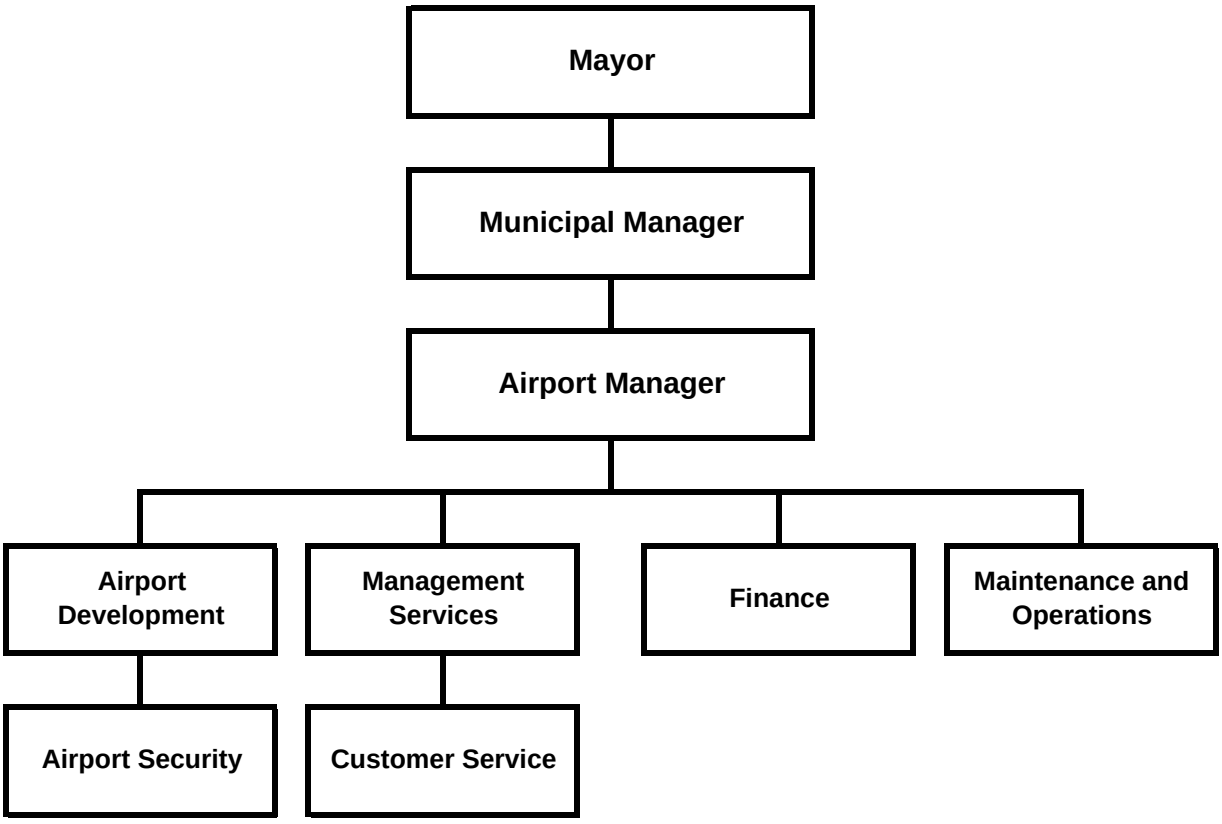
Merrill Field Airport



Merrill Field Airport
Organizational Overview

Merrill Field Airport is functionally structured with a single division. Department personnel include the Airport Manager and four office staff, plus four maintenance personnel.

The Airport Manager is responsible for the overall management, airport operation, risk mitigation, and operational tone/policies/direction of the Airport. The Airport Manager is also the primary point of contact with the FAA regarding capital and airport planning, operations, and capital development.

The Administrative staff conducts the day-to-day operation of the Airport, including property management and servicing of leasehold and tie-down customers. Other functions include the planning, design, and oversight of the construction of Airport infrastructure.

Maintenance personnel provide maintenance and operation of Airport facilities and equipment, as well as maintenance of all operating surfaces on the airport - runways, taxiways, roads, and aircraft tiedown areas that are not on leased property. Such responsibilities include snow removal, sanding, and resurfacing, including coordination of Notices to Airmen (NOTAMs) and currency of the regularly updated and continuously broadcast the Air Traffic Information Service (ATIS).

Merrill Field Airport
Business Plan

Background
Merrill Field Airport (MRI) is a municipally owned and operated enterprise. It is operated as a city department under the direction of the Municipal Manager.

Services
MRI is a primary commercial service airport and serves as a general aviation reliever for Anchorage International Airport. Home base to 8.7% of all aircraft registered in Alaska, MRI was the 101st busiest airport in the nation in 2013.

Mission
MRI is committed to operating and maintaining a safe and efficient airport that meets the aviation and business needs of the community.

Business Goals
- Enhance the Airport's role as the major general aviation transportation facility serving Anchorage and outlying areas within Alaska by providing services that promote and encourage use of the Airport by the general aviation community.
- Develop an overall Airport strategy, including leasing policies and pricing that attract aviation support services and related businesses to MRI and encourage long and short-term private sector investments.
- Practice sound fiscal management to enable MRI to increase its value, both to its customers and to its owner, the Municipality of Anchorage.
- Take advantage of new technologies to maximize the use and efficiency of available resources.
- Understand and be responsive to our customers to better meet their needs by providing the services and facilities they desire. This includes maintaining those facilities in a fully functional, efficient and safe condition by continually improving their utility, quality, and appearance.
- Maximize the use of Federal Airport Improvement Program (AIP) grants to provide facilities that will safely and adequately meet the needs of general aviation.
- Meet requisite FAA sponsor assurances resultant from AIP grant acceptance.

