

General Aviation Master Plan for Lake Hood Seaplane Base and Anchorage International Airport

Appendix D
Public Involvement



Ted Stevens
Anchorage
International Airport

AKSAS Project Number: 56639

September 2006

ASCG Incorporated of Alaska

Public Involvement Plan

Public Involvement Plan

Purpose of the Public Involvement Plan

Communication is integral to the success of The Lake Hood and ANC General Aviation Airport Master Plan project. Direct and timely information permits airport users, the public and local, state, and federal agencies to provide meaningful input and facilitates sound decision-making. This Public Involvement Plan identifies methods to offer varied interests a fair and open forum to share knowledge, analyze opportunities, and address challenges. The aim is to implement a successful public involvement process to keep the public, pilots, airport users, local entities, state, and federal agencies informed and involved as participants in the planning process.

The Public Involvement Plan will serve as a tool to gather relevant information from stakeholders that can shape future project development and funding. The goals are as follows:

- Pinpoint project concerns
- Provide forum for local airport user and other impacted party involvement
- Involve community representatives from diverse interests
- Respect and listen to community values
- Address public concerns and resolve differences
- Support public decision-making
- Avoid project delays
- Develop public acceptance and project support
- Collect and disseminate technical information

Public Involvement Tasks

The following list of tasks ensure that adequate notice of meetings is provided (meeting legal requirements), critical milestones are met, and that team members understand the necessary elements to effectively exchange information and make the project flow efficiently.

Task 1 Develop Project Mailing List

A project mailing list will be established and updated throughout the project that will keep the public and agencies informed of the latest developments in the Master Plan process. DOT&PF will review and approve the project mailing list and e-mail tree to be used to distribute newsletters, flyers, and letters to interested agencies and parties

Task 2 Newsletters

At three key points in the master planning process, newsletters will be developed and provided to the public and interested agencies, such as airport users, impacted neighbors, the DOT&PF, FAA, the Municipality of Anchorage Department of Community Planning and Development, pilots associations, air taxis, and community councils. The status of the project, schedule, and identified issues and alternatives will be presented with appropriate graphics and data. DOT&PF will review all newsletters and any other

General Aviation Master Plan for Lake Hood Seaplane Base and Anchorage International Airport

media releases prior to distribution, Critical milestones, such as the following will likely dictate newsletter releases:

1. Project Kickoff and Issues identification
2. Alternative Discussion
3. Draft Master Plan

Task 3 Technical Advisory Committee

A Technical Advisory Committee (TAC) will help to guide the planning process and make recommendations regarding the Lake Hood and ANC General Aviation Airport Master Plan. To ensure effective dialogue and participation, this committee should be limited to 15 – 18 individuals representing pilots, nearby community councils, agencies, aviation and commercial organizations. A total of six TAC meetings, including three neutrally facilitated workshops, will be held to discuss the following:

<i>TAC meeting #1</i>	Issues, Goals, Objectives, Boundary Discussion
<i>TAC Meeting #2</i>	Facility Inventory, Forecasts (Perfect World Workshop)
<i>TAC Meeting #3</i>	Facility Requirements, Initial Alternatives (Lake Spenard Commercial Workshop)
<i>TAC Meeting #4</i>	IEA, Alternative Evaluation
<i>TAC Meeting #5</i>	Select Preferred Alternative, (Boundary Workshop)
<i>TAC Meeting #6</i>	Financial/Implementation Plan, Draft Final Master Plan

Task 4 Public Meetings

Public meetings will be conducted in an open house format, with a brief presentation and question and answer period. The goal of the meetings is to present plan information, answer questions and gather public input. Two public meetings are initially planned: the first meeting to kick-off the planning effort and gain additional scoping information, and the second meeting to obtain input on project alternatives. These public meetings provide the opportunity to obtain additional details from personal discussions, comments, and suggestions. The following meetings will be scheduled and facilitated by ASCG. A neutral facilitator will be used to help plan and facilitate these meetings. To ensure the aviation community needs are addressed, a pilot from ASCG will attend all meetings and review all meeting summaries. The following meetings are planned:

<i>Public Meeting #1</i>	Kickoff, Issues, Scoping
<i>Public Meeting #2</i>	Alternative Discussion

A third meeting may be added focusing on the Draft Plan.

Public meeting preparatory tasks are summarized as follows:

1. Complete public notice and advertisements, develop presentation materials and presentations, and address logistic concerns and reserve facilities.
2. Provide courtesy calls to agencies and interested parties.
3. Prepare an "open house" format with the inclusion of a presentation, question and answer period, and possibly some discussion/comment element.

Post meeting tasks will include the following tasks:

General Aviation Master Plan for Lake Hood Seaplane Base and Anchorage International Airport

1. Evaluate meeting results and comments received. Record, date, and categorize comments in a project spreadsheet.
2. Prepare draft meeting summary for Team and DOT&PF review and compile a list of attendance.
3. Prepare final meeting summary for distribution to Team, DOT&PF, (and stakeholders upon request).
4. Revise mailing list based on meeting results and requests.
5. Address comments as needed.
6. Incorporate comments into Airport Master Plan as appropriate.

Meeting Graphics and Handouts

The following meeting graphics and handouts are representative of the types of meeting graphics anticipated for each public meeting.

1. Project Development Process and Schedule.
2. Aerial Photographs, maps, and other visual aids.
3. Meeting process materials such as sign-in sheet(s), agendas, ground rules, comment sheets, etc..
4. Background information on meeting topics, issues, and/or alternatives

Task 5 Agency Scoping

In addition to keeping agency representatives informed on plan progress and involved as appropriate in the TAC and public meetings, one agency scoping meeting is planned to gain agency observations and input about the proposed airport development alternatives. The scoping meeting will follow the completion of the Initial Environmental Assessment (IEA) which will be provided to the agencies prior to the meeting. The data from the IEA will offer agencies specific details to evaluate the proposed alternatives. All potentially affected or interested agencies will be invited to participate. The agency scoping meeting will present the draft master plan alternatives in an open house format including a presentation and question and answer period and group discussion. A comment period of a minimum of 14 calendar days will follow this scoping meeting.

To prepare for the agency scoping meeting, the follow tasks are as follows:

1. Prepare agency invitation letter, agenda, and presentation materials for DOT&PF review and comment. Reserve facilities.
2. Send agency invitation letter to agencies with appropriate review materials. Follow up with courtesy call prior to scoping meeting.
3. Forward any agency comments or questions to other Team members and DOT&PF for review prior to meeting.

Similar to the public meetings, the agency scoping meeting results, comments, and post public meeting tasks will also be completed for the agency scoping meeting.

Task 6 Web Site Development

Anticipated information that will be provided to DOT&PF for their public friendly project website includes the project introduction and scope, key events, schedule, draft chapters, and final chapters.

Newsletters

Lake Hood and ANC

General Aviation Master Plan

Airport Development Alternatives

The Ted Stevens Anchorage International Airport along with their consultant, ASCG Incorporated, have analyzed alternative concepts for developing general aviation opportunities. The alternatives are part of the Lake Hood and Anchorage (ANC) General Aviation Master Plan that will help guide airport development and operation of the Lake Hood facilities for the next 20 years.

In October, 2004 planners presented preliminary alternatives to the Master Plan Technical Advisory Committee. These alternatives were refined and evaluated based on four levels of development. The general themes of the alternatives follow:

- Alternative A – No Action
 - Alternative B – Improvement without Expansion
 - Alternative C – Slight Expansion
 - Alternative D – More Expansion
- With Alternative A, Lake Hood would continue to be maintained and operated in its current configuration.

The focus of Alternative B is to fix safety, security, efficiency and condition deficiencies rather than expand the capacity of aircraft parking.

Alternative C includes some improvements for safety, security, and people amenities, but focuses more on increasing airfield utility, aircraft parking, and lease land at the lowest cost possible.

Alternative D provides the most ambitious Airport-sponsored development. Alternative D is the only alternative that adds a paved runway.

The preferred alternative may include elements from more than one alternative. Your evaluation of the alternatives will be the topic of discussion at the next Technical Advisory Committee meeting and Public meeting scheduled for March.

Tell us what you think!

Airport planners are evaluating alternatives for development at the Lake Hood and Anchorage (ANC) General Aviation facilities. They would like you to join them for an **open house and presentation on Tuesday, March 8th between 6:30 pm-8:00 pm** at DOT&PF Central Region Office at 4111 Aviation Drive. The presentation will start at 6:45 pm and will include an overview of the alternatives and a solicitation for additional evaluation information.

Alternative Comparison

Feature	Alternative A	Alternative B	Alternative C	Alternative D
Runway(s)	Existing 2,200' gravel	Lengthen existing gravel runway & use declared distances	Extend existing gravel runway 600'	New 3,500' paved runway and new 2,000' gravel runway
Taxiway Connection to ANC	Existing Taxiway V	Existing Taxiway V	Existing Taxiway V	New taxiway north of V
Additional Airport-Provided Aircraft Parking	0	0	88	190
Slips	0	-15	+40	+60
Tiedowns	0	+15	+48	+120
Hangars	0	0	0	+10
Additional Lease Land	None	5.7 acres	35.4 acres	49.3 acres
Land Acquisition	None	4.71 acres	5 acres	1.47 acres



LAKE HOOD AND ANC GENERAL AVIATION MASTER PLAN

The State of Alaska Department of Transportation and Public Facilities is evaluating the Lake Hood and the ANC general aviation facilities. This evaluation will identify ways ensure that the airport will meet the community needs well into the future.

GET INVOLVED

Tell us your thoughts about airport improvements. Contact us by mail, fax, phone or email. Knowing your concerns will help us to improve your airport and serve you better.

