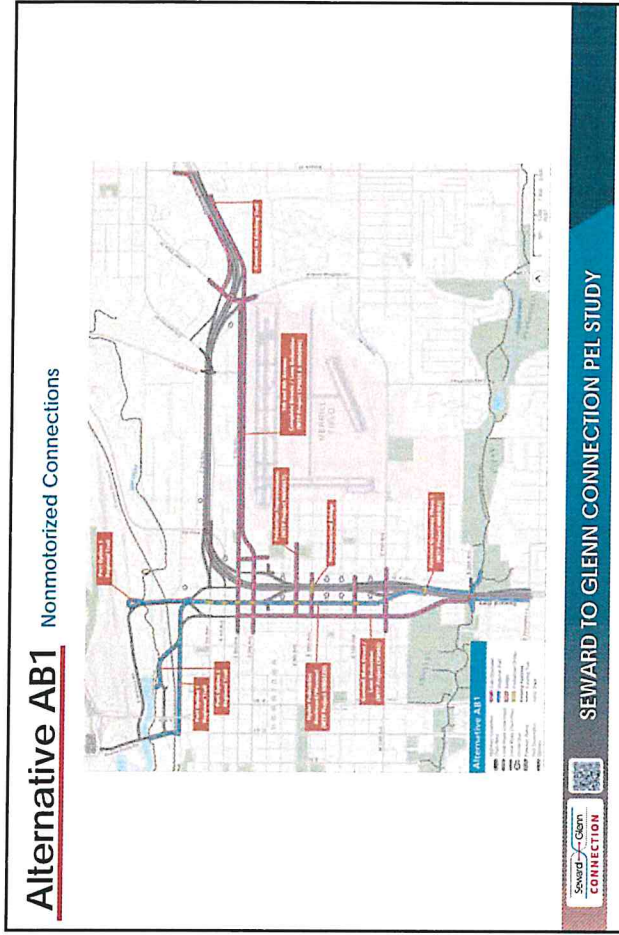
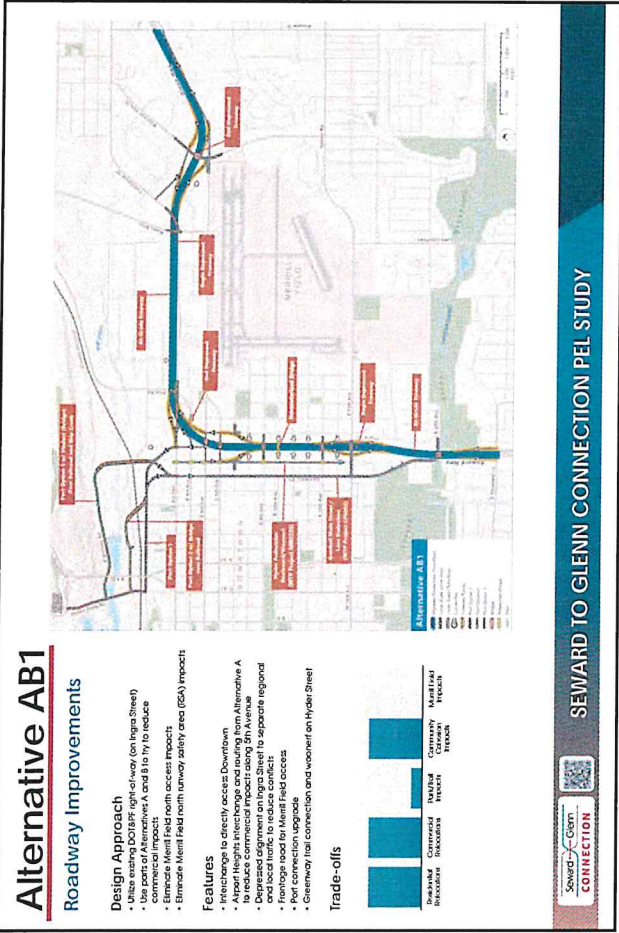


Alternative B

SEWARD TO GLENN CONNECTION PEL STUDY



View a larger web version of these posters scan the QR code or visit https://sewardglennconnection.com/documents/20250207_SG_PEL_PIM5_Posters_PDFUA.pdf



View a larger web version of these posters scan the QR code or visit https://sewardglennconnection.com/documents/20250207_SG_PEL_PIM5_Posters_PDFUA.pdf

Alternative C1

Roadway Improvements

Design Approach

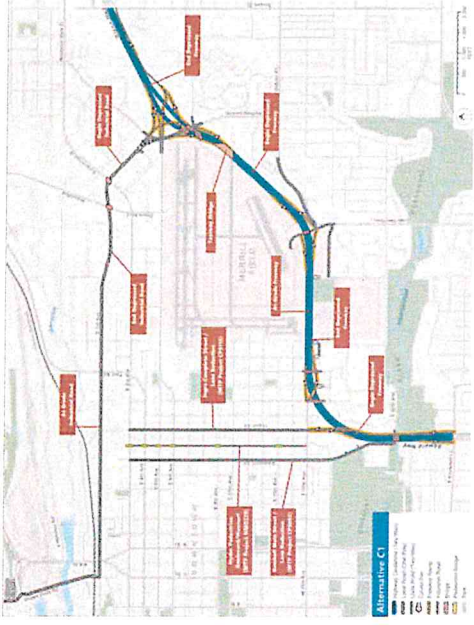
- Reduce relocation impacts by using undeveloped land and public right-of-way south and southwest of Merrill Field
- Relocate 15th Avenue to align with the proposed highway through Fairview neighborhood (Unimproved Highway)
- Largely bypass Fairview and Downtown to reduce regional trip length

