



4TH QTR – 2025

SERVING ALASKA SINCE 1930



MERRILL FIELD BULLETIN

Fly MRI – Alaska's First and Friendliest Airport

FROM THE DIRECTOR'S DESK

It is hard for me to believe we are already in the 4th quarter of 2025. I don't know about you, but I need another quarter of a year to get what I wanted to get done!

2025 HIGHLIGHTS IN REVIEW: MRI resurrected the Merrill Field Bulletin, completed and published the MRI economic impact study, hosted the 2nd Aviation Celebration event, selected an airfield maintenance software, instituted an optional modern transient parking payment, completed Runway 8/26 refurbishment on-time and under budget, fully staffed the airfield maintenance team, and re-opened the Air Force Memorial. Of course, these (and more) tasks are on top of the daily duties our dedicated team perform daily to provide a safe, efficient airport for you, our user. The feedback we have received has been positive. Thank you.

Not all responsibilities are as enjoyable. Balancing a budget is one of the less enjoyable tasks which must be done. MRI has been operating for 4 years on a pre-Covid revenue budget while expenses (as you well know) have climbed dramatically, which is obviously not sustainable.

As everyone who attends the MAAAC or User Group meetings have heard, I have spent an inordinate amount of time reviewing the revenue stream for MRI and have proposed to the Assembly a rate increase beginning January 1st, 2026. Such duties are not pleasant but are necessary to return the airport to the solid footing required to provide the quality service, you our customer deserves. To minimize the impact on everyone, the increases are spread across all areas of services. With a few exceptions, the increase was still less than annual Consumer Price Index increases would have been.

I look forward to sharing some more pleasant news with you in our next Bulletin in January!

SERVING ALASKA SINCE 1930



Merrill Field Airport

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MerrillInfo@ci.anchorage.ak.us

muni.org/flymri



CONSTRUCTION CORNER:

We did it! Merrill Field Airport has survived yet another summer construction season. As the dust begins to settle and the equipment is hauled off-site, we Engineers typically find ourselves reminiscing on our latest construction project and usually two things come to mind:

- 1. WHAT COULD WE HAVE DONE BETTER?**
- 2. WHEN DOES THE NEXT PROJECT START?!**

This summer was a busy one and the users of Merrill Field took the Runway 7/25 project in stride as we worked day and night to complete one of Merrill Field's most expensive capital improvement projects in the last 10+ years.

I want to thank all the airport users for their patience and team-like mentality this summer. Without your support and understanding for construction-related impacts (such as runway/taxiway closures, lighting outages, etc.) this project's success would have been much more of a challenge.

My hope – and with a little bit of luck – is you shouldn't hear the words "Runway 8/26 Rehabilitation" until sometime well after 2035 or beyond.

Until next time, have a great winter and be on the lookout for future construction notices as we work to make Merrill Field one of the greatest airports in the nation, one capital improvement project at a time!

–Erik Jordt

SHOP TALK FROM AIRFIELD MAINTENANCE

Snow season will be here soon, so here are reminders on best practices and MRI policy for tie down customers and lease lot holders.

FOR ALL CUSTOMERS

- Our priorities are runways, taxiways, roads /cul de sacs, aprons. Priority areas are re-started after any new substantial snowfall event.
- Please direct all questions regarding snow removal to Airport Admin, not Mx or Tower.

TIE DOWN CUSTOMERS

- Shovel snow in front of aircraft low and front of spinner which keeps us clear of your aircraft and speeds up removal.
- If your row has been windrowed already and you have not shoveled or able to shovel your snow to the windrow, please keep it in front of the aircraft as normally. We will grab these piles while pushing out the windrow.
- If your row has been cleared and you need to shovel snow, we will get those piles when we plow again.
- No un-authorized plow trucks/loaders/ATV's allowed on the aprons without prior permission from airport manager and or maintenance representative present.
- When a snow berm is on taxiway Q and there is no access to your row, you have access on the southernmost part of the apron to TWY G and the first row farthest east near Q aircraft gate. (Continued...)

ADVERTISE YOUR BUSINESS HERE!