Strategies to Achieve Goals
MRI's strategic plan provides the following framework to achieve results for the customer:
1. Maintain a proactive anti-noise policy, asking pilots to follow established noise-reducing practice. Maintain a close working relationship and coordinate with FAA ATCT.
2. Maintain positive relations with neighboring Community Councils by encouraging their comments and actively addressing their concerns.
3. Work in close coordination with the Municipal Airports Aviation Advisory Commission, Fixed Based Operators, and Airport users.
4. Continue to aggressively seek and obtain both FAA and State grant funding for the Airport Capital Improvement Program.
5. Provide infrastructure to meet customer demand.
6. Maintain revenues at a level adequate to cover inflation, fund MOA and FAA mandated costs, and meet airport objectives by:
    a. increasing facility productivity
    b. adjusting user fees and/or lease rates annually.

7. Minimize expenses by:
    a. Reducing services where the impact is minimal
    b. Employing economies of scale whenever possible
    c. Deferring expenses, within practical limits
    d. Performing functions in-house when workloads permit.
8. Take advantage of new technology
    a. Continue refinement and enhancement of existing programs to facilitate better data resource management, including enabling fiber optic cabling and surveillance cameras airport-wide.
    b. Continue replacing computer hardware, as required, to ensure the efficient processing of data.
9. Maintenance of database and management reporting capabilities.
10. Maintain runways, taxiways, and tie-down aprons in a safe and secure condition.
11. Expeditiously and systematically remove snow from all surfaces. Ensure Notices to Airmen (NOTAMs) and Air Traffic Information Service (ATIS) are both proactive and current.
12. Continue long term planning, development, and construction of quality airport facilities through the Airport Master Plan process.
13. Provide technical assistance to lessees on issues associated with federally mandated environmental programs.
14. Endeavor to reduce the number of runway incursions (Vehicle/Pedestrian Deviations or VPDs).
15. Manage and develop Orca Street properties to maintain and maximize lease rental revenue.
16. Pursue development of new lease lots and encourage development of commercial aviation facilities on current leaseholds.
17. Perform asphaltic crack sealing of runways/taxiways to extend the life expectancy of these surfaces.
18. Fund pre-grant expenses for engineering services on grant-eligible projects.
19. Enhance the utility of existing tiedown aprons, taxiways, and roadways.
20. Expand aircraft aprons and taxiways as needed to meet demand.
21. Actively market Airport facilities and services.
22. Acquire planned acquisition of identified parcels west of the Runway 16/34 safety area to ensure compatible land use.
23. Identify high priority projects to be included in the FAA 5-Year Airport Capital Improvement Plan (ACIP) allowing MRI to more effectively compete nationally for AIP grant funds.
24. Secure engineering services for project preliminary design, final design, contract specifications, bid award, and construction supervision.

Performance Measures to Track Progress in Achieving Goals

Merrill Field measures progress in achieving these customer commitments using the following set of quantifiable performance measures:

1. Number of surface incidents
2. Number of unfulfilled requests for aircraft parking space – Electrical Drive Through
3. Percentage of lease spaces currently leased
4. Percent of runway pavement above the minimum PCI value of 70
5. Percent of apron pavement above the minimum PCI value of 60
6. Percent of taxiway pavement above the minimum PCI value of 60

Merrill Field Airport

Anchorage: Performance. Value. Results.

Mission

Operate and maintain Merrill Field Airport to meet the aviation and business needs of our customers.

Core Services

- Maintain runways, taxiways, and aircraft parking aprons in a safe and secure condition.
- Provide space to operate and park aircraft.
- Provide lease space for private enterprises to support air transportation.

Accomplishment Goals

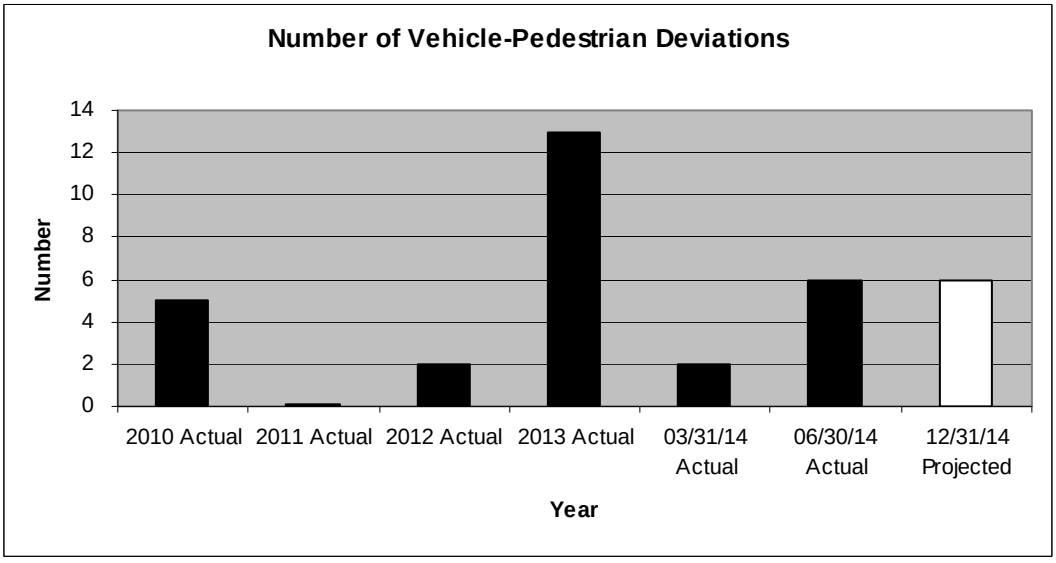
- Reduce the number of vehicle-pedestrian deviations (VPDs) - unauthorized entry into restricted areas.
- Provide sufficient aircraft parking area and business lease space to meet public demand.
- Repair and improve surface conditions on all Runway operating surfaces with a Pavement Condition Index (PCI) below 70 and all Taxiway, Apron & Roadway operating surfaces with a PCI below 60 (on a scale of 1 – 100 with 100 being the best condition).

