

After a great deal of discussion it appears that the historical procedures used to operate at Lake Hood during the winter meet the regulatory requirements of the FAA. Research into the other issues has produced no evidence that there are any required changes in procedures. Pilots that have insurance should confirm with their underwriter that they are covered if operating on a closed surface but several operators that have off airport insurance have confirmed that they have coverage. The airport not only has the authority but the responsibility to close any surface that is deemed unsafe for operations until it can be made safe. The procedure of closing the surfaces when their condition is unknown and allowing them to be used at the operators' own risk is unusual but in compliance with FAA ATC regulations. Safety and aircraft separation are maintained through radio communications with ATCT.

Although there do not appear to be any specific issues that require changes to the current method of operating, the operations could be better defined and perhaps simplified.

After consulting with onsite commercial operators, using information from the US Army Corps of Engineers and the US Department of Interior the following decision matrix for changing the status of both LHD and Z41 was developed. Based on the information from these sources, a Cub would need about 4 inches of ice, a Cessna 180/185 would need 6 inches and the heaviest aircraft on the lake might need as much as 12 inches. Most of the aircraft operated by private pilots would be within the 6 inches or less category.

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.) Lake Condition marginal or worse during freeze up and break up	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 for seaplane operations: No NOTAM required Open for Ski Operations. Ice 6 inches or greater. (Discontinue depth reporting after 12 inches at all locations)	Closed with reason Closed for seaplane operations: Ice on surface/ice depth 0-6 inches. Closed: Soft/rotten/melting ice/overflow. Closure will be localized to specific parts of the surface when the hazards are localized and the location can be adequately described.	Open for ski operations: Surface condition unknown.
Z41	Open NOTAMs will be used to describe surface contamination until surface is deemed unsafe for operation.	Closed (The depth of snow causing a closure could vary depending on the dampness of the snow and rate of snowfall.)	Open: Surface condition unknown.

The following table depicts how the various NOTAMs may be applied to Lake Hood during a calendar year.

Jan	LHD Open for ski operations
Feb	LHD Open for ski operations. Surface condition unknown
Mar	LHD Open for ski operations
Apr	LHD Closed. Soft ice
May	LHD Open, no NOTAM required
Jun	LHD Open, no NOTAM required
Jul	LHD Open, no NOTAM required
Aug	LHD Open, no NOTAM required
Sep	LHD Open, no NOTAM required
Oct	LHD Closed. Ice depth less than 6 inches
Nov	LHD Open for ski operations. Surface conditions unknown LHD Ice 6 inches or greater
Dec	LHD Open for ski operations

In addition to informing pilots whether or not the surfaces are open or closed, the last ice depth measurements and the date of measurement along with the last date groomed will be posted on the airport web site. If pilots wish to operate while the surface is closed they would have the option of contacting Airport Ops and explaining their desires and if deemed safe due to the particular circumstances the surface could be temporarily opened.

As the 2010/2011 ski season is about to end these procedures will be distributed through letters, assistance of user groups, govdelivery and posting on the airport web site. Discussion will be conducted at any available general aviation meetings. The matrix and table will be incorporated into the Compendium of Operational Orders in the Lake Hood section.

Enclosures:

- January 19th, 2011 Lake Hood User Group Meeting Notes and attendance roster
- February 8th, 2011 Lake Hood Ski Operations Meeting Notes and attendance roster
- March 1st, 2011 Lake Hood Ski Operations Meeting Notes and attendance roster
- March 29th, 2011 Lake Hood Ski Operations Meeting Notes and attendance roster
- Mr. Akers email March 23rd, 2011 (including initial email of March 18th, 2011 and Airport response March 18th, 2011)
- Mr. Akers written submittal of statement read at March 29th, 2011 Ski Operations Meeting