

# **Lake Hood Ski Operations Meeting 3-29-11**

## **Attendees present:**

- Ingrid Rinker, Runway Safety – FAA
- Bob Lewis, FAA
- Kent Peterson, FAA – ANC ATCT
- Monique Stowers, FAA – ANC ATCT
- Linda Bustamante, Statewide Aviation
- Rich Swell, Statewide Aviation
- Jim Seeley, Lake Hood Association
- Chuck Jamieson (sp?), Regal Air
- Dave Hobart, private pilot
- Dee Hanson, Alaska Airlines
- Merle Akers, private citizen
- John Pratt, Seaplane Pilots Association
- Paul DePalatis, URS Corp
- Ben Anderson, Alaska Dispatch

## **Airport staff in attendance:**

- Andy Hutzal, LHD/Z41
- John Parrott, Airport Manager
- Trudy Wassel, Anchorage Airport
- Lauren Hughes, Anchorage Airport
- Jim Iagulli, Anchorage Airport
- John Stocker, Anchorage Airport

## **Meeting to Discuss NOTAM Closure at Lake Hood**

### John Parrot introductory remarks

- Three handouts are distributed
- Opened for initial comments regarding the process and need for these meetings
  - Clarification on what the tower can say. Discuss language usage for notam closures, and operate at own risk statements.
  - FAA suggests stating that in the winter the seaplane base is closed. Discussed the difference of a frozen lake and a seaplane base.
  - Discussed different way to say notam closed versus closed because of imminent danger.
  - Concerns on what exactly is closed on the lake when it is in closed status. Revisited discussion points from previous meetings.
  - Mr. Akers reads a prepared statement. Airport staff request that statement be emailed as to include the comments in the notes. Hard copy submitted by Mr. Akers.
  - Mr. Akers reads an email from Mr. Parrott, and wants to know reasons for closures.
  - Discuss closures that occur due to weather events, there is no notice ahead of time because weather is an uncontrollable event.
- Discussion on the matrix handout
  - Finalizing a process to be prepared for next fall.
  - Concern voiced over student pilots being the standard skill level for pilots.
  - Reiterate how pilots will report in conditions to the tower.

- Mr. Parrott shares that communication and decisions will never be perfect, but we are all willing to meet and discuss which is a good thing.
  - Comment on the importance of passing on information especially when conditions improve.
- Discussion on defining common terms, i.e. soft ice, rough ice
  - Pilots all agree that it is impossible to concisely define such terms as those discussed.
  - Dialogue will continue regarding criteria used for notam closures.
- Comment brought up regarding combining Z41 and LHD