Performance Measures

Progress in achieving goals will be measured by:

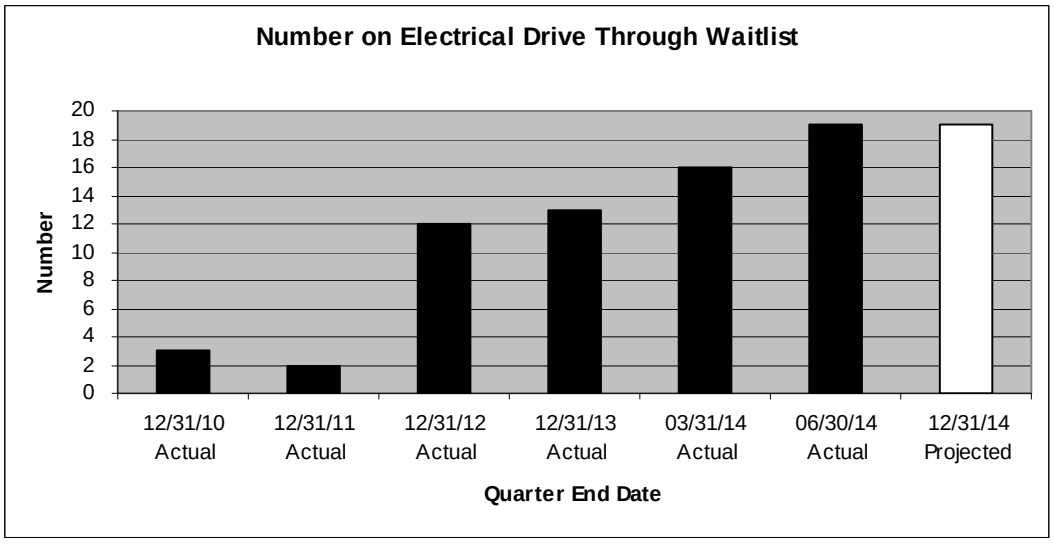
Measure #1: Number of Vehicle-Pedestrian Deviations (VPDs)

2013 Actual	06/30/14 Actual	12/31/14 Projected
13	6	6



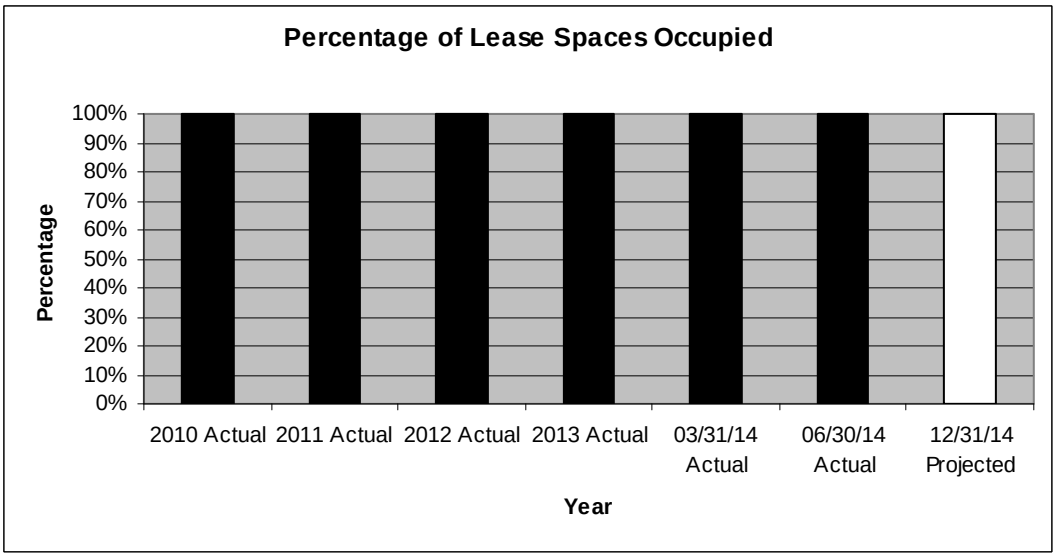
Measure #2: Number of unfulfilled requests for aircraft parking space – Electrical Drive Through

12/31/13 Actual	06/30/14 Actual	12/31/14 Projected
13	19	19



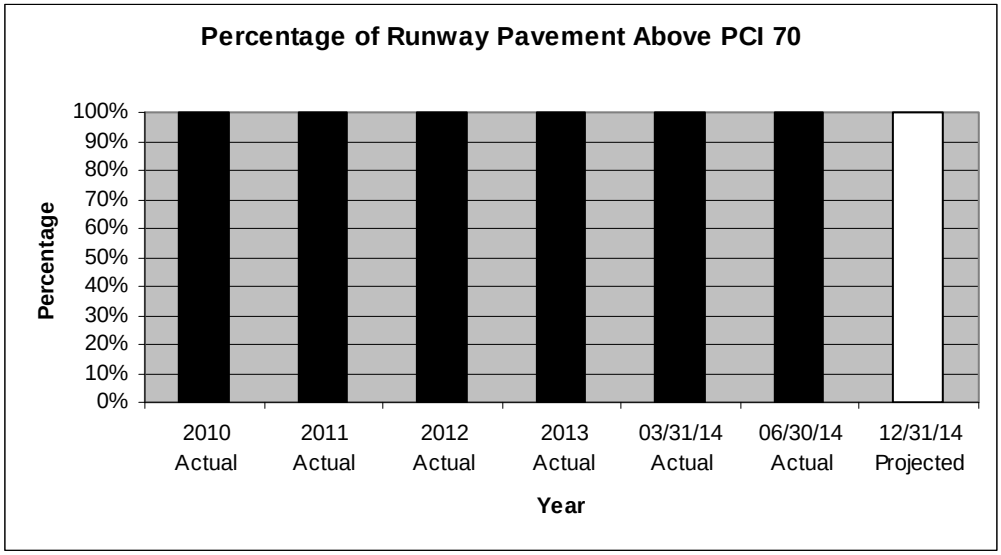
Measure #3: Percentage of lease spaces currently leased