Mail:

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e-mail: diana_rigg@dot.state.ak.us

Or

Nicole McCullough, ASCG Project Manager
ASCG Incorporated
3900 C Street
Anchorage, Alaska 995035967

Phone: (907) 339-6546
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e-mail: nmccullough@ascg.com

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ADDRESS CORRECTION REQUESTED



Ted Stevens
Anchorage
International Airport

Planning Re-cap

The Lake Hood and Anchorage (ANC) General Aviation Airport Master Plan began in the winter of 2003. The airport has held two public meetings and five Technical Advisory Committee (TAC) meetings. At the public meeting in summer 2003, attendees identified 27 issues that they thought should be addressed in the Master Plan. The TAC reviewed the identified issues and added ten more issues to the list. At subsequent meetings, the TAC discussed different ways in which the issues could be addressed.

Planners developed alternatives showing no-growth, moderate growth, and more extensive growth scenarios. They explained to the TAC and the public that individual components of these alternatives could be chosen or rejected and the preferred alternative could be a compilation of items from several alternatives.

To date, the airport has received more than 20 letters and e-mails and taken numerous calls concerning the Lake Hood and Anchorage General Aviation Airport Master Plan. In addition, a survey was distributed by the airport at the 2005 Air Show held in May, 2005 and information was presented at three community council meetings. In the spring of 2005, the Alaska Airmen's Association also polled their members and provided the airport with a list of their airport priorities.

Reviewing this information and doing additional technical analysis has delayed the schedule for the next TAC and public meetings. The expected date for the next set of meetings is January 2006. The draft preferred alternative will be presented at that time.



Airport officials hope to expose the large aquatic weeds at Lake Hood and Lake Spenard to killing freezes to prune them back. (Photo by BILL ROTH /Anchorage Daily News)

WHAT WE'VE HEARD

The airport and their consultants prepared a 14 page summary of the comments which can be found at our project website at:

http://www.dot.state.ak.us/anc/doing_business/departments/generalaviation/ga_masterplan/gamester_plan.shtml

The website also contains copies of meeting minutes, newsletters, review chapters and other information pertaining to the plan.

Draft Preferred Alternative

Planners will present the draft preferred alternative at the next TAC meeting. Some of the elements of the preferred alternative include the following:

- Public Access to Spenard Beach and Lions Club will remain
- Limited fencing will be installed
- Aviation access between the Lake Hood complex and the Anchorage International Airport will continue
- A pilot and public education program is recommended to reduce potential airplane and pedestrian interactions
- The Airport will continue to implement signs and other measures to improve security
- The Preferred alternative will include a gravel-surfaced runway
- The numbers of float slips will not be reduced
- Additional restroom facilities are part of the preferred alternative
- The NW Waterlane approach will not be eliminated

Additional details of the draft alternative will be presented at the next TAC Meeting.



LAKE HOOD AND ANC GENERAL AVIATION MASTER PLAN

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GET INVOLVED

Tell us your thoughts about airport improvements. Contact us by mail, fax, phone or email. Knowing your concerns will help us improve your airport and serve you better.

Mail:

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Ted Stevens Anchorage International Airport
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Ted Stevens
Anchorage
International Airport

Technical Advisory Committee

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

April 7, 2004



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Technical Advisory Group Meeting**

April 7, 2004, 4:30 p.m. – 6:30 p.m.
LakeAire Complex
4451 Aircraft Drive

Agenda

Meeting Purpose: To initiate the Technical Advisory Committee (TAC) and provide information on the Lake Hood and ANC General Aviation Master Plan, review and prioritize key issues, and provide input on goals and objectives. Further, we want to determine the best opportunity for defining the Lake Hood boundary.

- 4:30 p.m. Sign In
- 4:35 p.m. Welcome and Meeting Overview
Meeting Purpose, and Introductions
(Diana Rigg, Project Manager)
Welcome on behalf of Airport
(Kip Knudson, Deputy Commissioner, ADOT&PF, Corky Caldwell,
Deputy Director of Ted Stevens Anchorage
International Airport)
Agenda, Ground Rules, and TAC Meeting
(Diana Rigg, Project Manager)
- 4:45 p.m. Presentation on Plan and TAC Process, and timing for Boundary discussion
(Nicole McCullough, ASCG; Sara Funk, ASCG)
- 5:05 p.m. Issues Priorities (Issue additions/modifications, and Issue Priorities)
(Nicole McCullough, ASCG)
- 5:35 p.m. Draft Goals and Objectives Discussion and Suggestions
(Sara Funk, ASCG)
- 5:50 p.m. Meeting Conclusion (Other Comments, Next Meeting, and Announcements)
(Diana Rigg)
- 6:00 p.m. Adjourn

For more information or to submit written comments, please contact: Diana Rigg, Project Manager, Ted Stevens Anchorage International Airport, P.O. Box 196960, Anchorage, AK 99519-6960, 907-266-2544, fax 907-266-2458, e-mail diana_rigg@dot.state.ak.us. Comments must be received by 5:00 p.m. on May 10, 2004. Please visit our website at www.dot.state.ak.us/anc/Planning/GAMasterplan.html.

■ Lake Hood & Anchorage General Aviation

Airport Master Plan

*Technical Advisory Committee
April 7, 2004*

Ground Rules:

- Mutual respect, courtesy, and patience are the key concepts guiding this hearing.
- Listen carefully, and understand the concerns raised by all parties.
- Everyone will have a chance to speak. Please do not interrupt.
- Please turn off cell phones.

Remember, you can present your comment in many forms: You can provide oral or written comment at this public meeting or you can direct your written comment to Diana Rigg at the address included below. Comments must be received by 5:00 p.m. on April 30, 2004.

Diana Rigg, TSAIA Project Manager
Phone: 907-266-2544
Fax: 907-2458
Ted Stevens Anchorage International Airport
P.O. Box 196960
Anchorage, AK 99519-6960
e-mail: diana_rigg@dot.state.ak.us

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Meeting Sign In Sheet

April 7, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
Dick Armstrong	AKE Hangars/Fees	2321 Marina Fld DR	222-3000	darmstrong@aceha.org
Will Weber	Retired	4206 WILKINSON DR, V. 2 PO BOX 146900 DOTHAN STATION, AL	243-6993	
Carl Siebe	AK Aviation Safety Fund	Anchorage AK 99579	269-0725	Carl_Siebe@dot.state.ak.us
Patricia Keason	Tuagains C.C.	4211 Bridge Circle Anchorage AK	248-0492	dsg@alaska.net
John Parrott	ANC Pilots	P.O. Box 1724 Palmer 99645	266-2403	johnparrot@alaska.net
Bill Hately	FLY NORTH	2518 Louisa Dr	99517	248 1057
Paul (The Fish) Retired		13608 Jarvis Dr	99575	345-3881
John (The Fish) Retired		4131 Floodplain	99502	243-1966
KIP KNIBSON	DOT/JP		269-0724	KIP_KNIBSON@DOT.STATE.AK.US
STEVE FISHER	ECU/HYER	540 L ST. #401	561-5543	STEVE@ALASKA.NET
PATRICK WITHERELL	SUCC	8041 SEACUFF ST ANCH, AK	248-5445	
JANA PRUDS	SOUND AIRPORT	2193 VIKING DRIVE	250-8335	DANA.PRUDS@FAA.GOV
JOHN LOVETT	FAA AIRPORTS DIV	2220 TH ANCHORAGE, AK	271-5446	FAA.LOVETT@FAA.GOV
Tom George	AOPA	PO BOX 83750, Fairbanks, AK	99708	455-7100
Joran Platt	Seagull Pilots Assoc	1557 Sunrise Drive Anch, AK	99508	274-2490
William Chord	AAC LIVING		266-5470	william_chord@dot.state.ak.us
DEE HANSON	AOPA LHO/Z41	4451 AIRCRAFT DRIVE	99502	245-1251

Lake Hood & Anchorage General Aviation Airport Master Plan

Meeting: Technical Advisory Meeting #1

Date: 4/7/2004

Location: LakeAire Complex, Lake Hood, Anchorage AK.

Purpose: On April 7, 2004 a Technical Advisory Committee (TAC) meeting was held in Anchorage to present and solicit information about the Lake Hood and ANC General Aviation Airport Master.

Participants:

Airport Representatives: Diana Rigg, of Ted Stevens Anchorage International Airport (ANC) (ADOT&PF) Project Manager; Corky Caldwell, Deputy Director (ANC); Kip Knudsen, ADOT&PF Deputy Commissioner; John Parrott, ADOT&PF ANC Operations; Andy Hutzler, Lake Hood Manager; and Bill Chord, ANC Planning.

Consultant Team: Nicole McCullough, Sara Funk, Teresa Fredrickson, ASCG Incorporated; Robert Varani, ASRC Aerospace; and Mike Hines, HNTB Corporation attended the meeting along with 16 members of the TAC. Other members of the ASCG team not present included Frank Rast of R&M Consultants and Dave Hanson from ARKTOS.

TAC Committee Members:

Carl Siebe	Alaska Aviation Safety Foundation/ADOT&PF Statewide Aviation
John Lovett	Federal Aviation Administration (FAA)
Dick Armstrong	ACE Hangars/Fuels
Will Walker	Spenard Community Council
Cathy Gleason	Turnagain Community Council
Bill Hatley	Fly North
John Pletcher	Retired
Gene Zerke	Alaska Aircraft Sales
Steve Fishback	ECI/Hyer
Patrick Witherell	Sandlake Community Council
Dana Pruhs	South Airpark
Tom George	Aircraft Owners and Pilots Association (AOPA)
John Pratt	Seaplane Pilots Association
Dee Hanson	AOPA LHD/Z41
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Scott Christy	Lake Hood Pilots Association
Tom Bullard	FAA Tower
Jack Barber	Alaska Air Taxi
Stephen Routh	AHI

Invited But Not in Attendance:

Matt Ross	Signatory Airlines
Karen Casanovas	Alaska Air Carriers Assoc
Brent Cole	AOPA
Ron Smith	Lake Hood Harbor
James Seely	Lake Hood Pilots Association

The meeting began around 4:45 p.m. Copies of the agenda, draft schedule, draft issues, draft goals and objectives, the facilities map, and noise tips were provided.

