

Lake Hood Users Group Meeting
Ski Operations
Tuesday, 8 February, 2011
1:00 pm

Attendees:

John Parrott/ANC	Jim Iagulli/ANC	Andy Hutzel/ANC	Dan Frisby/ANC
Zaramie Lindseth/ANC	Dan Billman/FAA	Ingrid Rinkler/FAA	Bob Lewis/FAA
Robin Broomfield/FAA	Tom George/AOPA	Dave Hobart	Carl Lind
Kent Peterson/FAA	Dan Smith	Steve Fisback	
Joe Boswell/FAA	Monique Stowers/FAA	Mike Laughlin/Regal Air	
Tony Bannock/Regal Air	Merle Akers	Denis Lazang	Ben Anderson
Chuck Jamieson/Regal Air	Randy Kuehler/FAA	Trudy Wassel/ANC	Greg Holt/FAA
Lars Gleitsmann/EAA	Scott Christy/Lake Hood Pilots Assoc.		
Bonnie Jack/Aid to Harriett Drummond			

These notes are intended to be an informal summary of the discussion at the meeting. If you believe that there are substantive changes that need to be made to accurately reflect the discussion at the meeting please send those corrections to john.parrott@alaska.gov

After reading the notes, please take a look at the draft proposal that I propose to discuss at the next meeting. Clearly a number of pilots have strong opinions about whether or not the Lake is considered open or closed and how that information is conveyed. After further discussion with airport staff a draft process has been developed and is outlined at the end of this document. Hopefully it addresses most of the concerns that have been brought up.

John Parrott opened the meeting with discussion regarding opening/closing of Lake Hood and what is the best way to clarify

- Airport still has authority and responsibility to open and close the Lake
- No 139 or regulatory criteria to determine opening/closing
- Unless lake surface is known to be safe, Airport has erred on the side of safety and declared the surface closed but allowed pilots who believe they can safely operate to do so at their own risk.
- Current process is legal and complies with FAA regulations
- Current process may be able to be improved on which is purpose of the meeting

Comments:

- Word "Closed" should not be used; should be pilot discretion
- Lake vice Strip "Notam Closed" is not always consistent
- Discussion held of using at "own risk"
- Discussion of insurance coverage. Research shows some underwriters cover, some may not

Merle Akers

- If airport is Notam closed, who is responsible? Wants written procedures, full explanation on closures and better notification
- Criteria safer to operate now
- Need discussion with FAA control folks re: holding on ground

Lake Hood Users Group Meeting
Ski Operations
Tuesday, 8 February, 2011
1:00 pm

John Parrott

- Notam Closed; misunderstanding; closed unless Lake is known to be safe; error on the side of caution
- Information disseminated to all proper sources

Scott Christie

- Legality of hitting pedestrian when open/closed

John Parrott

- Regardless of surface status, pedestrians are not authorized

Lars

- Articulate why it is closed

Tom George

- Verbiage beyond "it's closed"; more descriptive terms

John Parrott:

- Difficult to explain all aspect of surface conditions all over the lake. No defined surfaces like a normal airport
- Is there a mechanism to get info from pilots and then back out to pilots concerning specific aspects of the Lake surface

Scott Christie

- Procedure for checking out areas need to be established

Merle Akers

- Notam issues
 - Clarification of wording
 - Right-of-Way; FAA should know before closures
- No more "closed door" meetings

John Parrott

- Asked pilots if they knew of any other outside pilot who is confused when coming into the area.

Lars

- Heard of other outsiders confused by Anchorage Part 93 airspace operations but not specific to Lake Hood ski operations

John Parrott

- Thanks to all for attending and providing inputs
- Meeting adjourned at 2:30

Lake Hood Users Group Meeting
 Ski Operations
 Tuesday, 8 February, 2011
 1:00 pm

Next meeting proposed at 1pm on 1 Mar in the Lake Hood Office. Purpose of this meeting will be to discuss the following proposal:

Surface/Status	Known to be safe (or at least no known hazards. This would probably only be used on the lake if the surface was groomed)	Known to be unsafe (this could be used for Men and equipment on the surface or other conditions.)	Condition unknown (this could be due to recent snowfall, freeze/break up depending on the amount of open water, or any other time when the conditions were unknown)
Lake Hood	Open	Closed	Open: Surface condition unverified, use at own risk
Z41	Open	Closed	Open: Surface condition unverified, use at own risk

This would allow pilots to exercise their own best judgment as to whether or not to operate.

This should avoid any insurance concerns since operations on a Closed surface would not be allowed

This would standardize Lake Hood and Z412 operations for both the ATC Tower and pilots and should reduce any confusion for transient pilots.