12/31/13 Actual	06/30/14 Actual	12/31/14 Projected
(51/51)	(51/51)	(51/51)
100.00%	100.00%	100.00%



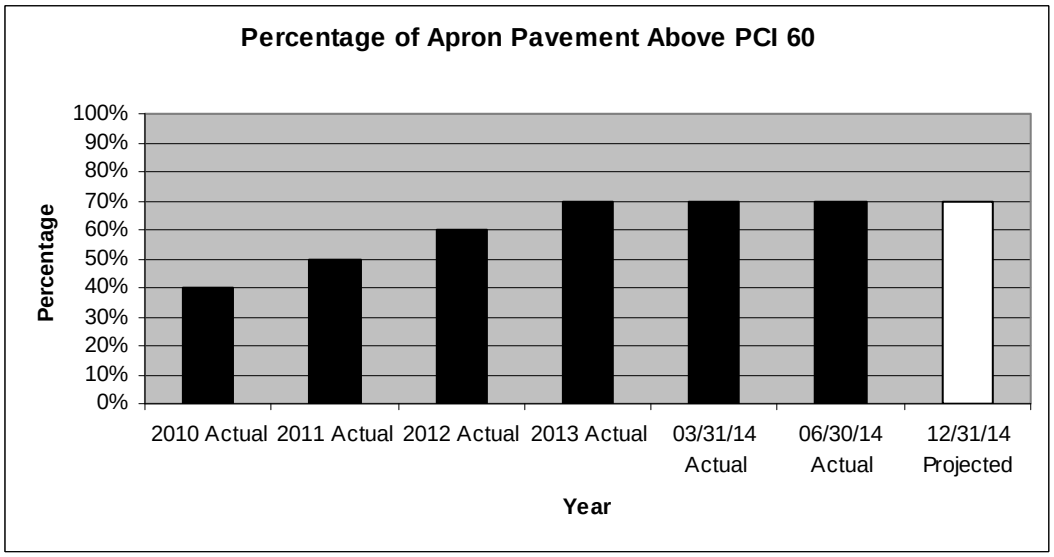
Measure #4: Percent of runway pavement above the minimum PCI value of 70

12/31/13 Actual	**06/30/14 Actual**	**12/31/14 Projected**
100%	100%	100%



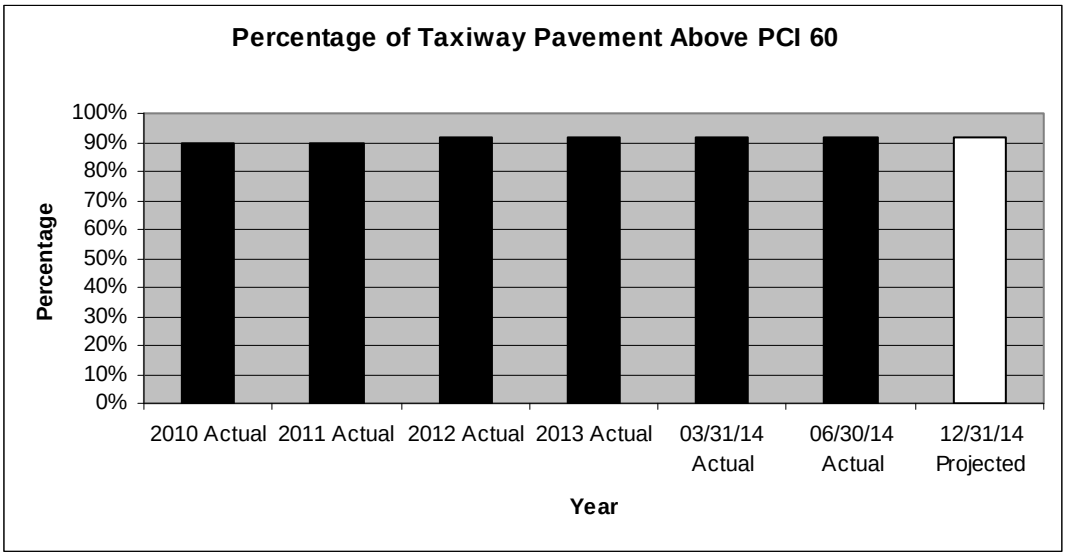
Measure #5: Percent of apron pavement above the minimum PCI value of 60