Meeting Summary:

Introductions. Diana Rigg introduced the ADOT&PF and the ASCG Incorporated team members and welcomed the TAC participants. Kip Knudsen emphasized that the planning effort will cover the entire general aviation complex at Lake Hood and Anchorage International Airport including all parking and paved areas. Other items that the planning effort should examine include the adequacy or needs for general aviation transient facilities, such as flight planning needs, passenger waiting and pickup, transportation to other airport or city facilities, such as rental cars, restroom facilities, etc. Corky Caldwell expressed ANC's continued commitment to the general aviation community. Lake Hood has not had a stand alone airport master plan. The last Airport Master Plan that addressed Lake Hood was completed in 1996. John Lovett explained that FAA funding supports the master planning work and he looks forward to working with the TAC members.

Planning Process Overview. Diana provided a brief review of the airport master planning process, which includes:

- 1) Inventory of the Existing Facilities
- 2) Demand Forecast – Trend Line Analysis
- 3) Facility Requirements
- 4) Alternatives Analysis – Environmental, Socioeconomic, etc.
- 5) Preferred Alternative
- 6) Financial Plan

Diana encouraged TAC members to provide feedback, comments, and input at any time. TAC members can contact her personally via telephone, e-mail, fax, or correspondence. It is hoped that the TAC will act as a working committee to help develop the master plan for Lake Hood and ANC. It is anticipated that the airport master plan will be completed approximately within 18 months. Six TAC meetings are initially planned. Three workshops focusing on "perfect world" circumstances, Lake Spenard operations, and the western boundary are planned. The Lake Hood and ANC Airport Layout Plans shows the furthest west the boundary currently goes is to Postmark Drive.

This boundary is not fixed, but was simply developed and shown on the Airport Layout Plans to meet FAA's funding requirements. John Lovett explained that because Lake Hood has scheduled service and more than 10,000 passenger enplanements, the facilities received \$1 million in federal funds. John Lovett further stated that Airport Improvement Program (AIP) funds are targeted for capital improvements not operational needs. AIP eligible projects include, lighting, nav aids, power to tiedowns, and other utilities directly related to aviation infrastructure, such as runways, taxiways, and aprons. Kip Knudsen stated that the commercial carriers¹ have historically supported general aviation at both Anchorage and Fairbanks International Airports. When asked if the western boundary workshop should be held at the beginning or end of the master planning process, the TAC members agreed that the boundary workshop should be held at the end, after a preferred alternative for airport development has been selected.

Two public meetings are scheduled.

¹ The Airport (ANC, LHD, and Z41) capital improvement program must be accepted by the signatory airlines, which are those that negotiate a multi-year airline operating agreement with the International Airport System (Anchorage and Fairbanks).

Personal contact information for TAC members will not be released to the public at this time.

Draft Issues. Nicole McCullough and Sara Funk discussed the initial draft issues and the draft goals and objectives. A plan to prioritize issues was dropped due to time constraints and the need TAC members expressed to spend more time understanding the issues. Goals and objectives were not discussed, but TAC members were asked to read the handout on goals and provide comments; goals will be addressed at the next TAC meeting.

Most of the issues that were presented were identified at a public meeting held by the ADOT&PF in the summer of 2003. Sara reviewed the issues, which included:

- Western Boundary for Lake Hood Complex
- Airspace
- Floatplane Parking Capacity
- Additional Lake Access
- Public Involvement Needed
- Preserve Taxiway Victor
- Demand Forecast
- Neighborhood Noise
- More Hangars (Individual and Group) Needed
- Public Recreational Area at Lake Spenard
- Paved or Gravel
- Need for More Wheeled Tiedowns and Public Facilities
- Financial Plan
- Capital Improvements
- Technical Advisory Committee
- South Air Park
- General Aviation Space Parking
- Vehicle Parking
- Analyze Security Issues for General Aviation
- Analyze Part 91/135 Operations
- Perform Cadastral Survey of Lots
- Master Plan Timeframe
- Instrumentation
- Access to Lake Hood Complex
- Analyze General Aviation as a whole at ANC and LHD
- Establish N/S Waterlane at Lake Spenard
- Oil/Trash Disposal Facility

TAC members made the following comments on the issues.

- **Western Boundary for Lake Hood Complex.** The issue was addressed in the introductory part of the meeting. One TAC member said the boundary is contentious because general aviation users feel they are being "pushed off" the Airport by commercial aviation.
- **Airspace.** Individuals mentioned that the tower is doing a great job. An extensive airspace study was conducted about five years ago. Tom Bullard explained that the

Pilot Bulletin², which includes recent changes in the VFR route structure, will be published in the Alaska Supplement³ in the future, rather than as a separate document. Members discussed various approaches and procedures. With further pilot education, overuse of specific approaches and departures might be limited. Tom Bullard mentioned that the Little Su approach is frequently used during the summer.

- **Floatplane Parking Capacity.** An extensive waitlist for floatplane slips indicates floatplane parking capacity is insufficient to meet demand. The time on the waitlist has been reduced substantially from 18 to about five and one-half years. Andy Huetzel stated that there are about 220 individuals on the current wait list. Recently, offers for 24 slips resulted in 17 individuals accepting the slips. Approximately one-third of the individuals on the waitlist decline a slip for a variety of reasons (no floatplane, no floatplane rating). All waitlist applicants must hold at least a student license. Dee Hanson wondered how many individuals that have access to a float slip are also on the waitlist. *[After the meeting, staff at the airport researched the records which showed that 57 individuals with existing tie-downs are on the float plane wait list but records did not show how many individuals with access to float slips, but are not currently leasing, also are on the wait list].*
- Andy mentioned that he has the list on the website. Dry land storage was examined in the 1996 study. Dana Pruhs stated that reconfiguring the parking where it is less intrusive for the community may offer less congestion and impacts. Cathy Gleason stressed that increasing capacity should not be the goal. To increase capacity, more real estate would need to be developed and as a result, more aircraft noise could be anticipated. Nicole stated that the airport master plan will examine the facility requirements for Lake Hood, but a plan to increase capacity has not been determined at this time. Floatplane slip monthly fees are \$95.00 and wheeled parking is \$40.00 per month.
- **Additional Lake Access.** Two public ramps provide Lake access. The Office of Aircraft Services (OAS) also has a ramp, but it is private and pilots are only allowed to use it on a "special needs" or emergency basis as determined by the owners. The public ramp located at the north end of the lake is difficult to use when the wind is from the southeast, when it is hard to keep aircraft using the ramp from hitting adjoining aircraft. The north ramp has other problems. Dee Hanson asked about the self-ramps (individual, private ramps constructed at float slips). Andy mentioned that two individuals stopped by to inquire about self-ramps. TAC members wondered if the south pothole could be developed into a public ramp. Felix McGuire said that the Goose will bottom out at the public ramps so it must use the OAS ramp.
- **Preserve Taxiway Victor.** Taxiway Victor, which provides access to the main ANC airfield, is important to the general aviation community. The Airport is committed to preserving a connection between Lake Hood and ANC as is it essential to general aviation. Pilots have heard rumors of closing Taxiway Victor to general aviation. Corky Caldwell reassured the TAC members that the Airport realizes how

² The Anchorage Terminal Area Pilot Bulletin explains and simplifies operating procedures in the Anchorage airspace and is based on 14 CFR Part 93, Special Air Traffic Rules, Subpart D, Anchorage, Alaska Terminal Area.

³ The Alaska Supplement is an Airport/Facility Directory updated quarterly by the National Aeronautical Charting Office of the FAA.

important Taxiway Victor is to general aviation and there were no plans for closing access from Lake Hood to ANC.

- **Demand Forecast.** Cathy Gleason asked if both constrained and unconstrained demand forecasts were being developed for the airport master plan. At this time, only constrained demand forecasts are being prepared. Tom George asked if there was going to be a genuine effort to find out exactly who used the facilities, particularly transients, and when. **[After the meeting, Diana offered to coordinate with Tom and supply a brief questionnaire that he could provide to members of AOPA or other groups.]**
- **Neighborhood Noise.** Will Walker asked about the percentage of pilots (aircraft) that come across the Spenard Road, Will mentioned that he met some pilots that use a particular approach path which reduces aircraft noise. Will wondered if more pilots could be trained to limit the aircraft noise. Noise tips for pilots are not enforced; Cathy Gleason wondered about penalizing pilots that do not follow the noise tips and if any regulations could be applied. Cathy Gleason suggested an airport buffer zone, where no further aviation development would occur. The Airport will work with the Noise Office to monitor activity this summer. It must be noted that only aircraft that have a transponder can be monitored by the system.
- **More Hangars (Individual and Group).** More hangars, both individual and group are needed.
- **Public Recreational Area at Lake Spenard.** Pilots identified serious safety concerns with joggers, bicyclists, dogs, and swimmers mixing with aircraft. Joggers frequently listen to music while exercising and are not always aware of aircraft taxiing nearby. Future trail projects in the State Transportation Improvement Program were discussed. Two trails going through Lake Hood are planned in the future. Water quality at Lake Hood concerns both the community and pilots. Swimming is not allowed without a lifeguard at the Lake Spenard Park; however, this is not enforced.
- **Gravel/Paved.** The issue concerns whether or not the gravel-surfaced Lake Hood runway should be paved. TAC members asked if two parallel strips (one gravel and one paved) could be possible. This option might be considered by the master plan. Sara Funk explained that some airports use gravel for the first (landing) part of a paved runway, which is where landing on gravel is important for aircraft with big, "tundra" tires. Felix McGuire feared paving the GA strip might be used as justification for closing off GA access to the ANC airfield.
- **More Wheeled Tiedowns and Public Facilities.** Cathy Gleason was concerned about habitat values for any future development project at Lake Hood Airport. The airport master plan will address future facility requirements.
- **Financial Plan.** The Lake Hood facility improvements are subsidized by ANC funding, as mentioned previously. Maintenance and operation costs at Lake Hood exceed the revenue from Lake Hood fees and rents.

