

MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION  
MEETING MINUTES

Thursday, May 1, 2014  
Anchorage Fire Training Center  
1150 Airport Heights Road, Building "C" Room 4A  
Anchorage, Alaska 99508

ATTENDANCE

COMMISSION MEMBERS PRESENT

Jim Powell, Chair  
Don DeVoe, Vice Chair  
Sharon Chamard  
Jim Cieplak  
Greg Pearce  
Terry Pena

COMMISSION MEMBERS ABSENT

Dick Armstrong \*

ORGANIZATION REPRESENTATIVES

UAA Aviation Technology Division – Rocky Capozzi, Director  
Elmendorf Airfield Operations – Kevin Cramer, Manager

AIRPORT STAFF PRESENT

Paul Bowers, Airport Manager  
Darlene Sivyer, Commission Secretary (343-6303)

1. CALL TO ORDER

Jim Powell, Commission Chair, called the meeting to order at 12:00 p.m.

2. SELF INTRODUCTIONS

Jim asked all attendees to introduce themselves and asked that each attendee let the others know when they first arrived in Alaska. The group was very receptive to this ice-breaker, and all enjoyed learning a little about each other.

3. MINUTES OF THE PREVIOUS MEETING

Minutes of the March 6, 2014 meeting were unanimously approved as submitted.

The Meeting Agenda was rearranged to accommodate the Anchorage Fire Department presenters' schedule.

4 NEW BUSINESS

- A. AFD Station #3 Planned Relocate:  
Jim Vignola, Deputy Chief of Operations  
John Drozdowski, Deputy Chief of Administration

John Drozdowski provided the history of Station 3 which opened in 1960 when there was only sparse development in this area of Anchorage. At that time, Merrill Field was the main airport in Anchorage and crash-fire-rescue (CFR) service to the airport was a requirement. During the past 50+ years, Anchorage has grown substantially, the Station 3 service area has become densely populated, and CFR is no longer a federal requirement at MRI. The present-day AFD goal is to be more effective and to reduce response times to all locations in all service areas.

\* excused absence

A. AFD Station #3 Planned Relocate (continued)

Additionally, John noted response times are ever more critical now as fires burn much faster, and building materials and furnishings contain many more toxic compounds than when the service area boundaries were first established. Moving Station 3 to the proposed location on Bragaw Street would slightly increase response time to Merrill Field, but response times to other areas would decrease.

Jim Vignola explained that to improve response time to Station 3's designated service area, a long-range plan has been in place for several years to relocate the station currently located at 1100 Airport Heights. The recent resurgence of this project is due largely to the proposed Bragaw Street extension through the U-Med district. This roadway proposal makes moving Station 3 to 550 Bragaw Street a viable and practical plan; however, the move would increase the travel response time to Merrill Field by approximately one minute.

The AFD response log shows that 10 calls were made from Merrill Field Airport in 2013; whereas, AFD gets 10 or more calls to Mountain View alone in an average week. Of the 10 calls to MRI last year, five calls were cancelled, two calls were stand-by status, one was a good intent call and two were actual response calls (1 medical and 1 aircraft accident). So the larger picture is to look at what is good for the entire community not just one component of the service area.

Jim Powell, Chair, inquired about the proposed dates for the relocation. Jim Vignola indicated the Municipality is in the final stages of acquiring the property on Bragaw Street, and construction is slated for 2015 with the Station 3 move planned for 2016.

4. AIRPORT MANAGER'S REPORT

A. Noise

Paul reported he has received numerous noise complaint calls regarding late-night flying between the hours of 11:00pm and 2:00am. The Air Traffic Control Tower is cooperating fully and providing pilot information. Paul continues to reiterate education of pilots and flight trainers about Merrill Field's "Fly Friendly" program.

B. Vehicle/Pedestrian Deviations

Paul reported there were no reported Vehicle/Pedestrian Deviations (VPDs) since the last meeting. VPD prevention plan conversations continue with options to include the addition of rumble strips to the taxiway edge lines and revising access protocols.