12/31/13 Actual	**06/30/14 Actual**	**12/31/14 Projected**
70%	70%	70%



Measure #6: Percent of taxiway pavement above the minimum PCI value of 60

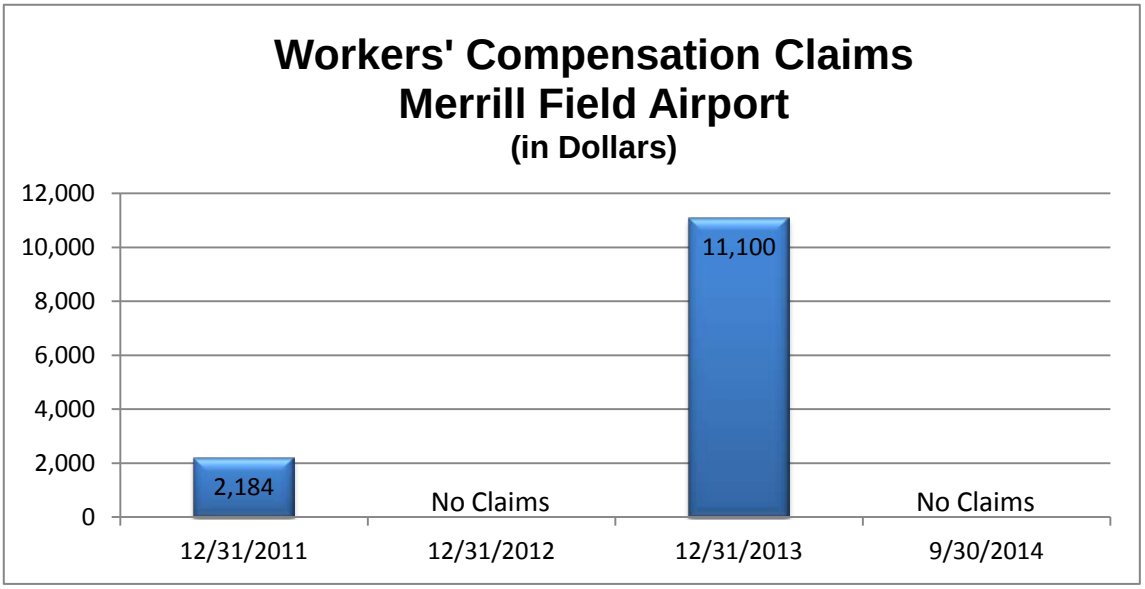
12/31/13 Actual	06/30/14 Actual	12/31/14 Projected
92%	92%	92%



PVR Measure WC: Managing Workers' Compensation Claims

Reducing job-related injuries is a priority for the Administration by ensuring safe work conditions and safe practices. By instilling safe work practices we ensure not only the safety of our employees but reduce the potential for injuries and property damage to the public. The Municipality is self-insured and every injury poses a financial burden on the public and the injured worker's family. It just makes good sense to WORK SAFE.

Results are tracked by monitoring monthly reports issued by the Risk Management Division.



Merrill Field Airport
Highlights and Future Events

MRI continues to develop its economic revitalization program through cooperative efforts of the business owners, airport management, and surrounding communities. Over the past five years, private development has invested approximately $15 million in constructing seven new aviation related facilities including hangars, parts facilities, and renovation of the historic Hangar.net hangar on 5th Avenue. The Administration updated its Merrill Field lease terms in 2008 which resulted in more benefits to the airport leaseholders and makes Merrill Field leases more competitive with State airport leases.

Federally funded capital improvement projects for CY 2014 include aircraft parking apron rehabilitation, and continued upgrades to the Airport's lighting systems; Phase II and completion of Phase l of the Airport Master Plan. CY 2014 also saw a new fixed wing flight school startup, "SkyTrek Alaska Flight Training," on the west side of Runway 16/34 in a renovated hangar building and the re-roofing of MRI-owned 1025 Orca Street rental facility, as well as opening of a new hangar on 5th Avenue for Alyeska Helicopters.

Anticipated CY 2015 projects include dynamic compaction of a portion of Taxiway Quebec; Phase lll of the airfield security camera, ramp lighting and fiber optic cable installation on the 5th Avenue side of the airfield; start of Airport Master Plan Phase ll; and completion of the airfield emergency generator/electrical vault. Other 2015 airfield projects are anticipated to include construction of a first-in-Alaska certified aircraft paint hangar facility that will be large enough to accommodate a Dash 8/DC3 size aircraft or four smaller aircraft concurrently, adjacent to the ongoing renovation of the Wings of Freedom facility (formerly known as Hangar.net) hangar. Additionally, D&D Airpark is planning re-development of the former Aero Tech Flight Training leasehold on the east side of Runway 16/34. Also expected in 2015, MRI anticipates completion of the acquisition of the current City Electric Property on the east side of Orca Street and north of 8th Avenue. Acquisition of this adjoining-MRI-property will be primarily funded by FAA administered Airport Improvement Program funds. Additionally MRI owned rental buildings at 1209 Orca Street and 1570 E 12th Avenue will be re-roofed.

Proposed rate adjustments for the 2015 budget are projected at 4% (which is equivalent to projected 2014 CPI increases plus previously unaddressed 2013 inflation), in concert with adopted policy of proactive annual rate adjustments rather than reactive multi-year-in-arrear adjustments, as has been done in the past.

Merrill Field Airport
External Impacts

Merrill Field continues to remain debt-free by pursuing federal airport grant funds for all grant-eligible capital improvement projects. By working with the federal and state grant managers, we will continue to secure all available grant funding as it becomes available.
With approximately 125,000 take offs and landings per year, Merrill Field (MRI) serves as a general aviation reliever airport to Ted Stevens Anchorage International Airport and also as the major general aviation link between Anchorage and our surrounding rural communities. With over 40 aviation businesses and over 830 based aircraft, Merrill Field provides a positive economic impact to Anchorage.

MRI is one of the few airports in the nation that has a taxiway link connecting directly to a hospital (Alaska Regional). Medevac aircraft land and taxi directly to the hospital and the patient is transferred from the aircraft onto a gurney and wheeled into the hospital. This service saves valuable minutes in critical situations and it is regularly utilized.

MRI continues to remain debt-free by pursuing federal airport grant funds for all grant-eligible capital improvement projects by working with federal and state grant managers to secure all available grant funding as it becomes available. These funds are used to develop/continue its economic revitalization program through cooperative efforts of the business owners, airport management, and surrounding communities.