- **Capital Improvements.** Cathy Gleason asked if FAA funds could be used for environmental mitigation efforts. John Lovett responded that mitigation for needed airport facilities could be funded by the AIP. The AIP has a set-aside portion of discretionary funds for noise mitigation, such as the insulation of residences in areas of high noise exposure⁴.
- **Technical Advisory Committee.** It was suggested that a long-standing TAC with subgroups be established. These subgroups would meet with community representatives to work on concerns such as noise, traffic patterns, and recreational uses at Lake Hood. Andy currently has a monthly meeting open to users and neighbors. This could be a starting point.
- **South Air Park.** The representative from the Sand Lake Community Council expressed concern about the future development of the South Air Park and wanted to know what land was designated for aviation activities. The South Air Park will be examined in the airport master plan.
- **General Aviation Space/Parking.** General aviation parking appears to be diminishing. Although Echo parking replaced Charlie parking, the distance to taxi to Taxiway Romeo at ANC is much longer. Some TAC members indicated a desire to reclaim Charlie parking for general aviation.
- **Vehicle Parking.** Pilots stated that privately owned vehicles frequently block access to their aircraft and the facilities.
- **Analyze Security Issues for General Aviation.** Currently, there is little security at the Lake Hood facilities. With the public access, roads, and trails, security can be difficult to enforce. AOPA has a pilot watch program.
- **Analyze Part 91/135 Operations.** No particular conflicts between private and commercial pilots/operations were identified. The question of adding a third strip (similar to Merrill Field) was discussed. It was recommended that the additional strip be examined during the alternative development phase.
- **Perform Cadastral Survey of Lots.** The lease lots and slips have never been surveyed.
- **Instrumentation.** It was asked if there was a need for an instrument approach for the waterlanes. Currently, IFR operations are not permitted into and out of LHD. Tom Bullard verified this indicating that no TERPS analysis has been done for LHD. A few air taxi pilots perform an approach to ANC, cancel their IFR flight plan and then land on the lake or strip under VFR. When visibility is down to 1 mile the pilots must request a "Special VFR" clearance to land on the lake or strip. If the weather conditions preclude "Special VFR" pilots must remain IFR and land at ANC. A need

⁴ Residential insulation and other mitigation may be FAA-funded where noise exposure is greater than 65 DNL. DNL is an average measure of decibels of noise exposure that weights nighttime noise because it is more disruptive than daytime noise. Noise exposure modeling done for the Airport indicates there are residences near Lake Hood strip where noise exposure exceeds 65 DNL.

for a new GPS approach and IFR departures was briefly discussed. However, the general consensus was that IFR operations are supported adequately by access to ANC.

- **Access to Lake Hood Complex.** An idea was expressed that GA pilots living near the Lake Hood Strip might be provided direct access to the Airport via a pedestrian way, vehicular road, and/or aircraft taxiway. The east side of the Lake Hood Strip might provide an area to develop hangars. Community representatives felt that the increased noise from aviation activities and tree removal would not enhance the community.
- **Establish N/S Waterlane at Lake Spenard.** Currently, a north/south Lake Spenard waterlane is shown in the Alaska Supplement but not in the Pilot Bulletin or the ALP. Tom Bullard indicated that the FAA is in the process of removing the waterlane from the Alaskan Supplement.

Nicole asked if there were additional issues that need to be addressed. Issues discussed in further detail include:

- Snow removal
- Conflict with recreational users on the Airport
- Water quality
- Runway extension
- Wetlands
- Standing Technical Advisory Committee and Subgroups
- Public Viewing
- Potential Museum Location
- Airport Buffer Zone
- Vehicular Traffic Patterns

Tracking operational versus maintenance costs, augmenting ANC capacity, limiting aircraft activity during the summer to reduce noise, and enforcing noise tips were other subjects discussed. Also, Cathy Gleason inquired if this airport master plan would dovetail with the Municipal Comprehensive Plan and a West Anchorage District Plan that has not started. Diana Rigg stated that, unfortunately, the airport master planning process cannot wait until other community plans are finished. She said that the goals and objectives of the Municipal Comprehensive Plan would be examined.

TAC members were encouraged to provide comments on the draft issues and draft goals and objectives within two to three weeks. TAC members decided to hold future meetings on Tuesdays from 11:30-1:30 p.m. Diana Rigg will arrange for a larger meeting room, probably at the ADOT&PF building (upside down building) where there is plenty of free parking.

Meeting Adjourned at 6:35 p.m

Lake Hood & Anchorage General Aviation Airport Master Plan

General Aviation Issues

The following issues were identified by the public and users of Lake Hood and ANC. We would like to request your feedback in clarifying these issues and identifying additional issues not listed below.

Western Boundary for Lake Hood Complex. *Designating a boundary between Lake Hood and ANC is one purpose of this study. The boundary is perceived as being Postmark Drive. However, Lake Hood airport users have indicated that they need continued access to the ANC airfield (via Taxiway Victor) and Charlie Parking, which are located west of Postmark Drive. After the new maintenance facility is constructed, can general aviation use the existing airport maintenance building or the land where it is located?*

Airspace. *The Anchorage Bowl has heavy air traffic, a wide variety of aircraft, a large number of airports, and many runways, including several with instrument approaches. As traffic grows in the future, delays and safety concerns will increase.*

Floatplane Parking Capacity. *More parking is needed as is evidenced by the extensive wait list. Possible options include:*

- *Reliever Float Facility – Building another floatplane facility in the Anchorage Bowl may relieve the demand at Lake Hood. Eklutna is a possible location for a reliever floatplane facility.*
- *Floating Dock Facilities – Capacity increases could occur with extension of existing floating docks. These facilities might also be located where skiplanes are parked in the winter. Floating dock facilities would increase floatplane parking area, but would not provide automobile parking and storage area immediately next to the floatplanes, like on the fingers.*
- *Dry Land Storage east of DOT/PF Building – Like the floating dock concept, nearby vehicle parking and storage areas might be difficult to provide and floatplanes would have to be trailered to and from the Lake.*

Additional Lake Access. *LHD airport users desire additional Lake access. Are more public ramps needed? Do they need to be at more convenient locations? Are more transient slips needed?*

Public Involvement Needed. *Public involvement will enhance the development of the Lake Hood and Anchorage General Aviation Master Plan. The community and airport users have expressed some apprehension about the public involvement process.*

Preserve Taxiway Victor. *While the 1996 ANC master plan recommended closing part of Taxiway V and relocating it, the more recent ANC master plan update does not. Wheeled aircraft users want to maintain a taxiway connection to ANC. For example, some air taxis chose to takeoff from ANC due to heavy loads, land at the Lake Hood Strip, and taxi to Charlie Parking.*

Demand Forecast. *Updated demand forecasts will provide information needed to make airport development decisions and show what type of aircraft use the facilities. The forecast must be constrained due to the difficulties in expanding facilities to meet demand.*

Neighborhood Noise. *Aircraft noise affects the Spenard and Turnagain neighborhoods. Nearby residents would like to minimize aircraft noise.*

More Hangars (Individual and Group) Needed. *Pilots have expressed the need for more individual and group hangars. Is there room? Where?*

Lake Spenard Park. *The community currently uses and would like to continue to use the Lake Spenard Park as well as expand recreational opportunities there. The taxiway around Lake Hood is a joint use taxiway/road and is used by motor vehicles, bicyclists, joggers and tour buses. Public enjoyment of the trails, swimming, boating, and other activities can conflict with aircraft operations and create safety concerns.*

Paved or Gravel. *Runway 13/31 (Z41) is a gravel strip. Many wheeled aircraft that land at the Lake Hood strip have tundra tires. A paved strip would make landing with standard aircraft tires easier but landing with tundra tires would be harder. Occasionally, wind or aircraft operations blow the gravel from the runway, particularly around gravel Runway 13/31, creating concerns about aircraft damage and safety.*

Need for More Wheeled Tiedowns and Public Facilities. *Users want more tiedowns for wheeled aircraft. While there is a demand for parking at Echo, some other parking areas are vacant. There are no year-around amenities for transient float aircraft, such as access to shelter, restroom facilities, surface transportation, and pilot/visitor information. Many transient pilots have indicated a need for these services. Pilots would like larger lot sizes to construct storage sheds and individual portable toilets. Lots with nearby storage sheds, portable toilets, and trash receptacles are highly desired. Although portable toilets and garbage collection points are located throughout the airport property, they may not be within easy walking distance from floatplane slips and wheeled aircraft parking.*

Financial Plan. *Some people believe that Lake Hood is financially self-supporting. Actually, Lake Hood does not generate enough revenue to cover the*

\$1.5 million annual operating and maintenance cost. Revenue is largely from land leases and no landing fees are charged.

