

Lake Hood Users Group 3-1-11

Attendees present:

- Merle Akers, private citizen
- John Pratt, Seaplane Pilots Association
- Jim Seeley, Lake Hood Association
- Brian OCHS, FAA – ANC ATCT
- Kent Peterson, FAA – ANC ATCT
- Monique Stowers, FAA – ANC ATCT
- Christopher Roberts, FAA – ANC ATCT
- Dan Billman, FAA FLT-standard
- Robin Broomfield, FAA – ANC
- Linda Bustamante, State Wide Aviation
- Ron Van Bergey, private skiplane pilot
- Tom Merren, private pilot
- Dave Hobart, private pilot
- Ron Tharaldson, private pilot
- John Plietchier, pilot
- Gloria Manni, Turnagain Community Council
- Ben Anderson, Alaska Dispatch
- M. Scott Christy, Lake Hood Pilots Assoc.

Airport staff in attendance:

- Andy Hutzel, LHD/Z41
- John Parrott, Airport Manager
- Trudy Wassel, Anchorage Airport
- Lauren Hughes, Administrative Assistant
- Jim Iagulli, Anchorage Airport

Meeting to Discuss NOTAM Closure at Lake Hood

John Parrot introductory remarks

- Just because there is no requirement to do things differently doesn't mean there isn't a better way to do thing.
- Seasonal issues on Lake Hood, specifically the fall freeze period and the spring thaw.
 - When the surface of Lake Hood is unknown, what do we do?
 - Depth is specific to the area of testing, where drilled location is
 - Discussion followed
- User's have best understanding of the actual conditions
 - Recommend pilots report
 - Not regulated and strictly voluntary
 - Extremely beneficial
 - Pilots reporting to tower
- Mr. Parrott discussed a decision memo which will state policy regarding NOTAM opened.
- Information regarding test drill sites is on the website
- Mr. Parrott will look into the cost of getting a looping message put out with Lake Hook status information. Possibilities could include a phone message line, or a radio frequency

- Comments
 - A groomer vehicle could be a check conditions vehicle
 - Mr. Parrott responded, doesn't foresee additional time or money on the lake, and explained that it can take 3-5 days after a snow event to complete clearing at Ted Steven's.
 - Get paperwork written up to solidify liability issues for airport staff. Work with the University arctic engineers to come out and solve these problems. The lake should never be closed.
 - Hard to standardize something that is inconstant
 - For the looped broadcast - setting objective criteria, such as last known conditions, the reason for a closure, spring fall conditions closure
 - FAA liability needs further study, also they have very specific language that is important to understand. Need to look for language that is appropriate to describe conditions.