C. Leasing Update

Chuck Miller, Leaseholder Lot 7C, continues to work on the design aspect of the proposed aircraft painting facility.

D & D Airpark is the new leaseholder for the former AeroTech Flight School facility and lot. The lot improvement plan, which is in the design phase, includes commercial hangar units at this location. Construction is anticipated for spring/summer 2015.

The construction of two hangar facilities (one with 4 units and one with 5 units) on the Janssen Hangars LLC lot on Orca Street is slated to begin within several weeks.

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D. Project Updates

The electrical vault project is near completion. The new generator is operational now and the project should be substantially complete in the next few weeks.

The planned City Electric property acquisition project will be accomplished with AIP grant funding. It is anticipated that application for these funds will be made in 2015.

The planned Security and Lighting Phase III project includes the installation of fiber optic along the 5<sup>th</sup> Avenue/north side of the airport. Lighting and security camera upgrades will be included in this project. The project is under design and we hope to advertise for bid this fall with construction anticipated in 2015, depending on FAA administered Airport Improvement Program (AIP) funding.

The newest phase of the Taxiway Quebec Rehabilitation project will include dynamic compaction of a section of TWY Quebec east of Taxiway Golf. The intent is to bid the project this fall with actual dynamic compaction to commence next spring (rather than opening the apron during fall rains). This project is also AIP funding dependent.

Plans are underway to repair the flat-roof on the building located at 1025 Orca Street. Several businesses occupy this building with garage type commercial activity. The plan is to have the roofing project completed this fall.

5. ORGANIZATION REPORTS

A. MRI Air Traffic Control Tower

No report.

B. UAA Aviation Technology Division

Rocky Capozzi noted that graduation services will be held Sunday, May 4. Next year, the AT Division will be acquiring a twin-engine trainer, and an Unmanned Aerial Systems Training course will be offered.

Myrle Akers asked Rocky who runs the State of Alaska airports as it seems that UAA graduates are not filling these positions. Rocky responded that career experienced applicants are needed to run an airport and new graduates, although very knowledgeable, typically do not have necessary working experience. Myrle went on to discuss the waitlist for a float tiedown at Lake Hood and exclaimed that Lake Hood has serious problems because pilot needs are not being met.

C. Elmendorf Airfield Operations

Kevin Cramer reported that the JBER Air Show will be held July 26 and 27 featuring performances by the Air Force Thunderbirds. A Special Needs Day will be held on July 25. Temporary Flight Restrictions (TFR) will be established during all performances; MRI airspace will be shut down during the TFR windows.

D. Lake Hood Seaplane Base

No report.

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- E. Bryant Army Airfield  
No report.

6. SPECIAL COMMITTEE REPORTS

No report.

7. OLD BUSINESS AND UNFINISHED ACTION

None.

8. NEW BUSINESS

None.

9. PUBLIC COMMENTS REGARDING AVIATION

None.

10. COMMISSION COMMENTS

Jim Cieplak distributed maps showing the Mat Su Common Traffic Advisory Frequency (CTAF) areas. He explained that FAA is re-assigning the CTAFs in the Matanuska and Susitna valleys to improve awareness and clarify frequency use. The new CTAFs will be effective May 29. More information can be found on the FAA website (which will ultimately get linked to the MRI website).

Jim Cieplak also inquired about the details of a VPD status memorandum he received from FAA. Paul explained VPD education is an ongoing exercise at MRI. The geometry of the airport exacerbates the VPD problem as there is no partial separation between the apron edge and taxiways. MRI has apron-edge taxilanes with only a painted stripe for separation, whereas most airports have a physical separation space between the commercial ramps and controlled taxiways. The gates have helped to keep unauthorized persons away from the air operations area.

11. ADJOURNMENT

The meeting adjourned at 1:10 p.m.