Capital Improvements. *As a primary airport, Lake Hood receives federal funding from the Federal Aviation Administration (FAA) amounting to approximately \$1 million annually for capital improvements (not operating expenses). This funding comes from passenger entitlements. Lake Hood does not receive any support from the general fund, but is subsidized by ANC. Since 1995, the Airport has spent about \$20 million on 25 improvement projects at Lake Hood. The new lighted Echo parking area cost approximately \$4.7 million. How will future capital improvements be funded?*

Technical Advisory Committee. *A Technical Advisory Committee (TAC) has been established for the Lake Hood and ANC General Aviation Master Plan. The TAC will help to review and comment upon the airport master plan findings.*

South Air Park. *South Airpark is a part of this study because general aviation, (primarily corporate jet aircraft), are based there. Land adjacent to South Air Park appears to be available for development and the ANC Master Plan Update designates 17 acres west of South Air Park for general aviation development. Should South Air Park be developed for any type of general aviation other than corporate aircraft?*

General Aviation Space/Parking. *General aviation pilots feel that less area is available for general aviation operations at ANC. While Echo Parking partially replaced Charlie Parking, it does not expand the general aviation area.*

Vehicle Parking. *Is vehicle parking limited at Lake Hood? Do users need additional vehicle parking space that does not interfere with local traffic patterns and commercial businesses?*

Analyze Security Issues for General Aviation. *Is there adequate security at Lake Hood, particularly post 9/11? What can be done to increase security without unnecessarily limiting access?*

Analyze Part 91/135 operations. *Both general aviation and on-demand air taxis operate from Lake Hood. Are there any problems with the interaction of FAR Part 91 and Part 135 operations? Are they treated equitably?*

Perform Survey of Lots. *Lease holders would like a survey to determine lot boundaries.*

Master Plan Timeframe. *The Lake Hood and ANC General Aviation Master Plan should be complete in approximately 18 months.*

Instrumentation. *The viability of a Global Positioning System (GPS) instrument approach to LHD or Z41 has been discussed. Is this even feasible given the complex airspace of the Anchorage Bowl?*

Access to Lake Hood Complex. *Should pilots residing near Lake Hood be allowed to taxi aircraft between their residences and the airport facilities?*

Analyze General Aviation as a Whole on ANC and at Lake Hood. *General aviation encompasses a wide variety of aircraft types and purposes. General aviation needs should be comprehensively addressed and not limited to Lake Hood.*

Establish North/South Waterlane at Lake Spenard. *When the wind from the south is 15 knots or greater, pilots can land to the south on the alignment of a formally designated waterlane in Lake Spenard.*

Oil/Trash Disposal Facility. *What is the best way to accommodate oil and trash generated by aircraft maintenance and repair?*

Lake Hood & Anchorage General Aviation Airport Master Plan

Goal: Develop the Airport in a manner that enhances safety.

- *Objective:* In the development of airport facilities, comply with FAA design standards and Federal Aviation Regulations Part 77.
- *Objective:* Reduce the potential for runway incursions.
- *Objective:* Reduce potential conflicts between vehicles, aircraft, and pedestrians.
- *Objective:* Minimize the adverse effects of rotor wash and jet blast in aircraft parking areas.
- *Objective:* Develop or preserve aircraft takeoff and landing areas and air traffic patterns so that they do not create additional air traffic conflicts or reduce airspace capacity in the Anchorage bowl.
- *Objective:* Minimize conflicts of swimmers/aircraft, bird-strike hazard, and FOD from gravel.

Goal: Develop the Airport in a fiscally responsible manner.

- *Objective:* Increase opportunities for revenue generation at the airport.
- *Objective:* Without degrading functional requirements and environmental protection, develop facilities that have life cycle costs that are as low as possible.
- *Objective:* Plan airport development that is financially feasible to implement. Consider project funding eligibility and the ability to phase improvements to meet funding availability.
- *Objective:* Develop the Airport in a way that maximizes flexibility in use and preserves options to accommodate unforeseen future changes in aviation.

Goal: Meet the needs of all Airport users:

- *Objective:* Balance the capacity provided with the demand projected for all types of users (e.g., commercial and private), aircraft (e.g., fixed wing, rotorcraft, jet, turboprop, piston), and landing surfaces (paved, gravel, water).
- *Objective:* Provide adequate facilities for transient, as well as based, users.

- *Objective:* Adequately accommodate privately developed support facilities and services, such as fueling, maintenance and repair, and people amenities.
- *Objective:* Develop adequate publicly-funded support facilities and services, such as airport maintenance and operation.
- *Objective:* Maintain taxiway access to the TSAIA runways.

Goal: Enhance security at the Airport in a manner appropriate for the potential threats.

- *Objective:* Prevent general aviation facilities from providing easy access into the areas where large, commercial aircraft are located.
- *Objective:* Augment "Airport Watch" programs with adequate area lighting and an arrangement of facilities that would discourage theft and other crimes.
- *Objective:* Develop facility layouts and operational procedures that allow the airport to provide different levels of security for different levels of threat.

Goal: Develop the Airport so that it is an asset to the greater Anchorage community.

- *Objective:* Accommodate the growth and improvement of the aviation museum.
- *Objective:* Preserve and enhance other compatible community use of the airport property.
- *Objective:* Preserve or improve the visual appearance, vehicular traffic attraction, and other impacts of airport facilities on airport neighbors.
- *Objective:* Develop the airport in an environmentally feasible way.
- *Objective:* Develop aircraft operating areas and air traffic patterns to minimize noise exposure on incompatible land uses.

Goal: Develop effective communication among airport users, the community, and interested agencies.

- *Objective:* Ongoing committee coordination.
- *Objective:* Timely decisions.
- *Objective:* Prompt and dependable dissemination of information.
- *Objective:* Accurate data (e.g., how slips are counted).

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

July 27, 2004



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Technical Advisory Meeting**

July 27, 11:30 a.m. – 1:30 p.m.
ADOT&PF Central Region Building, Anchorage

Agenda

Meeting Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present data on the aviation forecast demand, conduct the Perfect World workshop and gain insight into what airport users consider "perfect world" land uses at the Airport.

- | | |
|------------|---|
| 11:30 a.m. | Sign In |
| 11:35a.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Dave Hanson, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb, Director of Ted Stevens Anchorage
International Airport; Kip Knudsen, Deputy Commissioner,
Statewide Aviation)
Master Plan Status Report
(Nicole McCullough, ASCG) |
| 11:50 a.m. | Presentation and Q&A on Forecast Demand
(Christina Mitchell, HNTB) |
| 12:05 p.m. | Lunch and Survey Discussion
(Diana Rigg, Project Manager) |
| 12:25 p.m. | Perfect World Workshop |
| 1:30 p.m. | Adjourn |

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Meeting
Sign In Sheet

July 27, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
✓ Andy HUTZEL	DOT/PE	LHD OFFICE	266-2741	Andy-Hutzel@dot.state.ak.us
✓ Will Walker	Rep/ind	4204 Northwood	243-6993	Anchorage Alaska 99517
✓ George W. Stewart		2449 TELEQUIA VA DR	248-1428	ANCHORAGE AK 99517
- William Chard	TSALA REPAIRS		266-2570	williamchard@dot.state.ak.us
✓ Jen Payne	DOT		266-2107	Jenpaye@dot.state.ak.us
✓ Der Armstrong	ACE RIMS	2321 MARSHALL RD SR		
✓ DAVE HALL	SIGNATURE	6231 S. AIRPARK	243-7627	dave.hall@signatureflight.com
✓ TOM BULLARD	FAA ATCT	5200 W. NT - AK 11 RD	271-2704	tom.bullard@FAA.GOV
✓ Felix Maguire	AACC/AN ANCHORAGE		245-1250	felixmaguire@alaska.com
✓ Tom George	AOPA	P.O. BOX 2350 FAIRBANKS	455-9000	tjgeorge@aopa.org
✓ Greg Stewart	Sell	ANCHORAGE	562-5317	
✓ Peter Purns	ANAC	ANCHORAGE	766-2329	peterpurns@alaska.com

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Meeting

Sign In Sheet

July 27, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
RUDY BERUS	AKAS			
Patly Gleason	Turnagain C.C.			
M. Scott Christie	L.H.P.A.			
BILL HATELY	FLY NORTH AIR CHARTER	2518 LOUSSAC DR	ANC/AK 99517	2981057
JOHN PLETCHER				
STEVE FISHER				
JIM SEELEY				
PATRICK WITHERS				
GABRIEL MAHNS				
JACK BARBER				
John Parrott				
Ron Smith Jr.	Lake Hood Air Harbor		243-8905	
DeHanson	ADPA/4HD/241	PO Box 92772 Anch AK 99509	440-6488	deehanson@alaska.net
Bruce Cole	ADPA	745 W 5 th Ave, Ste. 502	99501	272-9001 cole@pebox.alaska.net
Bob Wells	Lake Hood Seating			
MONIQUE GARDNER	ANC-EAN		266-2129	

Lake Hood & ANC General Aviation Airport Master Plan

Meeting: Technical Advisory Meeting #2/Workshop
Date: 7/27/2004
Location: DOT&PF Building, Lake Hood, Anchorage AK.

Purpose: On July 27, 2004 a Technical Advisory Committee (TAC) meeting and "Perfect World" workshop was held in Anchorage to provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present data on the aviation forecast demand, conduct the Perfect World workshop and gain insight into what airport users consider "perfect world" land uses at the Airport.

Participants:

Airport Representatives: Mort Plumb, Director (ANC); Kip Knudsen, ADOT&PF Deputy Commissioner; Diana Rigg, Ted Stevens Anchorage International Airport (ANC) Project Manager; John Parrott, ANC Operations; Andy Hutzler, Lake Hood Manager; Bob Mellin, Lake Hood Leasing, Bill Chord, ANC Planning, Jen Payne ANC Community Relations, and Monique Garbowicz, ANC Environmental.

Consultant Team: Nicole McCullough, Sara Funk, Teresa Fredrickson, ASCG Incorporated; and Christina Mitchell, HNTB Corporation attended the meeting along with two members of the public and 16 members of the TAC. Gabriel Mahns from FAA represented John Lovett and Tom Bullard from AACT represented John Craft. Dave Hanson from ARKTOS facilitated the meeting.

TAC Committee Members:

John Lovett	Federal Aviation Administration (FAA) – Gabriel Mahns represented FAA.
Dick Armstrong	ACE Hangars/Fuels
Will Walker	Spennard Community Council
Cathy Gleason	Turnagain Community Council
Bill Hatley	Fly North
John Pletcher	Retired
Steve Fishback	ECI/Hyer
Patrick Witherell	Sandlake Community Council
Tom George	Aircraft Owners and Pilots Association (AOPA)
Dee Hanson	AOPA LHD/Z41
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Scott Christy	Lake Hood Pilots Association
John Craft	FAA Tower - Tom Bullard represented the FAA Tower.
Jack Barber	Alaska Air Taxi
Brent Cole	AOPA
Ron Smith	Lake Hood Harbor
James Seely	Lake Hood Pilots Association
Rudy Berus	OAS
David Hall	Signature Flight Support/South Airpark

Invited But Not in Attendance:

Matt Ross	Signatory Airlines
Karen Casanovas	Alaska Air Carriers Assoc
Gene Zerkel	Alaska Aircraft Sales
John Pratt	Seaplane Pilots Association
Dana Pruhs	South Airpark
Stephen Routh	AHI

The meeting began around 11:40 p.m. Copies of the agenda, and the Lake Hood and ANC GA Activity Forecast presentation were provided to participants.

