



2ND QTR – 2025

SERVING ALASKA SINCE 1930



MERRILL FIELD BULLETIN

Fly MRI – Alaska's First and Friendliest Airport

FROM THE DIRECTOR'S DESK

One of the first tasks I began when I arrived at MRI was to initiate an economic impact study for the airport. This may seem odd, but I believe it is important for us to answer two crucial questions: (1) What does MRI do? And (2) Why does it matter?

MRI's Economic Impact Report is fresh off the press. According to the report, "Alaska's first original airport" is the 2nd busiest airport in the state, 4th in the nation in based aircraft, and the 130th busiest GA airport in the nation based on annual flight operations. But besides bragging rights, how do these stats impact us? In a word: "bigly."

Based on survey results from MRI users, 337 jobs are tied directly to MRI and another 798 supporting jobs (1,135 total) contribute \$85.5M in wages to our communities. When the economist looked at the overall economic contribution of MRI to Anchorage and the state, the stats were even more impressive. Our airport contributed approximately \$241M to the state, 95% of which (\$230M) is contributed to the Anchorage economy. Not too shabby!

What can we do with this new knowledge? Let our communities know that MRI plays a crucial role in Anchorage and the state! Admittedly, airports can be noisy. But what if the jobs, training, flights to remote communities, medivac and the \$241M+ suddenly went away? How would that affect Anchorage? In a word, "bigly."

MERRILL MENTIONABLES

Hello Merrill Users: The snow is melting, temperatures are rising, and vegetation is starting to green: summer is right around the corner and will be here before we know it! And - as we all know- that with the summer season, comes construction.

As you saw in the last newsletter, Merrill Field's primary **Runway 07/25** is will be undergoing essential repairs this summer and **will be closed starting around the beginning of June.** The runway closure is anticipated to last no more than 60 days and is expected to reopen sometime in August.

Please be on the lookout for announcements, newsletters, and construction flyers that will include valuable information about construction progress, runway/taxiway closures, contact information, and other important news.

Lastly, we are working to develop on Project Website that will provide current updates on airport construction, detailed information on upcoming work, and real-time notifications. We anticipate the website to "go live" later this spring and will provide links in the next newsletter.

Thank you for your continued partnership, patience, and teamwork as we work together to see this project all the way through to the finish line. We look forward to a safe and successful construction season; we will see you out there!





SHOP TALK FROM AIRFIELD MAINTENANCE

As the winter season gives way to spring in Anchorage, Merrill Field Maintenance crew shifts from snow removal operations to prepping for summer months.

As part of this transition, winter snow removal equipment, such as graders loaders and blowers will undergo preventative maintenance and a careful cleaning before being stored for the season.

This ensures that the equipment remains in top condition and is ready for next winter.

At the same time, Maintenance crew has begun to pull summer equipment from storage and de-winterize flusher truck and street sweeper for the upcoming warmer temperatures.

We are ready to start spring cleanup efforts on the roadway and taxiways as soon as weather allows.

You may see the maintenance crew out on the field, inside and outside the AOA picking up wind blown trash (FOD).

This routine task is crucial for maintaining the airports appearance and safety.

If we could get the help of Merrill field users to police their lease lots along the fence line, this would be greatly appreciated and will speed up our efforts in keeping our airport looking welcoming and safe for everyone.



With the warmer weather and more daylight upon us, traffic volume is starting to increase. Radio chatter can often be a limiting factor to our ability to safely and efficiently control aircraft. Brevity and clarity can help us meet our requirements, reduce confusion and help everything run smoother. Here are a few tips to help you:

- ✦ Listen before you talk. Listen to the conversation, did what the controller or pilot say require an answer from the other person? Wait until a conversation is completed before making your request – allow the pilot to read back their clearance before talking.
- ✦ You must use your call sign in every transmission, if you read something back without your callsign, we'll probably make you say it again.
- ✦ When ready for departure, we must have a good “hold short” readback in the initial conversation – which includes the words ‘hold short,’ the runway number you are holding short of, and callsign – all in one unbroken transmission. If we instruct you to “hold short,” you must read back all of those items. If you give all of that on your initial call, we can just tell you to “standby,” which does not require a readback.
- ✦ Generally speaking, if you tell one controller something, you do not have to tell another controller. For example, if you tell Ground you would like ‘the Ship Creek Departure with an altitude deviation,’ you do not have to tell Tower this, Ground will handle it behind the scenes. The same applies if you are talking to Approach,. If you’ve already told them your altitude and they have verified it with ‘radar contact,’ or you’ve given them our ATIS code, you don’t have to give us that information.

The Aeronautical Information Manual, Chapter 4 (Air Traffic Control), Section 2 (Radio Communications Phraseology and Techniques) has lots of great tips and is worth a read if you haven’t looked at it in a while.

This summer is going to be busy and challenging with the runway construction and efficient communications will help. We look forward to seeing you at the runway construction meeting on Monday, May 5th!

ADMIN MATTERS

DRIVERS TRAINING PROGRAM & GENERAL DRIVING PRACTICES ON MERRILL FIELD AIRPORT

The objective of the Driver's Training Program (DTP) is to familiarize drivers with airport operations and enhance the safety of everyone who uses Merrill Field. The DTP presents the information necessary to safely operate a vehicle on the Merrill Field Airport movement area. You must have a current Drivers Training Test on file with the organization that authorizes you to be on the airport. The Drivers Training Test must be renewed every 2 years.

As a user of the Airport, it is critical that you understand the difference between a movement and non-movement area and become an "authorized driver" if necessary. An authorized driver has the airfield manager's permission to drive in the movement area. The airfield manager grants permission to drive in the movement area to individuals who have completed this Driver Training Program and have a need. The airfield manager has predetermined that members of the groups listed below have a need to drive in the movement area.

