

MUNICIPAL AIRPORTS AVIATION ADVISORY COMMISSION

MEETING MINUTES

Thursday, November 5, 2020

VIA Teleconference - Microsoft TEAMS to listen in, to provide verbal comments or to ask ques-

tions, email merrillinfo@ci.anchorage.ak.us your name, phone number, and requested agenda

item(s) no later than 09:00am the day of the meeting . The subject line should read "MAAAC Phone

Testimony."

ATTENDANCE

COMMISSION MEMBERS PRESENT

Jamie Patterson-Simes, Chair

Dr. Sharon Chamard, Vice Chair

David Knutson

Terry Cartee

Chet Harris

COMMISSION MEMBERS ABSENT

None

AIRPORT STAFF PRESENT

Dr. Ralph Gibbs, MRI Airport Manager

Alex Jumao-as, MRI Asst. Airport Manager

BreAnn Kim, MRI Service Administrator

Amy Garcia, MRI Finance Manager

Julie Hixenbaugh, Commission Secretary (343-6309)

1. CALL TO ORDER

Commission Chair Jamie Patterson-Simes called the meeting to order at 12:06 PM.

2. SELF INTRODUCTIONS

Jamie asked all attendees to introduce themselves.

3. MINUTES OF THE PREVIOUS MEETING

Unanimous approval of the September 3, 2020 with the amendment to define CARES Act to Corona Virus, Aid, Relief, and Economic Security Act.

4. **CHAIRPERSONS REPORT-** Jamie thanked Dr. Chamard for the opposing letter, written to the assembly on the aircraft tax change, document 2020-96, on behalf of the MAAAC.

5. AIRPORT MANAGER'S REPORT

- **Noise**

None

- **Vehicle/Pedestrian Deviation (VPD)/Incursions**

None

Ralph was asked to orchestrate a meeting with airports division, Kristi Warden, and CFO Alex Slivka and his staff for a conversation explaining how the AIP program works, how the funding flows, rules, and regulations. He reiterated that CFO Alex Slivka wants to work with the MAAAC on the aircraft taxes. The Municipality is still going ahead with, "who to tax" but would like to work out what is a reasonable way to compute the taxes. Jane Dale shared that the municipality will exempt aircraft at Anchorage International from the new taxes because they pay landing fees at that airport.

The simulators have been delivered and Ralph has been setting them up.

The instrument approach procedures were approved on November 4th. In approximately twelve months MRI should have five new instrument approaches, departure procedures, one of them being a precision approach into the helipad.

Jamie inquired about the exact location of the SIMS building. It is located south of ADS-B's office at 1501 East 9th and Orca. She is concerned with the city competing with private enterprises. Ralph was asked by Juneau FSDO to acquire these simulators especially, the Fly-It helicopter, so that they would remain in Alaska, they are not intended to be in competition with private enterprises. There are three flight schools interested in using the Fly-It, they are not interested in buying one of their own. UAA is looking for more low-cost simulators that their non-instrument trained pilots can use for practice. There are two desktop trainers as well as the King Air 200 and the DCX Max. Ralph stated there are plenty of opportunities for training that are not competing with anyone else. MRI was asked to apply because they are a city or government entity to which the simulators could be transferred. Tyler from Alyeska Helicopters asked when the Fly-It will be ready to rent? Ralph is hoping within two weeks' time. The Fly-It needs to be upgraded first, and then the FAA will certify it, we are waiting on an internet connection for the building.

- **MRI AIP Projects Overview**

Alex reported on three projects

- 1) Access Road- working with Granite, the contractor for the project, to plan ahead on items that will need a long lead time to acquire, so the project can move forward as soon as it is time to break ground in the spring. The grant money has been approved and ready to go.
- 2) Snow Removal Equipment-MRI plans to acquire snow removal equipment, a grader, a loader, and pick-up with plow. The FAA will no longer fund this equipment. MRI intends to use CARES Act money to purchase. There is a lead time of approximately six months, so MRI should have two graders for next snow season.

- 3) City Electric property acquisition-MRI is working with the FAA and getting all the paperwork to buy this property.

6. ORGANIZATION REPORTS

- MRI ATCT – No report
- CAP –Chet Harris reported squadron training was still proceeding following Municipal mandates for covid-19 protocols and one of the few in the nation that are still able to train.
- AOPA – No report. Alex Jumao-as is working with AOPA to get information submitted to the supplement for information, on for services that are available on the airport, into the FAA databases.
- Lake Hood- Tim Coons reported they are gearing up for winter, the lake is freezing over.
- AACA-Jane Dale reported signups for the AACA annual convention is now open. It will be held virtually, February 15-17, 2021. Sign up on their website askaaircarriers.org.