Meeting Summary:

Introductions. Dave Hanson provided a brief overview of the meeting purpose, ground rules, and agenda. Dave introduced Mort Plumb, Director of Ted Stevens Anchorage International Airport. Mort thanked the TAC members for their efforts and looked forward to a productive workshop. Brief introductions of the TAC members, the ANC staff and the ASCG Incorporated team members and the public followed. Later, Kip Knudsen also thanked the TAC members for their work.

Master Plan Status Report. Nicole McCullough provided a brief review of the airport master planning efforts and schedule. ASCG began work on the master planning effort in February 2004 with the first TAC meeting in April 2004. A public meeting to introduce the project was also held in April. Since then, a draft inventory chapter (Chapter 1) and draft Forecast chapter (Chapter 2) for the master plan were developed. Chapter 2 was provided in the TAC meeting packet. The FAA has provided a verbal approval of the demand forecasts. Chapter 1 is expected to be completed soon. It is anticipated that the airport master plan will be completed over an 18 month period.

Presentation and Q&A on Forecasts. Christina Mitchell provided an overview of the forecast demand for general aviation at ANC and LHD/Z41. Christina offered to provide further details after the meeting to interested individuals. During the past 15 years, historical operations have fluctuated, hitting an all time low last year. Graphics presented trend lines for future general aviation operations at Lake Hood and ANC. Annual operations expected at LHD/Z41 are anticipated to grow to between 67,000 and 75,000 operations by 2023. This is at an annual growth rate of .07% to 1.3%. General aviation activity at ANC is expected to grow from 71,000 to 105,000 by 2023. In general, FAA groups statistics for ANC and LHD/Z41 together. However, the forecast results are similar to the FAA Terminal Area Forecast (TAF).

Christina reviewed the forecast for based aircraft at Lake Hood. Currently, there are 1,049 aircraft based at LHD/Z41. This number is expected to increase to 1,238 by 2023. Based aircraft at ANC are expected to grow at approximately 3.6% annually. Most of this growth will occur in corporate jets. Tom George asked how LHD traffic counts are reported. Bill Chord stated that in 1998 the numbers were broken out between ANC and Lake Hood. Steve Fishback commented that the first chart shows the general aviation use trend declining, but this year the operations increased. Christina explained that student pilot numbers are increasing and the economy has been recovering nationwide. Tourism growth is projected in Alaska.

Cathy Gleason asked about constrained versus unconstrained forecasts. Sara Funk acknowledged that during the alternatives analysis, capacity constraints will be considered. At this time the forecasts are unconstrained.

Diana Rigg added that forecast operations will not reach the number of operations that occurred during the "1980s" peak.

Dee Hanson inquired about the Sport Pilot license and if those numbers were included in the assumptions. The Sport Pilot license does not require a medical certificate. Andy Hutzel explained that proposed changes in Title 17 will eliminate the medical certificate requirement for a tiedown permit. Sara Funk stated that FAA has been studying the Sport Pilot rule change and it is likely considered in their national GA forecasts. The same assumptions that FAA uses are included in the forecast analysis. FAA will be contacted regarding the Sport Pilot license. Christina also addressed allowances for 9/11; two approaches were used to consider 911 impacts, both personal income and number of aircraft operations.

Will Walker asked about enforcement of rules that tiedown and slip permittees must be active aviators. Andy Hutzel explained that inspection and monitoring of aircraft does occur, but aircraft with float equipment only need to fly once a month over a 90-day period.

Survey Results. While people ate lunch, Diana Rigg presented an update on the general aviation survey results. Diana asked the TAC if more surveys were needed and what questions should be addressed on a future survey. A survey was made available at the Air Show and Andy is currently conducting a survey of transient tiedown users. Very few people have completed and/or returned the survey questionnaires. Comments were made that a survey of transient aircraft owners would be appropriate. Input for additional survey efforts was requested. Data from the current surveys have not been analyzed yet, but will be available on the general aviation website.

Perfect World Workshop. TAC members were divided into three groups based on randomly distributed color coded name tags. These name tags were orange, yellow, and green. The purpose of the Perfect World Workshop was to brainstorm ideas regarding future land uses. All ideas and comments were welcomed. The land use ideas would then be consolidated and considered as alternatives are formed for the GA Master Plan. The "Orange" group was comprised of Scott Christy, Ron Smith, Felix Maguire, Jim Seely, and Brent Cole. The "Yellow" group included Will Walker, John Pletcher, Dee Hanson, Dick Armstrong, and Tom Bullard. The "Green" group included, Jack Barber, Patrick Witherell, Cathy Gleason, David Hall, and Rudy Buris. Gabriel Mahns and Steve Fishback left prior to the workshop session. Each group was provided with a preferred land use list outlining possible land uses, numbered from 1 to 7. These numbers were not used to rank or prioritize land uses, but simply to identify possible facility/land use needs to be considering in the workshop along with other needs. The following were listed:

1. Runway/Taxiways-paved and/or gravel
2. Public Ramps
3. Open Space
4. Aircraft Parking
 - a. wheeled tiedowns
 - b. float parking – slips, docks, dry land float parking
 - c. transient

- d. T or Row Hangars
- 5. People Amenities – public toilets, lodging, restaurants, retail, camping, bus stops
- 6. Terminal/FBOs (Fixed Base Operator)
- 7. Other

A map showing the airport property was provided at each group table. Every group member was given time to write a prioritized list of future land uses. A facilitator and a scribe were assigned to each team to document preferred land uses. The team members then gave their first priority, marking the location of future facilities or land uses. Following a round robin reporting system, sticky notes were attached to each location. Each group member provided approximately five priority future land uses. At the end of this exercise, each group facilitator gave a presentation listing the group results. The following summarizes each group's results. Attached are copies of the maps and land use priorities from the three groups.

Orange

Ron Smith, James Seely, Scott Christy, Felix Maguire, and Brent Cole.

1 – Runways and Taxiways

New North/South Paved/Gravel runway located east of the Post Office and west of Aircraft Drive.

Additional North/South paved runway located west of ANC Runway 14/32.

New taxiway located west of Postmark Drive and south of Taxiway U.

2 – Public Ramps

Public Ramps (No comments received)

3 – Open Space

In order to create open space and improve safety at the ANC Runway 14/32, 6L, and Runway 6R approach ends and slightly west of South Airpark; it was suggested that a land trade of property near the Coast Trail (North of Postmark Drive) might be an option.

4 – Aircraft Parking

Two areas were identified as possible wheeled tiedown areas. The first site is located south of Aircraft Drive near the Snow Disposal Facility. The second area proposed was located south of Runway 6R and west of South Airpark. Individuals expressed a need for additional wheeled aircraft parking.

Five locations were discussed as possible float parking, slips, docks, and dry land float parking. The open space located at the north end of Commercial Finger One was cited as a possible location for dry land storage. Another option discussed was to convert Spenard Beach into an additional float dock area. The open space east of the DOT&PF building might also be used to create additional float parking. Also, the property north of Taxiway Victor and south of Tom Wardleigh Drive could be used for dry land float parking. Finally,

additional dry land storage could be located west of South Airpark parallel Runway 6R, east of Little Campbell Lake.

Five sites were identified as possible transient parking. The property north of Taxiway Victor and south of Tom Wardleigh Drive could be used for dry land transient parking. Additional transient float parking might be accommodated east of Finger 5 near Spenard Beach and along Lakeshore Drive and Wisconsin Street. The open space east of the DOT&PF building might also be used to create additional transient float parking. Another proposed area for transient parking is located south of Runway 6R and west of South Airpark. Everyone agreed that centralizing transient parking is needed.

Both T and Row Hangars were suggested for the area immediately east of Z41.

5 – People Amenities

Three sites were noted as needing, at a minimum, public toilets and telephones. Group members emphasized the following locations for public toilets and telephones: east and west along Lakeshore Drive near the North Pothole, near the LakeAire Complex, and if development occurs south of Runway 6R (west of South Airpark) these facilities would be appreciated. While the group emphasized that basic facilities such as toilets and telephones are needed to accommodate transient pilots, local operators, and visitors, it would also be convenient to have bus service.

6 – Terminal/FBOs

It was suggested that an FBO be located at the existing DOT&PF maintenance facility.

Another possible FBO facility for general aviation and Part 135 was recommended for future development west of South Airpark.

7 – Other

A land trade was suggested for the current Aviation Heritage Museum. Trading the land at the Armory might provide an area for the Museum and permit visitors to still enjoy the facilities without creating additional vehicular traffic, etc. This would possibly “free up” the current hangar space. The Museum would likely require the hangars for some time to renovate aircraft.

In order to expedite traffic movement between LHD/Z41, Taxiway Y, and ANC 14/32; a road connection (or tunnel) was recommended.

Separated paths and channeling of pedestrian, bicyclists, and other visitor traffic was suggested. Improved security and fencing was also suggested. In particular, the following locations were considered: Near Commercial Finger 1; and east along Lakeshore Drive; near the Millennium Hotel and west of Spenard; near the ADOT&PF building; and at the museum.

Improve roads along the fingers.

Improve access points near South Airpark along Raspberry.

Possible camping area for transient aircraft owners.

Yellow

Dick Armstrong, Dee Hanson, Will Walker, Tom Bullard, and John Pletcher.

1 – Runways and Taxiways

Develop a new 4,500' paved runway in the area suggested in the 1989 Airport Master Plan, with a 2,500' gravel strip next to it. (two people)

Develop a new paved runway about 500 feet east of the recommended new strip recommended in the 1989 plan.