Since its beginning in 1930 when MRI was built on the outskirts of Anchorage, it has become encroached by residential and commercial development. As a result, the airfield layout is geometrically constrained without taxiway separation from individual leasehold apron areas. Rather, MRI taxiways are effectively apron edge taxi-lanes. This apron edge taxi-lane configuration, coupled with an inadequate fencing deterrent along 5th Avenue and elsewhere often results in individuals not associated with the airport occasionally entering restricted areas (trespass across taxiways and/or runways),aka Vehicle Pedestrian Deviations or (VPDs).

To address this, in our Runway Safety Program we have implemented operational procedures and provided numerous capital improvements in an effort to curb this trespass problem. Through cooperative efforts of Airport leaseholders and implementation of our Driver Training Program, there has been a dramatic decrease in trespass incidents, from the historic number in the hundreds to 19-or-less per year over the past decade. Our ongoing goal is to improve Airport fencing and perimeter/gate security through continued education of and support of the Airport leaseholders and businesses, the Municipality of Anchorage, and the Federal Aviation Administration, with an ultimate goal of eliminating trespass incidents.

MRI noise complaints have dramatically decreased since implementing a “Fly Friendly” program that includes a revised standard protocol for all rotorcraft touch & go operations, emphasizing the use of Runway 34 only when the wind is out of the north; landing long (further down the runway); using steeper ascent and descent angles, to the degree practicable; and using Bryant Army Airfield (on JBER) for rotorcraft training, when it is available.

Merrill Field Airport
Workforce Projections

Division	2012	2013	2014	2015	2016	2017	2018	2019	2020
Airport Manager	1	1	1	1	1	1	1	1	1
Airport Development	1	1	1	1	1	1	1	1	1
Finance	1	1	1	1	1	1	1	1	1
Management Services	2	2	2	2	2	2	2	2	2
Maintenance Technicians	4	4	4	4	4	4	4	4	4
Total full time	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**	**9**
Part-time/Temporary	0	1	2	2	2	2	2	2	2
Total part time	**0**	**1**	**2**	**2**	**2**	**2**	**2**	**2**	**2**
Total Positions	**9**	**10**	**11**	**11**	**11**	**11**	**11**	**11**	**11**
Total FTE	**9**	**10**	**11**	**11**	**11**	**11**	**11**	**11**	**11**

Merrill Field may absorb up to three temporary seasonal summer employees for 3 months in 2015, depending upon the impact of winter ops expenses.

Merrill Field Airport
8 Year Summary
($ in thousands)

Financial Overview	2013 Actuals	2014 Proforma	2015 Approved	2016	2017	2018	2019	2020
				Forecast				
Operating Revenues (1)	1,524	1,541	1,590	1,625	1,660	1,695	1,730	1,765
Operating Expenses (2)	1,283	1,326	1,516	1,559	1,604	1,648	1,694	1,741
Net Operating Income (Loss)	**241**	**215**	**74**	**66**	**56**	**47**	**36**	**24**

(1): Revenues are projected to increase at the rate of the Consumer Price Index (CPI). Capital grant revenue is not included.

(2): Expenses shown include the sponsor (MRI) share of depreciation, as well as a 5% operating reserve based on operating revenue. Depreciation on assets purchased with grant funds is not included.

Budgeted Positions	9	10	11	11	11	11	11	11
Capital Program	3,543	2,630	3,640	2,000	1,000	1,000	1,000	1,000
Bond Sales	-	-	-	-	-	-	-	-
Net Plant (12/31)	58,249	58,628	59,818	58,959	57,141	55,410	53,761	52,191
Utility Revenue Distribution	-	-	-	-	-	-	-	-
Net Assets (12/31)	65,493	65,372	65,809	64,810	62,861	60,977	59,152	57,384
Cash and Cash Equivalents	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Construction Cash Pool	4,545	4,015	3,319	3,257	3,226	3,195	3,164	3,132
Bond Redemption Cash	-	-	-	-	-	-	-	-
Total Cash	**4,545**	**4,015**	**3,319**	**3,257**	**3,226**	**3,195**	**3,164**	**3,132**
IGCs from General Government	231	273	268	273	278	284	290	296
MESA	41	45	44	45	46	45	44	42
Total Debt	-	-	-	-	-	-	-	-
Debt/Equity Ratio	0/100	0/100	0/100	0/100	0/100	0/100	0/100	0/100
Rate Change Percent (3)	0.0%	5.3%	4.0%	2.9%	3.3%	3.2%	3.1%	3.0%

(3): Rate increases shown in future years are for purposes of projections only and have not been approved for implementation. The intent is to reflec CPI coverage to maintain established operating budgets. Merrill Field Airport will continue to strive to find ways to avoid projected rate increases.

Lease Rate/Square Foot/Year	$0.190	$0.200	$0.208	$0.214	$0.221	$0.228	$0.235	$0.242
Tail-In Space Per Month	$60	$60	$60	$60	$60	$60	$60	$60
Drive-Through Space Per Month	$70	$70	$70	$70	$70	$70	$70	$70
Statistical/Performance Trends								
Based Aircraft	833	830	830	830	830	830	830	830
Municipal Tiedowns	523	523	523	523	523	523	523	523
Flight Operations/Calendar Year	128,552	129,000	129,000	129,000	129,000	129,000	129,000	129,000
National Airport Ranking by Calendar Year	101st	101st	101st	101st	101st	101st	101st	101st