Features

- More use of public right-of-way south of Merrill Field and on 15th Avenue
- More use of vacant Northway Mall
- Downgrade to access U.S. via Lake One Parkway
- Relocate 15th Avenue to align with the proposed highway and local traffic to reduce conflicts
- Port connection upgrade via 1st Avenue, under Reeve Boulevard and Commercial Drive to a new interchange
- Gateway that connects and weaves on Hyde Street

Trade-offs

Standard Roadway	Partial Roadway	Community Benefits	Local Traffic
High	Medium	High	Low

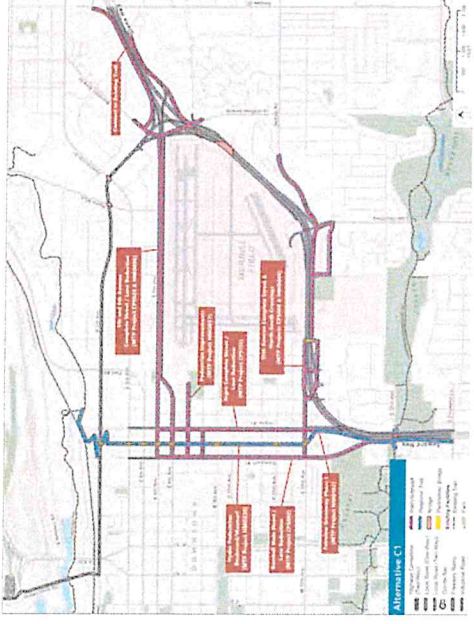


Alternative C1

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative C1

Nonmotorized Connections



Alternative C1

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative C2

Roadway Improvements

Design Approach

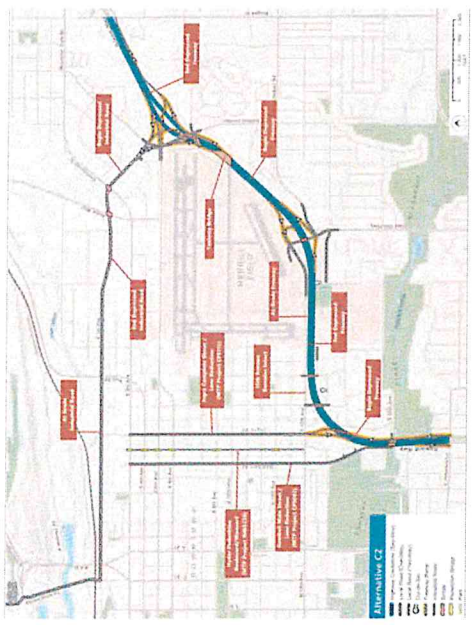
- Same as C1 Alternative, but alignment shifted south of 15th Avenue to keep 15th Avenue continuous
- Eliminate impacts to existing 15th Avenue complete street
- Relocate 15th Avenue to align with the proposed highway on 15th Avenue and not be required to utilize the proposed freeway for short trips

Features

- Relocate 15th Avenue to align with the proposed highway and local traffic to reduce conflicts
- More use of public right-of-way south of Merrill Field and on 15th Avenue
- More use of vacant Northway Mall
- Downgrade to access U.S. via Lake One Parkway
- Port connection upgrade via 1st Avenue, under Reeve Boulevard and Commercial Drive to a new interchange
- Gateway that connects and weaves on Hyde Street

Trade-offs

Standard Roadway	Partial Roadway	Community Benefits	Local Traffic
High	Medium	High	Low

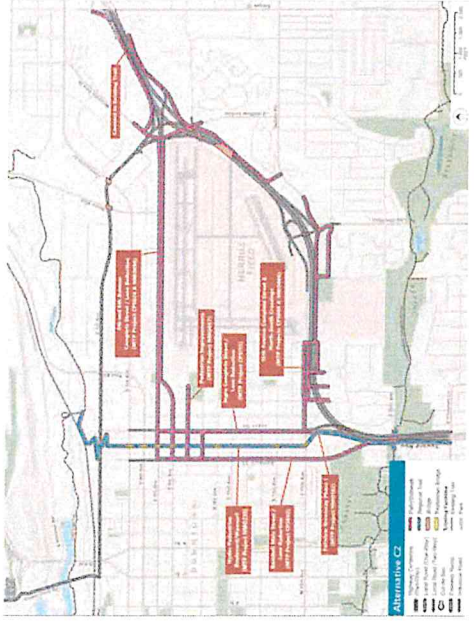


Alternative C2

SEWARD TO GLENN CONNECTION PEL STUDY

Alternative C2

Nonmotorized Connections



Alternative C2

SEWARD TO GLENN CONNECTION PEL STUDY



View a larger web version of these posters scan the QR code or visit https://sewardglennconnection.com/documents/20250207_SG_PEL_PIM5_Posters_PDFUA.pdf