There is a need for an expanded gravel strip

Expand lake to provide more usable maneuvering space for s/e waterlane

2 – Public Ramps

Build a public ramp at the south end of Lake Hood (2 people)

3 – Open Space

4 – Aircraft Parking

Consolidate parking for transient aircraft

Add aircraft parking east of the existing gravel strip, at Charlie parking and west of South Park

No additional parking spots

Add space for T hangars near LHD offices

If can't do hangars, make more wheeled tie downs

More transient parking

Make a floating dock for transients (2 people)

More enclosed jet parking at South Park.

Save "a" & "b" parking

More wheeled and float parking at several places around the airport

Keep Charlie Parking for GA

5 – People Amenities

Provide permanent restrooms (2 people)

Reduce the potential for conflict between aircraft and pedestrians, joggers, bicyclists, etc. (2 people)

Provide porta potties every ¼ mile

Designate areas for general public

Locate the air museum east of the Central Region DOT&PF building (2 people)

6 – Terminal/FBOs

Designate an area at Charlie Parking for an FBO

Create small terminal near the current LHD offices

7 – Other

No increased landings & take offs

Taller tower, better location for line of sight

When DOT&PF's lease is up on the upside building, claim it for G.A. use.

Green

Jack Barber, Rudy Berus, Steve Fishback (left before workshop), Tom George, Cathy Gleason, David Hall, Gabriel Mahns (left before workshop), and James Seely (moved to another group).

1 – Runways and Taxiways

Pave the remainder of the parallel taxiway for the gravel strip

Widen the taxiway turning radius and the taxiway free area at the windsock and aircraft parking

Retain Taxiway V

Provide taxiways at South Airpark before leasing land there

2 – Public Ramps

Build a public ramp at the south end of Lake Hood (2 people)

3 – Open Space

Preserve North Turnagain Bog

Protect Turnagain Bog around Echo Parking

Preserve the small area of wetlands and trees at the south end of Spenard Lake

Preserve Spenard Beach for recreation and transfer it to the Municipality of Anchorage

Build a berm to buffer noise on the north and east sides of Lake Hood

Acquire land to increase the buffer around the airport

Plant trees and other vegetation

4 – Aircraft Parking

Provide more and appropriately consolidated parking for transient aircraft

Expand Lake Fingers 4 and 5 northward for more slips

Convert the existing Museum (when a new monumental one is built) into a hangar for short-term aircraft storage

Provide small lease lots east of the gravel strip for private hangars

Provide a place for long-term storage of inactive aircraft

Provide transient parking on the east side of Spenard Lake

5 – People Amenities

Provide permanent restrooms (2 people)

Provide transient pilot amenities on the east side of Spenard Lake

Evaluate transient needs by conducting a survey

6 – Terminal/FBOs

Provide a bigger pilots' lounge

Provide more commercial (air taxi) development on the west side of Lake Hood

7 – Other

Improve snow removal method and costs for commercial leaseholders at Lake Hood and South Airpark

Provide a snow dump at South Airpark

Control public access (joggers, bicyclists) in aircraft areas (3 people)

Provide a walkway, separate from aircraft taxi areas, all around Lake Hood.

Build a road on the east side of the gravel strip so vehicles, etc. don't use Lakeshore Drive

Use the old airport maintenance complex site for general aviation

Improve the arrangement of wildlife fencing to keep aircraft and wildlife away from each other

Improve the condition of Aircraft Drive near Alpha Parking

Concentrate on improving existing Lake Hood facilities before expanding them

Site the museum east of the Central Region DOT&PF building

Provide a site for a museum

Get the museum off an active taxiway

Continue fencing from OAS to the Civil Air Patrol

Summary of Group Comments. Each group facilitator provided a brief summary of the teams preferred land uses. Diana welcomed additional thoughts and comments, and the TAC members were encouraged to provide any ideas to Diana via fax, telephone, e-mail or correspondence. The workshop concluded.

Workshop Adjourned at 1:30 p.m.

Comments Received following the Workshop.

1. Provide secure gates and fencing to enclose Lake Hood. Roadway gates should have card access or proximity readers to allow access of authorized individuals.
2. Provide more land for hangar construction. The airport must provide a suitable construction pad to make most of the hangar sites viable for private entity. Likely locations for hangar complexes is north of Echo parking, west of Echo parking (current maintenance building site) and east of the strip with apron facing runway to reduce airstrip noise into residential area.
3. Provide the Aviation Museum with the site east of the DOT building. The site has been applied for by the Museum and this lease should move forward.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

October 26, 2004



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Technical Advisory Meeting**

October 26, 11:30 a.m. – 1:30 p.m.
ADOT&PF Central Region Building, Anchorage

Agenda

Meeting Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present data on the facility requirements, conduct the Spenard Commercial workshop and discuss potential themes for the development of alternatives.

- | | |
|------------|--|
| 11:30 a.m. | Sign In |
| 11:35a.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb, Director of Ted Stevens Anchorage
International Airport; Kip Knudson, Deputy Commissioner,
Statewide Aviation)
Master Plan Status Report
(Nicole McCullough, ASCG) |
| 11:45 a.m. | Presentation and Q&A on Facility Requirements
(Sara Funk,/Rob Varani, ASCG, Mike Hines, HNTB) |
| 12:00 p.m. | Lunch and Spenard Commercial Workshop
(Diana Rigg, Project Manager) |
| 12:35 p.m. | Alternative Themes
(Sara Funk, ASCG, Mike Hines, HNTB) |
| 1:30 p.m. | Adjourn |

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Committee
Sign In Sheet

October 26, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
Felix Maguire	NEAA/ANADGM/AACC	PO Box 241155 Anch AK	(907) 245-1251	felixmaguire@tara20.com
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John Platt	Longview Pilots Assoc	1557 Seward Ave Anch 99508	274-2590	platt@alaska.net
Will Pender				
Robert Schul	AK Circumflex Sales	4731 Float plant	99502 2431966	aa@sci.net
R.S. BERKS	OAS	4405 LEAR COURT	99517	RUDY_BERKS@AKRO.CRS.GO
Spence	ANC			
John Pender	ANC			
JIM SEELEY				
DAVE HALL	SIGNATURE FLIGHT SUPPORT	6231 S. MIRPAK 99502	243-7627	dave.hall@signatureflight.com
John West	FAA F.EDW7		271-5446	John.West@FAA.GOV
Michael S. Christy	Lake Hood Pilots Assn.			
BILL HATELY	FLY NORTH			
Mort Platt	ANC			
GARY W. MOORE	BEAVER AIR TAXI		245-9281	gary@beaverair.com
STEVE FISHBACK	-	5401 ST. ANCH AK	278-3765	STEVE@FISHBACK-CRELLHYER.CO



Lake Hood & ANC General Aviation Airport Master Plan

Meeting: Technical Advisory Meeting #2/Workshop
Date: October 26, 2004
Location: DOT&PF Building, Lake Hood, Anchorage AK.

Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present data on the facility requirements, conduct the Spenard Commercial Workshop, and discuss potential themes for the development of alternatives.

Participants: Airport Representatives: Mort Plumb, Director Ted Stevens Anchorage International Airport (ANC); Diana Rigg, ANC Project Manager; John Parrott, Acting Deputy Director ANC; Andy Hutzler, Lake Hood Manager; Jen Payne, ANC Community Relations

Consultant Team: Nicole McCullough, Sara Funk, Robb Varani, and Suzanne Taylor, ASCG Incorporated; Mike Hines, HNTB, Meg King, UAA, (facilitator)

TAC Committee Members:

Rudy Berus	OAS
Michael S. Christy	Lake Hood Pilots Association
Steve Fishback	ECI/Hyer
Cathy Gleason	Turnagain Community Council
David Hall	Signature Flight Support/South Airpark
Dee Hanson	Aircraft Owners and Pilots Association (AOPA) LHD/Z41
Bill Hatley	Fly North
John Lovett	Federal Aviation Administration (FAA)
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Gary Moore	Beaver Air Taxi
John Pratt	Seaplane Pilots Association
James Seely	Lake Hood Pilots Association
Ron Smith	Lake Hood Harbor
Will Walker	Spenard Community Council
Gene Zerkel	Alaska Aircraft Sales

Invited But Not in Attendance:

Dick Armstrong	ACE Hangars/Fuels
Jack Barber	Alaska Air Taxi
Cliff Belleau	Alaska Aviation Safety Foundation
Karen Casanovas	Alaska Air Carriers Assoc
Brent Cole	AOPA
John Craft	FAA Tower
Tom George	AOPA
John Pletcher	Retired
Dana Pruhs	South Airpark
Matt Ross	Signatory Airlines
Stephen Routh	AHI
Pat Witherell	Sandlake Community Council

The meeting began around 11:40 a.m. Copies of the agenda, presentation packet, comment form, and the Draft Lake Hood and ANC GA Master Plan Chapter 3 were provided to participants.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg introduced Mort Plumb, Director of Ted Stevens Anchorage International Airport. Mort thanked the TAC members for their efforts and welcomed them on behalf of the Airport and Kip Knudson Deputy Commissioner, Statewide Aviation. All present then introduced themselves.

Master Plan Status Report. Nicole McCullough reviewed the airport master planning efforts and schedule. ASCG began work in February 2004 with the first TAC meeting in April 2004. A public meeting to introduce the project was also held in April. Since then, a draft inventory chapter (Chapter 1), draft Forecast chapter (Chapter 2), and draft facility requirements chapter (Chapter 3) for the master plan were developed. Chapter 3 was provided in the TAC meeting packet and members were asked to return comments on Chapter 3 by December 1. It is anticipated that the airport master plan will be completed over an 18 month period. A fourth TAC meeting will take place in January or February 2005.

Presentation and Q&A on Facility Requirements. Sara Funk and Robb Varani discussed the Lake Hood facility requirements. Mike Hines presented the facility requirements for GA at ANC.

