

Lake Hood User Group Meeting September 26, 2013

The Fall 2013 Lake Hood User Group Meeting was well attended and warmly received, with special thanks to our hosts from the Alaska Aviation Museum. We received a great welcome from Nicolle Schuh, the new Acting Museum Director, who reminded us all of the value of having the museum right in our midst. The meeting included presentations and discussions on Lake Hood ongoing and past business, updates, current / planned construction and staff reports from, Field Maintenance, Airport Environmental, Airport Operations, Wildlife Control and Airport Fire & Police, plus general comments and questions/answers.

Representatives from several agencies and associations were able to join us, including: Cathy Gleason, President Turnagain Community Council; Charles Guinchard, Legislative Aid to Rep Costello, Bob Lewis, FAA Alaskan Region Regional Administrator; John Parrot, Airport Manager Ted Stevens Anchorage International Airport; Scott Christy, President Lake Hood Pilot Association; Dee Hanson, Executive Director Alaska Airmen's Association; and many others.

Previous Business

- Sport Pilot Proposal
 - A proposal to update Airport Tiedown Permit Regulations for the Sport Pilot category is now undergoing final Legislative Review in Juneau
- Sport Pilot
 - Lake Hood is sponsoring a proposed revision to the Alaska Administrative Code to incorporate the Sport Pilot Category into Lake Hood Permit Guidance. This will open access to tiedown and slip permits to eligible Sport Pilots. The proposal has passed review so far and is now undergoing final Legislative Review in Juneau. Although the total process has taken several months, we remain hopeful that we will be able to report completion before the end of the year.
- LHD/Z41 Combination
 - Effective October 17th, 2013, "LHD" becomes the one single FAA airport identifier for all of Lake Hood (Lake/Strip). The "Z41" identifier goes away as of October 17th. The gravel strip becomes -- "LHD RWY 14/32" -- i.e. one of the runway surfaces at "LHD".
 - All data for Lake Hood will be found under "LHD", including NOTAMs, ATIS, flight plans, weather, publications, etc. Functionally, the change should be largely transparent to the user, aside from using only the LHD identifier. (note: LHD ATIS phone line - (907) 245-5432)

Lake Hood Economic Impact Study

- Lake Hood Seaplane Base with Ted Steven Anchorage International Airport working with the Anchorage Economic Development Corporation and the McDowell Group, commissioned a report of the Economic Impact of Lake Hood.
 - Please help spread the word! The study highlight show Lake Hood is a major benefit to the local economy contributing upwards of 230 jobs and \$42 million in direct and indirect impact.
 - Copies of the study can be obtained from the Lake Hood Office.

Construction Update

- **East Airpark Storm Drain Project (2013)**
 - The East Airpark Storm Drain project will improve drainage control from the east side of ANC and improve drainage water handling in the future. It has involved construction and displacements from: Alpha, Bravo and Charlie parking, requiring temporary relocation of aircraft, in stages from Alpha, Bravo and Charlie Parking. Work in Alpha is complete, approaching completion in Bravo and ongoing in Charlie. Final completion is hoped for in mid/late-October. Alpha Transient Parking remains very limited. Transient Parking remains available at Hood Strip
- **Future Construction (2014+)**
 - Tentative -- A/B Parking repave & add electrical – pending funding and approval

Winter Prep

- Winter Parking
 - Construction in the parking ramps has greatly limited the number of wheeled tiedowns available. Every effort will made to accommodate folks coming off floats or folks simply looking to join the Lake Hood Community with a wheeled tiedown. Please feel free to stay in touch with the Lake Hood Office (266-2410). Availability will increase as the construction winds down.
- 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. The airport will assist where and when feasible.
 - Any requests for anchor checks should be made soon (preferably within the next couple of weeks) as once the ground freezes we can only provide temporary tiedown blocks.

- Lake Spaces
 - The permit holders of lake spaces will be responsible for acquiring and installing tie down anchors for installation in the water and on the shore. The airport may assist permit holders installing their anchors if requested. In some cases the airport may not be able to assist due to obstacles that prevent access for the required equipment. It will be the permit holder's responsibility to call for locates prior to the installation of anchors.
- Wheel Spaces
 - It will be the permit holder's responsibility to inspect their anchors and notify the airport of discrepancies or concerns. The airport will test or replace anchors when notified of concerns. The permit holder will be responsible for relocating their aircraft to allow the work to be accomplished. If the anchors are not able to be replaced due to frozen ground conditions the permit holder may request an alternate space or utilize a weighted tie down until such time the replacement of the anchor can be accomplished. The weighted tie down will be the responsibility of the permit holder.
- Snow Plan
 - The Field Maintenance goal is to have the snow cleared from the primary surfaces and aircraft parking areas within 48 hours after a snow event has ended. The severity and duration of the snow event can of course influence the recovery time. Leaseholders and permit holders are requested to not block transit ways or other properties when clearing snow. Permit holders are asked to push snow approximately 8-10 ft. in front of the aircraft; far enough to keep heavy equipment well clear of their props, but not blocking taxilanes or other tiedowns.

Lake Hood Master Plan Update

The last LHD Master Plan was completed in 2006, and it's time for it to be redone. The consultant selection for the LHD Master Plan will occur this winter, with project kick-off beginning late spring/early summer with heavier stakeholder involvement after the summer months. If you have any questions, concerns, or ideas for topics to be covered in the LHD Master Plan, please contact LHD manager Tim Coons or ANC Planning Manager Teri Lindseth.