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

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



SHOP TALK FROM AIRFIELD MAINTENANCE

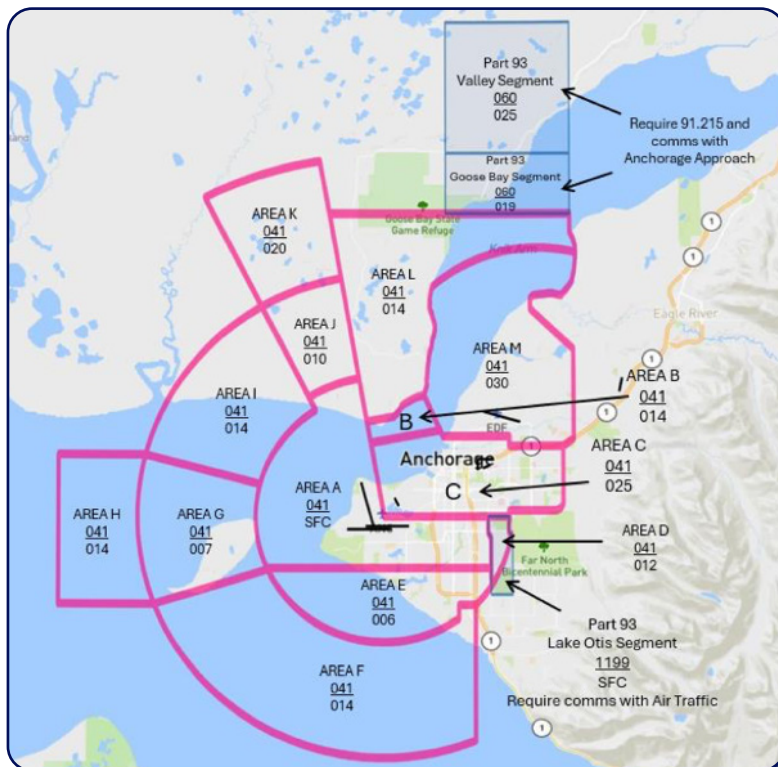
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LEASE HOLDERS

- Snow piles on lease lots may be removed, as a courtesy, as time allows. Maintenance removes piles only adjacent to Taxiways. Piles must be clear of all debris. If debris damage occurs to the blower on your lot, repair cost will be billed to you. Please educate your snow removal team on problem areas of your lot where potential items could get plowed into the pile.
- Do not push snow onto or across any Taxiway or roadway.
- Our operators try to plow a grader width on your side of the ramp during a normal plow out, so keep at least a vehicle width or greater between the Hold line and your snow piles
- We first remove the snow pile at the end of our Maintenance shop and assess the Cult-de sacs before starting on Lease lots. Maintenance alternates areas when starting piles and if not finished before a new snowfall event happens, we continue to remove the piles that have not been started.

Proposed Class C and Part 93 Airspace change in the Anchorage Bowl

The Ad Hoc Committee has completed its work with the proposed Class C airspace, and we are now moving into the Informal Airspace Meetings. You can submit your inputs or comments for the proposed designs by emailing them to: 9-AJO-ATAAPS-Airspace@faa.gov



TOWER TRANSMISSIONS



As winter sets in, your pilot weather reports (PIREPs) become even more vital. Controllers and fellow aviators rely heavily on accurate, timely PIREPs - especially when icing, turbulence, low ceilings or reduced visibility are in play.

If ATC asks you for a PIREP, here's a quick refresher on what to include:

- ✦ **Location** – Common geographical points, distance/bearing from airport, etc.
- ✦ **Altitude** – The altitude where conditions were observed.
- ✦ **Sky condition** – Cloud layers and bases/tops.
- ✦ **Flight visibility & weather** – Report visibility and any precipitation.
- ✦ **Wind** – If significantly different from forecast, experienced wind aloft, or low level wind shear (LLWS).
- ✦ **Turbulence** – Intensity in light, moderate, severe, or extreme.
- ✦ **Icing** – Type (rime, clear, mixed), intensity, altitude range, and temperature.

When giving your PIREPs, keep it brief and factual and remember, even a “negative” report (“no icing/turbulence”) is valuable.