- ✈ Leaseholder or leaseholder employee as required to conduct business
- ✈ Airport personnel or an authorized airport contractor
- ✈ An authorized FAA employee
- ✈ Emergency response vehicles (APD and AFD)
- ✈ Individuals, not listed above, who believe they have a requirement to drive in the movement must contact the airport manager.

Always drive at a prudent and safe speed. The maximum speed on airport ramps is 15 miles per hour (AMC 11.60.210). Drivers must yield right of way to aircraft taxiing, taking off or landing. Compared to vehicles, aircraft move faster, are less maneuverable and generally, have poorer visibility. A vehicle that makes an unexpected move in front of an airplane is at risk. The maximum speed on airport roadways is 25 miles per hour, as posted.

Aircraft may show up when and where you least expect them. Exercise the same caution entering a runway or taxiway that you would to enter a highway. Even if tower has cleared you, never enter a taxiway or runway without looking on the ground and in the air, left and right.

LOCAL BUSINESS SPOTLIGHT AERO TWIN



Fifty years ago, Aero Twin, Inc. started as a simple Repair Station focusing on twin aircraft at Lake Hood. In the winter of 1985, newborn baby in tow, Tony and Diana Cestnik moved their business to Merrill Field.

Today, ATI, at its core, is a Repair Station and engineers, manufactures, and sells parts, aftermarket kits, and foldable aircraft seats world-wide. In the spirit of expansion, over 90% of all ATI's goods are fully manufactured in-house on Merrill Field. ATI's footprint expands beyond aviation as they collaborate with other local businesses, artists and non-profit organizations assisting in projects that keep manufacturing here in Alaska.

Sadly, Tony passed on last year making ATI a woman-owned and run company, though Tony would have been the first to say that it always has been. As Vice President turned President, Diana has run ATI administratively all 50 years. Their daughter, Samantha (a first-generation Merrill Field ramp brat) started answering phones at 5 years old. She even started getting paid for it at 16. The former ATI Jill-of-All-Trades, Samatha holds the title of General Manager.

To quote Samatha, "We are proud to have had a hand in building community at both Merrill Field and in general Alaskan aviation. We hope to continue here through the next fifty years."





MARK YOUR CALENDAR UPCOMING EVENTS

Let us know of your aviation related event in time to list it here next quarter! Don't forget to give us the date, time, location, and contact info.

First come, first served.

Email us at: merrillinfo@ci.anchorage.ak.us

Merrill Field Airport is celebrating **"Serving Alaska for 95 years!"** Be looking for a "Save The Date" notice for our next Merrill Aviation Celebration Event soon!

RUNWAY 7/25 REHABILITATION: Stakeholders and community outreach meetings for the Runway 7/25 Rehab project began in February and continues until the project is complete. Dates & times will be posted on our website and Facebook page. Follow MRI's Facebook page for updates.

Would your Community, Airport, or Business like a personal update in this bulletin? Your message can be seen by the over 1,000 individuals who receive this bulletin each quarter!

Call our office and let us help you get your name out there!

No one likes waiting in long lines. When one runway is closed for plowing, for example; or this summer during the runway rehab project, a suggestion pilots could consider is doing their runup prior to arriving at the hold short line in order to help expedite departures.

MRI's Aviation Celebration!

Save the Date

Date: May 31, 2025

Time: 9am – 3pm

Location: UAA Aviation Technology Center,
Stoddard's & North Edge ramp



MAAAC Board Meetings:

Are held monthly on the first Thursday of each month, from 12:00pm to 1:00pm at the Anchorage Fire Department Training Center Building C room 9 (subject to change) and on TEAMS.

MAY 01 MAAAC Board Meeting
JUN 05 MAAAC Board Meeting
JUL 10 MAAAC Board Meeting

Upcoming User Group Meetings for the year:

Held quarterly on the 1st Wednesday of the month at the manager's office conference room @ 12:00 noon.

JUL 09 User Group Meeting
OCT 01 User Group Meeting

Save the Date:

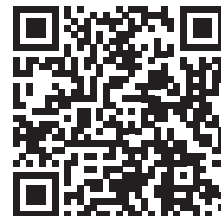
MAY 05 at 5:30 PM • R/W 7-25 Public Construction Meeting
UAA Aviation Technology Auditorium, 2811 Merrill Field Dr., Anchorage, AK

MAY 31 Merrill Field Aviation Celebration

JUN 01 Beginning in June be aware Runway 7/25 construction rehabilitation will begin!

Are you ready for the spring flying season? It might be a good idea to check your biannual flight review, IPC, annual inspection, and consider a flight with an instructor to shake loose some of those cobwebs!

Are you following **MRI on social media?** Let's see how fast we can go from 400 to 1000 followers! Be notified of the special events and exciting news!



SPRING CLEAN-UP IS HERE!

Remember to:

- ✈ Cleanup and removal of trash and potential flying debris.
- ✈ Remove flammable materials from around fueling operations.
- ✈ Comply with Municipal Code requirements for storage, handling, and dispensing of fuel.
- ✈ Remove all motorhomes, buses, boats, vehicles and/or trailers parked in aircraft aprons.
- ✈ Removal of vehicles from the airside of the airport.
- ✈ FAA mandated MRI to conduct a fire Marshall Inspection for any leasehold that does not comply.

Just a reminder that the 3rd quarter of 2025 begins on July 1st.

Automated payments will be processed at that time, so please ensure everything is set up accordingly. Keep the office apprised of any changes to your credit card or payment method to ensure your payments are processed smoothly.