Airport Agencies/Departments

- Field Mx - Zaramie Lindseth
- Environmental – Scott Lytle
 - Water Quality: Lake Spenard is doing well for water quality this summer. Lake Hood is having low levels of oxygen. We are not sure of the cause. We have tested for fecal coli form and the levels are very low. It could be the result of the East Airpark storm drain project. This project is designed to divert more of the winter (Chinook events) and spring runoff away from the lakes. This should help keep the

water quality in compliance in the future. We will test one more time in October on both lakes.

- Weeds: The harvester has been working this summer. It was down for a few weeks for unexpected repairs. The harvester cannot get closer than approximately 15 feet near the shore. This is to ensure there are no accidental collisions with aircraft. There are weeds that are floating and do collect in some of the slips. Unfortunately, it appears that these weeds (free floating macrophytes), collect in some slips more than others.
 - The Airport does not clean out individual slips. However, if the slip holder clears the weeds and puts them up at the top of the slip near the road, the Airport will come by and pick up the piles. Preference is the weeds not be placed in bags or other containers. It is easier to collect and dispose if the weeds are just stacked.
- Operations – Terri Tibbe
 - Security Manager – Kristen Odsather
 - Wildlife Control – Spencer Nelson
 - Airport Fire & Police – represented by Sgt Brown

Comments/Questions

Q: What is causing the “odor” at the lake?

A: Water quality is a very major concern at Lake Hood and every effort is being made to determine any causes and what if any steps need to be taken. So far, there is no evidence of any sewage leaks. Testing continues. A number of possibilities exist, all of which are under investigation. Possibilities include increased algae or small organism blooming, organic turnover, or excess runoff from construction. Further information will be made available as able.

Q: Are the Web Cameras operational?

A: A work-around is being implemented to provide camera coverage. To date, several cameras on the south side have been returned to service, with more to follow.

Q: What income does Lake Hood receive from Permits & Leases? FAA? How many permit spots?

A: Approximately \$750K annually is taken in from Permit and leases incomes and fees. Historically Lake Hood has also qualified for approx. \$1M in FAA grants. Currently we enjoy 344 slips and 443 wheel tiedowns. General information on Alaska International Airport System rates & fees (including Lake Hood) can be found at http://dot.alaska.gov/aias/rates_fees.shtml

Q: Why is the lake Hood User Group Meeting held during the day?

A: To date, the feedback from the users has indicated daytime meeting are preferred. If users prefer evening meeting, please let us know and we can look into it. Also, we will certainly attempt to accommodate any reasonable request to meet on any topic or time.

Q: Are the proposed changes to 17 AAC for Sport Pilot available?

A: The original proposal was publicly notified last November in accordance with state procedures. Anyone requesting further information on the current status of the proposal should please feel free to contact Tim Coons at 266-2741 or tim.coons@alaska.gov

Q: Does the FAA Supplement Alaska show ski lanes for Lake Hood?

A: Yes. Currently the Lake Diagram is annotated "Water/ Winter Ski Strip – All Water lanes"

Q: Is there a plan for float slip maintenance and erosion control?

A: Routine maintenance is continually ongoing. If users have specific requests or concerns plan get in touch with the Lake Hood Office. The upcoming Lake Hood master Plan Update will provide an excellent opportunity to propose, explore and discuss future capital projects such as the recent Bank Stabilization Project.

Q: Can the lake level be dropped more quickly during high water events?

A: A balance must be found between the rate of water outflow and lake level to account for the needs of lake users and those downstream. Airport maintenance and environmental personnel routinely evaluate the water levels and outflow, working with effected parties and agencies to obtain a reasonable response. Furthermore, the storm drain project when completed should provide additional relief by diverting waters that would have otherwise drained into the lake.

Q: Are helicopter operations at Lake Hood being looked at?

A: Yes, all operations, helicopters included, are periodically reviewed by Airport and FAA personnel. Helicopter flight operations are at all times to be conducted in accordance with applicable FAA flight directives and regulations.

Attachments:

Lake Hood User Group Meeting Slides

Attendees

Cathy Gleason, President Turnagain Community Council
Charles Guinchard, Legislative Aid to Rep Costello
Bob Lewis, FAA Alaskan Region Regional Administrator
John Parrot, Airport Manager, Ted Stevens Anchorage International Airport
Dee Hanson, Executive Director Alaska Airmen's Association

Gordon Edmiston, ANC ATCT
Robin Broomfield, FAA FSDO
Brenda Brown, FAA
Monique Stowers, FAA

Greg Bae, Alaska Airmen's Association
Jim Seeley, Lake Hood Pilots Association
Page Spencer, Lake Hood Pilots Association
Charles McMurrough, Secretary, Lake Hood Pilots Association
John Pratt, Seaplane Pilots Association

Steve Fishback, Pilot
Merle Akers, Pilot
Mary O'Connor, Pilot
Paul Anderson, Pilot
Rob Stapleton, Photographer
Dick Sutcliff, Pilot
Con Bunde, Pilot
James Barbeau, Pilot
Tom Simes, Pilot
Jamie Patterson-Simes, Pilot
Daniel Smith, Pilot
Jim Bailey, Pilot
Wilber Wende, ECI/Hyer Architects

Tom Middendorf, DOWL HKM
Katherine Wood, HDR
Mark Mayo, HDR
Terry Smith, USDA Wildlife
Spencer Nelson, USDA Wildlife
Aaron Hughes, DOTPF

Zaramie Lindseth, TSAIA
Teri Lindseth, TSAIA
Jennifer Carle, TSAIA
Katie Gage, TSAIA
Kristen Odsather, TSAIA

Scott Lytle, TSAIA
John Stocker, TSAIA
Pat Raab, TSAIA
Sgt Brown, TSAIA
Kimber Amundsen, Lake Hood Office
Tim Coons, Lake Hood Manager