Merrill Field Airport
Statement of Revenues and Expenses

	2013 Actuals	2014 Proforma	2014 Revised	2015 Approved	15 v 14 % Change
Operating Revenue					
Airport Lease Fees	629,377	662,000	662,000	687,000	3.8%
Airport Property Rental	424,109	429,000	429,000	457,000	6.5%
Permanent Parking Fees	281,181	280,000	277,000	275,000	-0.7%
Transient Parking Fees	11,495	10,000	12,000	10,000	-16.7%
Vehicle Parking	40,461	42,000	39,000	40,000	2.6%
MOA Aviation Fuel Fees	63,722	49,000	52,000	52,000	0.0%
SOA Aviation Fuel Fees	22,543	18,000	18,000	18,000	0.0%
Medevac Taxiway Fees	49,896	50,000	50,000	50,000	0.0%
Other Revenue	1,352	1,000	1,000	1,000	0.0%
Total Operating Revenue	**1,524,136**	**1,541,000**	**1,540,000**	**1,590,000**	**3.2%**
Non Operating Revenue					
Capital Grant Revenue (1)	-	-	-	-	
Operating Grant Revenue	166,693	60,000	366,000	202,000	-44.8%
Interest Income	32,903	39,000	37,000	37,000	0.0%
Other Revenue	3,944	3,000	7,000	3,000	-57.1%
Total Non Operating Revenue	**203,540**	**102,000**	**410,000**	**242,000**	**-41.0%**
(1) Capital Grant Revenue is not reported in this statement.					
Total Revenue	**1,727,676**	**1,643,000**	**1,950,000**	**1,832,000**	**-6.1%**
Operating Expenses					
Labor					
Labor and Benefits	1,045,383	1,065,000	1,091,621	1,117,904	2.4%
Overtime	10,059	10,000	27,000	27,000	0.0%
Total Labor	1,055,442	1,075,000	1,118,621	1,144,904	2.3%
Non Labor					
Supplies	133,185	104,000	131,000	138,000	5.3%
Travel	-	-	-	-	0.0%
Other Services	73,927	86,000	105,000	107,000	1.9%
Other Expenses	245,154	241,000	227,789	261,000	14.6%
Depreciation	2,353,402	2,251,000	2,348,000	2,450,000	4.3%
Transfers (MESA and Gross Receipts)	40,594	45,000	39,676	44,000	10.9%
Total Non Labor	**2,846,262**	**2,727,000**	**2,851,465**	**3,000,000**	**5.2%**
Total Direct Cost	**3,901,704**	**3,802,000**	**3,970,086**	**4,144,904**	**4.4%**
Charges to Others	(721,200)	(750,000)	(574,960)	(574,960)	0.0%
Charges from Others	231,311	273,000	273,281	268,916	-1.6%
Total Operating Expense	**3,411,815**	**3,325,000**	**3,668,407**	**3,838,860**	**4.6%**
Non Operating Expense					
Master Plan Study	175,466	62,000	400,000	207,535	-48.1%
Total Non Operating Expense	**175,466**	**62,000**	**400,000**	**207,535**	**-48.1%**
Total Expenses (Function Cost)	**3,587,281**	**3,387,000**	**4,068,407**	**4,046,395**	**-0.5%**
Net Income	**(1,859,605)**	**(1,744,000)**	**(2,118,407)**	**(2,214,395)**	**4.5%**
Appropriation:					
Total Expenses				**4,046,395**	
Less: Non Cash items					
Depreciation				2,450,000	
Total Non-Cash				2,450,000	
Amount to be Appropriated (Cash Expenses)				**1,596,395**	

Merrill Field
Reconciliation from 2014 Revised Budget to 2015 Approved Budget

	Appropriation	Positions FT	PT	T
2014 Revised Budget	4,068,407	9	2	-
Transfers (to)/from Other Agencies				
- Transfers (MESA)	4,324	-	-	-
- Charges to/from others	(4,365)	-	-	-
Changes in Existing Programs/Funding for 2015				
- Salary and benefits adjustments	26,283	-	-	-
- Legal, Janitorial, Bird Control Services	2,000	-	-	-
- Depreciation	102,000	-	-	-
2015 Continuation Level	**4,198,649**	**9**	**2**	**-**
2015 Proposed Budget Changes				
- Reduce Master Plan Study	(192,465)	-	-	-
- Supplies	7,000	-	-	-
- Other Expenses	33,211	-	-	-
2015 Approved Budget	**4,046,395**	**9**	**2**	**-**
2015 Budget Adjustment for Accounting Transactions (Appropriation)				
- Depreciation and amortization	(2,450,000)	-	-	-
2015 Approved Budget (Appropriation)	**1,596,395**	**9**	**2**	**-**

Merrill Field Airport
2015 - 2020 Capital Improvement Program
(in thousands)

Project Category	2015	2016	2017	2018	2019	2020	Total
Runways and Taxiways	1,000	-	1,000	1,000	1,000	1,000	5,000
Buildings and Equipment	500	-	-	-	-	-	500
Land Improvements	640	1,000	-	-	-	-	1,640
Land Acquisition	1,500	1,000	-	-	-	-	2,500
Total	**3,640**	**2,000**	**1,000**	**1,000**	**1,000**	**1,000**	**9,640**

Funding Source	2015	2016	2017	2018	2019	2020	Total
Federal Grants	2,944	1,875	938	938	938	936	8,569
State Grants	98	63	31	31	31	32	286
Equity/Operations	598	62	31	31	31	32	785
Total	**3,640**	**2,000**	**1,000**	**1,000**	**1,000**	**1,000**	**9,640**

Merrill Field Airport
2015 Capital Improvement Budget
(in thousands)

Project Title	Federal Grants	State Grants	Equity/ Operations	Total
Building Acquisition - City Electric (1)	1,406	47	47	1,500
Building Upgrades - 1209 Orca St.	-	-	500	500
Rehab TWY Quebec and Apron Ph 4	938	31	31	1,000
Update Airport Master Plan Study Ph 2	600	20	20	640
Total	**2,944**	**98**	**598**	**3,640**

(1) Land acquisition has no DBE component.

