

LHD User's Group Meeting September 24, 2012 from 6-8PM

After a welcome, introductions and refreshments, the meeting began briefing and seeking input from the gathered users. Several agencies joined us. From the FAA: Bob Lewis, Alaskan Region Regional Administrator; Gabriel Mahns, Airport Compliance Safety Inspector; Ingrid Rinker, FAA Runway Safety; Dave Chilson, Monique Stowers and Chad Timm; ANC Tower.

Mark Madden from the Alaska Aviation Safety Foundation, announced a 2012 Fall Safety Seminar at the UAA Aviation Technology Center located on Merrill Field on Saturday, October 13, 8 am check-in, 8:30 am start.

Construction/Airport changes

On November 15, 2012, Lake Hood Strip will be changing magnetic headings for Runway 13/31 to Runway 14/32. Signage will be changed and NOTAMs published to notify pilots of the events.

Lake Hood Seaplane Base and Lake Hood Strip will be consolidated. Gabriel Mahns, FAA Airports Division, Alaska Division explained the airports (LHD/Z41) are listed separately but operate and are funded as one airport. Consolidation will bring Lake Hood closer to current FAA guidelines and should help rationalize funding. Working with Airports Division, the Lake Hood Strip, runway 14/32, will be treated as another landing surface under the LHD umbrella and the Z41 identifier will be retired. The only impact to operations would a pilot filing to Rwy 14/32 would use LHD as the destination airport. There was a question to clarify the reason for the change which was answered by Mr. Mahns.

East Airpark Storm Drain Project

The East Airpark Storm Drain project will impact the following areas next year, 2013: Alpha, Charlie and the northeast corner of Bravo parking. This project will improve drainage control from the east side of ANC and improve drainage water handling in the future. It will require temporary relocation of aircraft, in stages from both Alpha and Charlie parking. Timeframes and movement plans are being developed and will be announced next spring.

A/B Parking Repave and Electrical Upgrade

This project was delayed until 2014 due to funding.

Safety issues

Chickaloon Departure Conflicts

Dave Chilson, ANC Air Traffic Control Tower Policies and Procedures, advised pilots the tower is reviewing modifications to the Chickaloon Departure to ensure safe operations during all ANC configurations. Increase your vigilance on this departure when ANC is departing and/or arriving on Runway 15. The current procedure is on the Alaska A/FD Notices Section, page 361.

Tie down reminders and updates

Tie down/Float slip inspection and maintenance policy

Users were reminded of the importance of keeping a close eye on tie down condition. Tie downs are susceptible to wear, tear and corrosion. Tie down condition is the permit holder's responsibility. It is the permit holder's responsibility to inspect their anchors and notify the airport of discrepancies or concerns. An information sheet on tie down assessment and maintenance was made available (attached).

Questions from the group included:

Q: How do non-experts assess tie down condition? A: If in doubt, notify the airport.

Q: Can I install my own tie downs on a slip? A: Yes, contact the airport for details.

Q: What is the airport doing about tie downs? A: The airport is actively in the process of replacing tie downs as the need arises. Permit holders; please let the airport know if your tie downs require attention.

Q: Can tie downs be replaced year round? A: No, the ground cannot be frozen

Winter operations

The Lake Hood Decision Matrix was successfully implemented last winter and a refresher was offered in preparation for the upcoming season, discussing typical scenarios. Safe, well considered operations for the users, maintainers, responders and the general public remain the bottom line. Ice depth and condition assessment and reporting procedures were discussed extensively with valuable inputs from the group. (Please see attached Meeting slides)

NOTAM changes

The group was brought up to date on FAA NOTAM procedures and shown examples of how typical NOTAMS might read for Lake Hood (please see attached Meeting slides)

Good Neighbor Policy

Several issues were mentioned:

During the last set of windstorms, many Tiedown holders made sure their aircraft were secure and assisted their neighbors, also. Kudos to each for their willingness to assist their neighbor.

Also, as winter approaches make sure wheeled aircraft on the fingers are parked far enough from the road to allow adequate taxi clearance for aircraft further down the finger. Check with your neighbors about their needs and bring any questions to the Lake Hood Office.

Special Kudos from several Tiedown holders and the Lake Hood Office to the Airport Police/Fire Department and to Field Maintenance who performed admirably during the recent wind storms, providing

constant surveillance and rapid assistance to Lake Hood Users in difficult conditions. Pat Raab, Bruce Jokela and their crews worked tirelessly to protect people and their property around the lake.

Wind Indicator/ATCT visibility

The group was advised that as part of ongoing maintenance and improvements, certain trees may be removed to improve the LHD wind indicator functionality and tower visibility to the east. (See attached picture).

Conclusion

The meeting was concluded with questions/ comments from the group including:

Q: What steps is the airport taking to accommodate the Light Sport Category? A: The airport is the process of incorporating new guidance to account for the Light Sport Category. The process of updating the applicable sections of 17 AAC is expected to take from 3-6 months.

Q: How do FAA grant assurances account for the Americans with Disabilities Act? A: The FAA representative offered to further discuss the issue.

Q: Can 17 AAC be “opened up” for review? A: Revisions to Alaska Administrative Code follow established administrative guidance from the State. As a general observation, the more extensive the revision, the greater the time required.

Attachments:

1. Lake Hood User Group Meeting Slides
2. Tie Down Document
3. Wind Indicator/ATCT Visibility Picture