With winter conditions in mind, during snow removal operations, all pattern work must be coordinated and approved by the airport. On days with heavy or continuous snow removal, plan ahead and have an alternate plan, as pattern work may be limited or unavailable.

Lastly, the tower has observed a rise in incorrect or incomplete callsign usage. As a reminder, always use your full tail number on your initial call. Once ATC has shortened your callsign, you may use the last three digits of your tail number in subsequent transmissions. This reduces the risk of miscommunication and prevents stolen clearances. You can learn more radio communication tips in the AIM, Chapter 4, Section 2.



A CONVERSATION ABOUT UNLEADED AVGAS

Swift Fuels CEO, Chris D'Acosta, visited Anchorage as part of the scope of NASAO meetings held September 22 – 25. During his visit, Chris met with Earl Malpass - Airport Director at PAMR, about the proposed transition to begin using Swift Fuels' 100R unleaded avgas.

Here are some highlights:

- ✈ Swift Fuels is the sole provider of unleaded avgas across the US with premium fuel that is FAA-certificated for specified engines and airframes and is compliant with ASTM International fuel specifications.
- ✈ Swift Fuels unleaded avgas products (UL94 and 100R) have been actively sold in 29 US states and 4 EU countries over the past 10 years. In fact, over 4.6 million gallons of unleaded avgas have been sold recently by Swift Fuels with a strong and rapidly expanding customer base.
- ✈ Swift Fuels is the only unleaded avgas provider with a Production Specification for a 100-Motor-Octane grade of avgas from ASTM International. 100R achieved this distinction after several years of comprehensive testing and the unanimous consent

from over 600 industry participants in the ASTM International process.

- ✈ Swift 100R unleaded avgas is fully intermixable with 100LL in FAA-certified aircraft at any ratio. However, Swift Fuels does not allow intermixing with aromatic amines (i.e. G100UL) and does not indemnify damage brought by the intermixing of any unapproved fuels.



- ✈ Swift Fuels expects to expand their FAA-certificated list of approved engines and airframes to address the needs of the global piston fleet by end of 2027. Alaska's formal deadline for this transition is the end of 2032. However, Swift believes the initial part of the unleaded avgas transition can begin soon to acclimate pilots, mechanics, airports and communities on the

virtues of 100R unleaded avgas.

- ✈ Swift Fuels can help facilitate access to 100R unleaded avgas across Alaska by exploring options to utilize unleaded avgas transitional assets including airport fuel tanks, refueler trucks, etc. These conversations are underway now with avgas supply chain leaders willing to address the needs for 100R at Merrill Field sites including the UAA flight school.

Merrill Field staff would like to give a big "shout out" to Dona & Craig Keppers for volunteering their time to weed and spruce up MRI's Air Force Memorial and other turn off throughout the summer! Thank you! We strongly suspect many others generously give of their time to help us look our best!



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ADMIN MATTERS

NEW PARKING CONVENIENCE AT MERRILL FIELD AIRPORT:

PARKMOBILE NOW AVAILABLE!

We're excited to announce a major upgrade to parking services at Merrill Field Airport: ParkMobile will be going live for transient aircraft and vehicle parking! Whether you're flying in for a quick visit or driving in for a short stay, ParkMobile brings a seamless, digital solution to your parking experience.

✈ What's Changing?

With ParkMobile, transient parkers—both pilots and drivers—can now:

- Reserve and pay for parking via mobile app
- Access real-time availability
- Receive digital receipts instantly

This new system applies to all transient parking zones across Merrill Field, including the seven designated aircraft aprons like Alpha, Charlie, Quebec, Whiskey, and the vehicle parking lots, such as the Alpha, flare, and Dena'ina lots.

✈ Why ParkMobile?

ParkMobile is a trusted name in transit and airport

parking nationwide. By implementing this technology, Merrill Field aims to:

- Improve the experience for out-of-town visitors
- Lower operating costs with ticketless transactions
- Provide better data for airport planning and peak-time management.

✈ How to Use It

Simply download the ParkMobile app and locate Merrill Field Airport and select your parking zone or scan the QR code on the sign where you are parking and follow the prompts. You'll be able to pay securely, extend your time if needed, and get reminders before your session ends.