7. OLD BUSINESS

Reduction at Taxiway Mike

Terry Cartee asked if TWY C is going to be widen back to the old width? Alex said he is working with Rickey Starr to coordinate a meeting with all concerned to come up with a solution. Jamie wanted to go on the record that this reduction from 100 feet to 40 feet at TWY M and Charlie is dangerous, especially to new pilots and winter flying. It is ridiculous that pilots will “just get used to it”. Chet Harris physically inspected the reduction and concurs that it is a safety issue.

Ralph talked with the tower, they are going to organize a follow up RSAT meeting to discuss other ways to accommodate the need for engine runups at TWY Mike. This change was not forced upon us. And we will work to make a solution and follow MAAAC recommendations. We will follow FAA directives, regulations, and all legal orders. Ralph said he was not sure that taxiway Charlie falls into that category, but you have got my attention. I will make sure that we comply with FAA regulations but if we are not required to make a change at TWY Mike based on the input then we won't.

8. NEW BUSINESS

- New chair and vice chair
Jamie Patterson-Simes nominated Dr. Sharon Chamard for Chair, seconded by Terry Cartee, Dr. Chamard accepted.
Dr. Chamard nominated Jamie Patterson-Simes for Vice Chair, seconded by David Knutson, Jamie Patterson-Simes accepted.
There were no oppositions to the chair of candidates. They were unanimously voted in, Dr. Sharon Chamard, Chair and Jamie Patterson-Simes, Vice Chair.

Dr. Sharon Chamard takes control over the MAAAC meeting and thanks Jamie Patterson-Simes for her service as Chair.

9. PUBLIC COMMENTS REGARDING AVIATION

- Mike Schoder is concerned with helicopters taking off after fueling at Ace Hangars. They take off vertically and have flown three feet over the hangar on their departures. He would like to have something put into the supplement outlining take off procedures, maybe following TWY November or using RNY 7-25 departure patterns. He would like to see the tower clear them with a route.

Terry Cartee is working on traffic patterns with Ralph to present to the tower, FAA, and users for helicopter flight patterns. The plan is to take off on November or Alpha, stay on November or Alpha until they are past the end of the taxiway. They are not to fly over any of the hangars on the South side. On Québec they have been climbing up over the top of Golf or turning west then to the north, climbing above the traffic pattern. And not over fly the hangars.

Tyler from Alyeska helicopters clarified their practices. The tower instructs them to the Alyeska ramp direct for an air taxi. Per the tower, the definition for an air taxi is greater than fifty feet off the ground but less than one hundred feet.

Sharon would like to see the helicopters to be more mindful when flying over neighborhoods.

Mike Schoder added there are two concerns with the helicopters that hover over building or aircrafts, they are in the transition and operations to receive fuel. They should be addressed individually.

Ralph questioned Tyler as to where the fifty to one hundred feet was measured from in their air taxi, was it from the ground or an existing structure? Tyler said it is the surface of the ground. Mike Schoder says it needs to be mandated to be one hundred feet or more.

Terry Cartee clarified that per 91-3, the pilot is in command of his aircraft and it is his choice to follow tower recommendations and should be based on safety. It was agreed that more education is needed with the helicopter pilots and the tower, for the safety of all on the field.

David Knutson addressed the wind event at MRI last Sunday. He would like to have specs on tie down ropes in the tiedown agreement with MRI. Also, inoperable aircraft owners need to be held accountable for keeping their ropes in good working order.

BreAnn Kim, the service administrator for Merrill Field, shared that the tie-down agreement is being updated right now and will check with legal if specs can be added into the agreement. The office can strongly suggest the proper ropes, though. She applauded Merrill Field Maintenance team for their response to the wind storm and damages. And suggested a community watch group.

Chet Harris noticed five aircrafts unmoored and four of them had been secured with ratchet straps, which are not effective in keeping an aircraft tied down.

Sharon will add this to old business

10. COMMISSION COMMENTS

- None

11. OTHER

- Next Airport User Group Meeting January 6, 2021, 5:00PM, at the Airport Manager's office
- The next MAAAC meeting will be January 7, 2021, 12PM [VIA TEAMS]

12. ADJOURNMENT at 1:03 p.m.