



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division

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10/8/2025

To: Merrill Field
Attn: Earl Malpass
800 Merrill Field Drive
Anchorage, AK 99501

Dear Mr. Malpass,

Merrill Field Airport, Anchorage, Alaska
Airport Layout Plan Conditional Approval
Airspace Case No. 2025-AAL-1575-NRA

The Merrill Field Airport Layout Plan (ALP), prepared by Merrill Field, and bearing your signature, is conditionally approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (no. 2025-AAL-1575-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

The FAA Reauthorization Act of 2024 has limited the FAA's review and approval authority for Airport Layout Plans (ALP). The FAA's approval of this ALP is limited to existing facilities only for which the FAA retains approval authority. The FAA has not determined whether it retains review and approval authority for any proposed facilities depicted on the ALP associated with this letter (unless otherwise noted). FAA will determine whether it retains approval authority for ALP changes reflecting future facilities when such facilities are ripe for consideration (when such facilities are intended to be built), and such approval, if required, must be granted before construction occurs.

Although the FAA's review and approval authority of proposed projects depicted on an ALP is limited, airport sponsors must continue to maintain an up-to-date ALP in accordance with Federal law, 49 U.S.C. § 47107(a)(16).

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This ALP change approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

This determination does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program (AIP) funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

This ALP approval does not constitute FAA approval of incompatible land uses within any Runway Protection Zone. Nor does it relieve the airport sponsor of its obligations under Assurance 21. Rather, it represents a conclusion by the FAA that the sponsor conducted a sufficient level of analysis to make its own decision about the risks associated with the proposal.

This determination does not represent approval of a modification to any FAA standard. Requests for Modifications of Standards (MOS) must be submitted separately, pursuant to requirements in the current version of FAA Orders 5100.38, Airport Improvement Program Handbook, and 5300.1, Modifications to Agency Airport Design, Construction, and Equipment Standards.

At the time of your next ALP update, please include separate Runway Departure Surface drawings in accordance with the ALP standards outlined in ARP SOP 2.00 para A.7.

This approval does not include approval of any lease and does not release the airport sponsor from any existing federal obligations or other legal obligations.

Please attach this letter to the Airport Layout Plan and retain it in your files. We look forward to working with you in the continued development of Merrill Field airport. If you have any questions, please contact Carley Wallace, Community Planner, at our office at 907-271-5845.

Sincerely,

Jonathan Linquist
Lead Community Planner

Enclosure