✈ Unable to access ParkMobile?

You will still be able to pay using cash or check. Please continue to fill out the payment form and drop it in the payment box at each pilot shelter or by visiting the Airport Managers Office at 800 Merrill Field Drive.

☛ A Word from the Airport Manager

"We're thrilled to bring ParkMobile to Merrill Field. It's a step forward in modernizing our services and making the airport more efficient and accessible to transient users. Whether you're here for a day or just a few hours, parking should be the easiest part of your visit."

LOCAL BUSINESS SPOTLIGHT

NORTHERN LIGHTS AVIONICS



In 1977, Gary Bennett Sr. vacationed to Alaska and fell in love with the state. The following spring, he sold his business, Denver Avionics, and moved his family to Alaska where he opened Northern Lights Avionics (NLA) on Merrill Field. Originally established as an FAA certified repair station and avionics shop for general aviation aircraft, at eight years in, NLA expanded to include a retail pilot supply shop. Gary Jr. joined the family business in 1984 and in 2001, with his wife Kristine, he took over when Gary Sr. retired. Their son, Cody, works as the repair station manager. NLA's staff are aviation enthusiasts with many of whom are licensed pilots.

From repairs spanning simple wiring on a push to talk button, to complete panel rebuilds including primary flight displays, engine indicating systems, full navigation/communication/ surveillance equipment and auto pilot, NLA can say "we are avionics." With in house CNC, powder coat and laser engrave capability, NLA performs

all phases of a complete panel retrofit, making every panel project a custom panel. Their avionics technicians bring over

150 years combined experience and have received many awards for outstanding sales and service from various avionics equipment manufacturers, including Bendix/King, II Morrow, and most recently Garmin Aviation. NLA continues to perform bench repairs on legacy avionics equipment as parts availability allows.

NLA is MRI's go-to for pilot supplies covering students to professional pilots, training aids, headsets, charts, ELT's, GPS accessories, iPad accessories, flight bags, oil, cleaning supplies and more! They are a top dealer for Bose, David Clark, and Lightspeed headsets. NLA is proudly celebrating their 47th year maintaining Alaska's general aviation avionics and instrument needs at MRI and beyond.





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

FUEL TANKS ON TIE DOWNS...

MRI has reviewed the policy for fuel tanks in a permitted tie down. In short, fuel tanks on trailers will be restricted to commercial grade tanks.

The updated policy will be addressed in the next User Group meeting and be put in effect January 1, 2026. Other restrictions will be discussed and published soon.

The typical 200 gallon tanks are not permitted in tie down spots.

WHY DON'T RUNWAYS 8/26 NUMBERS MATCH THE FAA PUBLICATIONS?

Good question! The earth's magnetic fields are always changing, which is why airports change their runway numbers every so-many-years. These changes occur more often at higher ladditudes than at the equator. Here at MRI, these changes occur roughly every 24 years. MRI's runway rehab occurred two years prior to the FAA's change, but within the window allowable of the switch. The decision was made to change the numbers and signs now while the cost would be covered under the rehab grant. The FAA publications will catch up February 2027. Runways 16/34 may change to 17/37 at that time.



MAAAC Board Meetings:

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

NOV 06	MAAAC Board Meeting
DEC 04	MAAAC Board Meeting
JAN 08	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.

JAN 07	User Group Meeting
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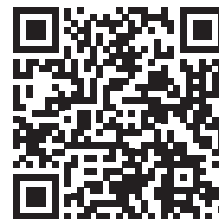
SECURE FLOAT STORAGE AT MRI

If you are interested in storing floats at MRI, please contact our Customer Service Specialist at: Merrillinfo@ci.anchorage.ak.us or come by the Manager's Office.

Are you following MRI on social media?

Let's see how fast we can go from 600 to 1000 followers!

Be notified of the special events and exciting news!



FALL CLEAN-UP IS HERE! Remember to:

- ✈ Cleanup and removal of trash and potential flying debris (FOD).
- ✈ 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 1st quarter of 2026 begins on January 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, payment account, or billing info to ensure your payments are processed smoothly.

Merrill Field Airport is celebrating "Serving Alaska for 95 years!"