Merrill Field Airport
Statement of Cash Sources and Uses

	2013 Actual	2014 Proforma	2015 Approved
Sources of Cash Funds			
Net Income/(Loss)	(2,373,051)	(2,204,000)	(2,511,099)
Depreciation	2,353,402	2,251,000	2,450,000
Grant Proceeds	1,933,679	2,100,000	2,943,750
Proceeds from Disposal of Capital Assets	-	-	-
Interest Received	64,151	28,000	48,000
Total Sources of Cash Funds	**1,978,181**	**2,175,000**	**2,930,651**
Uses of Cash Funds			
Additions to Plant/Construction Work in Progress	3,459,877	2,630,225	3,640,000
Transfers To/From Other Funds	261,961	75,000	(13,099)
Total Uses of Cash Funds	**3,721,838**	**2,705,225**	**3,626,901**
Net Increase (Decrease) in Cash Funds	(1,743,657)	(530,225)	(696,250)
Cash Balance, January 1	6,289,309	4,545,652	4,015,427
Cash Balance, December 31	**4,545,652**	**4,015,427**	**3,319,177**
Detail of Cash and Investment Funds			
Cash and Cash Equivalents	200	200	200
Equity in Construction Cash Pool	4,545,452	4,015,227	3,318,977
Cash Balance, December 31	**4,545,652**	**4,015,427**	**3,319,177**

About Merrill Field Airport

Organization
Five office staff manage the operational and financial affairs of Merrill Field Airport (MRI), and four maintenance personnel provide maintenance for 8 airport buildings and 436 acres of property. The maintenance function includes all operating surfaces of the airport - runways, taxiways, roads, and aircraft tiedown areas that are not on leased property. This includes snow removal, sanding, resurfacing, and maintenance of facilities and equipment.

History
Established in 1930 and located one mile east of downtown Anchorage, MRI was the first real airport in Alaska and in the city. The airport bears the name of Russel Hyde Merrill, an early Alaskan aviator who disappeared in September 1929 on a flight to Bethel. The first aviation beacon in the Territory of Alaska was located at Merrill Field and was dedicated on September 25, 1932 to honor Russ Merrill.

MRI is classified as a "Primary Commercial Service Airport" and serves as a general aviation reliever airport to Ted Stevens Anchorage International Airport. MRI is presently restricted to aircraft weighing 12,500 pounds or less.

MRI continues to be an integral part of Alaska's transportation network. Over the past five years, aircraft operations have varied between 130,000 and 170,000 and based aircraft varied between 827 and 910, with 833 based aircraft in 2013.

Service
MRI serves as the general aviation link between Southcentral Alaskan communities, including the rural areas, and Anchorage. Intrastate air traffic to and from Anchorage, with many passengers destined for the downtown and midtown areas, are conveniently served by MRI.

Some of the many services provided at MRI are: sale of aircraft fuel; hangar rental; flightseeing; flight and ground school instruction; aircraft maintenance and repair; sale of parts, supplies, equipment and accessories; aerial photography; propeller repair; aviation electronics; aircraft sales, rentals, and charters; power plant and airframe training; a fully accredited University of Alaska Aviation Technology Division campus offering Baccalaureate/Associate degree and A&P License programs in piloting and aviation management; and direct taxiway connection to Alaska Regional Hospital.

Regulation
MRI is required to meet Federal Aviation Administration, Alaska Department of Transportation and Public Facilities, and Municipal regulations. Additionally, the Municipal Airports Aviation Advisory Commission advises and makes recommendations to the Administration and Assembly on all matters pertaining to the operating budget, rules, regulations, and administrative guidelines at MRI.

Environmental Mandates
There are many federally mandated programs which have had a direct impact on the Airport's operating costs. The Clean Water Act, Americans with Disabilities Act, Community Right to Know, Underground Storage Tank Regulations, and Clean Air Act are some of the current laws which have and will continue to affect the Airport.

Approximately one-third of the MRI airfield land mass is atop the former Anchorage Municipal landfill, which was closed in 1987. As a result of this resident land mass, significant environmental challenges and additional development costs exist for airfield development and construction.

Physical Plant

Primary Commercial Service Airport

- Restricted to aircraft weighing 12,500 pounds or less
- 436 acre land area; elevation 137 feet; fee simple title
- 1,237 tiedown spaces; leaseholders manage 714;
  - Municipality manages 472, plus 51 for transient aircraft
- Runway 7/25 length is 4,000 feet, width is 100 feet; Runway 16/34 length is
  - 2,640 feet, width is 75 feet; Gravel/Ski Runway 5/23 length is 2,000 feet, width is 60 feet
- Six taxiways; 102 acres of tiedown aprons
- Air Traffic Control Tower is owned and operated by FAA

MRI Statistics for 2013

- 101st Busiest Airport in the Nation
- Hub for intra-Alaska travel
- Located one mile from downtown Anchorage
- General Aviation reliever airport to Ted Stevens Anchorage International Airport
- 794,380 flight operations in Alaska; 128,552 operations (16.2%) at MRI
- 9,582 registered aircraft in Alaska; 833 (8.7%) based at MRI
- 8,066 certificated pilots in Alaska; unknown at MRI

Economic Stimulus

- 48 leaseholders lease 3,311,861 square feet of airport property with tenant improvements assessed at $274,869,000 (2013).
- 12 rental properties
- Approximately 35 aviation related businesses operate on the airport
- 473 transient aircraft stayed a total of 1,918 days in 2013
- Approximately 784,890 gallons of fuel were sold in 2013

Airport Plant (net of accumulated depreciation) at December 31, 2013 was $58,249,099