Sara Funk explained that not all "requirements" are mandated by FAA circulars, but could also be based on an analysis of capacity and demand. They include private development as well as public development, so that land can be reserved for both. The Anchorage GA System Plan concluded that Lake Hood would not be able to meet all future demand. The airport development alternatives considered for Lake Hood will include different levels of expansion

Felix Maguire asked why the team chose the number 3,900 feet for the gravel runway to serve all of the fleet when the standard for community airports is less than that.

Sara explained that 3,900 feet is the length that would serve 100 percent of the small aircraft with fewer than 10 seats. It is not necessarily the length that will be considered for airport development at Lake Hood.

Bill Hately commented that lease land tax assessments have risen and are expected to double again making it unprofitable to lease or buy land at Lake Hood due to taxes. He said that small business owners could not afford to pay taxes at the high commercial level.

Diana Rigg said that the team could talk to the City and request coordination on the matter.

Mort Plumb acknowledged awareness of the problem and that it is hard on FBOs and other development. He said that the tax is present at the Fairbanks airport and others in the state and that the Airport has not found a legal way to prevent it.

Felix Maguire added that the tax assessment was appealed to the Supreme Court, but the court upheld the tax.

Ron Smith, Jr. said that the mill rate should be different for airport operations than for other businesses such as JC Penney.

Felix Maguire asked that all measurements in the document be in the same units – not some in feet, some in yards, and some in acres.

Mort Plumb said that he agreed and would make that happen.

Will Walker expressed concern about the flight paths and speed over residential areas and the attendant noise that is disturbing to residents.

Cathy Gleason asked if separate control towers for airport facilities the size of ANC and Lake Hood was a standard practice. She asked if visibility were the issue.

Felix Maguire said that security for the tower was one issue.

Mike Hines said that visibility is the primary issue and that two towers are present at other airports where they are deemed necessary.

Steve Fishback asked for clarification – that the land needed and aircraft forecast were in addition to that already existing.

Sara confirmed that is correct.

Spenard Commercial Workshop. While people ate lunch, Diana Rigg presented the pros and cons of three possible options for commercial operations on Lake Spenard. These included:

- Option 1 Status Quo in which commercial and other operations would continue to be placed in slips as they open up without limits;
- Option 2 Limit Operations, in which the number of businesses on Lake Spenard would be limited to a chosen number; and
- Option 3 Eliminate Operations, in which business operations at Lake Spenard would be eliminated either immediately or through attrition.

Andy Hutzel said that there are currently two commercial operators and there will be four in 2005. Each operator has one airplane but the actual number of operations is undetermined. The cost to lease a slip commercially is \$115, compared to \$105 for private use.

Cathy Gleason asked for further explanation of the erosion cited as a "con" in Options 1 and 2.

Diana Rigg explained that aircraft operations cause wave action on the shore which increases the rate of erosion. Some operators install a blocking device on their dock to keep waves from reaching the shore. Other options to alleviate erosion include fill, abutments, or planting "good" vegetation that holds the bank.

John Pratt asked if it had been determined that the erosion was caused by aircraft wake wave action as opposed to wind-generated waves.

Diana Rigg said that further studies of this would be needed.

Gary Moore said that it was important to note that an increase in the number of commercial operators on Lake Spenard would not increase the number of takeoffs and landings on the waterlane.

Will Walker said that noise is a concern of neighborhood residents.

Cathy Gleason asked how commercial operations on Lake Spenard relate to Spenard Beach Park.

Diana Rigg said that it is posted that swimming is not allowed at the beach. If people obey these signs and pilots obey speed limits, no conflict should exist. However, reality is that people do go in the water and this should be considered.

Cathy Gleason pointed out that there have been lifeguards at Spenard Beach Park in the past.

John Parrott explained that only if the municipality funds a lifeguard is swimming permissible.

Potential Alternative Themes. Sara Funk explained how the suggestions from the "Perfect World Workshop" were divided into four Potential Alternative Themes:

- Alternative A No Action in which maintenance is provided but no capital improvements are made;
- Alternative B Improvement without Expansion, in which the focus is on safety and security;
- Alternative C Slight Expansion, in which there would be a slight increase in aircraft parking primarily in upland areas as well as other improvements; and
- Alternative D More Expansion, in which the aircraft parking demand would be met (excluding the wait list) and many "Perfect World" improvements would be made.

Sara pointed out that the preferred alternative could mix and match suggestions from all of the alternative themes.

Steve Fishback asked whether aiming for more grandiose plans would reduce the possibility of getting funding for needed development.

Diana Rigg explained that the number of operations and presence of scheduled air service now meet the requirements for a \$1 million annual entitlement. This is currently being used to pay back Echo Phase I project funding. After that is done, it will go to Echo Phase II unless the Master Plan designates another project as being of higher priority. If nothing changes, Phase II will go forward in FY06. Additional discretionary funding from the FAA for safety functions is possible.

Sara Funk said that the next chapter, to be presented in February, will include cost estimates for the alternatives as well as environmental and other information about each alternative to assist in the evaluation.

Bill Hately asked what it would cost to rotate the current gravel strip so that the RPZ would be away from existing residences.

Steve Fishback said that the soil in that area was gravel and would likely support a runway.

Will Walker said that propeller aircraft noise is a particular concern in June, July, and August.

John Parrott pointed out that rotation of the runway would exacerbate interactions between aircraft on the Lake Hood gravel strip with ANC operations.

Jim Seeley said that it would increase interference with operations off the Lake, as well.

Sara Funk said that parallel runways were generally better for capacity.

Cathy Gleason asked where the team was considering the acquisition of houses and what the FAA's response was to the current conditions.

Diana Rigg said, "Wendy's Way."

Ron Smith, Jr. said that it would be the six duplexes in the cul-de-sac.

John Lovett said that FAA high priority funding goes to RPZ compliance corrections. The homes are currently in the RPZ and therefore not in compliance with FAA design standards.

Diana Rigg said that the FAA is more likely to fund alternatives that reduce nonstandard conditions like the RPZ.

John Pratt recommended easements to alleviate noise.

Sara Funk said that the Part 150 study that is being implemented around the airport may have addressed that. She said that it is important that the Airport work with the community to zone to avoid incompatible land uses.

John Pratt said that zoning to avoid incompatible land uses should be included in the study. (After the meeting it was confirmed that the Airport's noise insulation program included obtaining noise easements from the owners of homes within the 65 DNL when noise improvements are made to their homes.)

A discussion of declared distances and moving of the runway thresholds followed as a way to move the RPZ away from the homes on Wendy's Way.

Mort Plumb said that it would be helpful if the TAC members got involved in the Title 21 process to give the Airport support on airport related zoning issues.

Jim Seeley expressed concern about the water level fluctuations of the lake resulting in low summer levels during which floats drag and high levels at other times during which docks are flooded.

Andy Hutzel said that the Airport does have a wier and pumps water into the lake in summer and drains off the excess in times of rain. However, it can't keep up with natural conditions. Additional equipment might help.

Cathy Gleason asked for more information on water quality.

Sara Funk said that water quality has improved. Improvements include preventing deicing fluid from the terminal from draining into the lakes.

Diana Rigg said that they are working with the Department of Environmental Conservation to resolve this ongoing issue. The increase in vegetation growth and insects indicates improved water quality.

Michael Christy suggested that "plant trees to reduce noise" should be eliminated from the list of suggestions.

Cathy Gleason said that trees are part of a more holistic plan. They improve air quality, act as a buffer, are aesthetically pleasing, and do make a difference when it comes to noise.

Sara Funk said that it is important to comply with obstruction regulations in regard to trees.

Diana Rigg gave an overview of what is scheduled for the next TAC meeting including:

- Presentation of alternatives
- Cost Estimates
- Which pieces to pursue and which to table

This meeting could take place in early February.

Felix Maguire said that he wanted to clarify a statement in the previous meeting minutes, that medical requirements will continue for most pilots' licenses. Only sport pilot licenses will not involve medical requirements.

The meeting adjourned at approximately 1:40 p.m.

The following comments were made after the meeting formally adjourned:

John Pratt suggested that an alternative include slips in the area east of the ADOT&PF office building and at the north pothole. He explained that the suggestion from the previous meeting to expand the lake for more maneuvering room at the SE waterlane was referring to room for several floatplanes to queue before takeoff to the southeast.

Lake Hood

Potential Alternative Themes

ALTERNATIVE:	A	B	C	D
Theme:	No Action	Improvement without Expansion	Slight Expansion	More Expansion
Description:	Provide maintenance, but no capital improvements	Focus on safety and security	Provide a slight increase in aircraft parking (upland areas) and other improvements	Meet aircraft parking demand (except wait list) and make many "Perfect World" improvements
Relocated gravel runway and new paved runway:	No	No	No	Yes
Estimated Additional Slips:	0	0	0	25
Estimated Additional Tiedowns/Hangars:	0	0	60	168
Access Control:	No change	Fence aircraft operating areas and prevent public access through airport	Provide alternative surfaces for vehicles and pedestrians	Fence aircraft operations area and provide alternative roads/walkways for public access through airport
Runway Protection Zone & Runway Visibility Zone Improvements:	No change	Provide full compliance	Correct RIPZ at north end of 13-31	Provide full compliance

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

March 7, 2005



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Technical Advisory Meeting**

Monday, March 7th, 11:30 a.m. – 1:30 p.m.
ADOT&PF Central Region Building, Anchorage

Agenda

Meeting Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present airport alternatives and to discuss the development of a preferred alternative.

- | | |
|------------|--|
| 11:30 a.m. | Sign In |
| 11:35a.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb, Director of Ted Stevens Anchorage
International Airport; Kip Knudson, Deputy Commissioner,
Statewide Aviation)
Master Plan Status Report
(Nicole McCullough, ASCG) |
| 11:50 a.m. | Presentation and Q&A on Alternatives
(Sara Funk ASCG, Frank Rast, R&M) |
| 12:10 p.m. | Lunch |
| 12:25 p.m. | Alternative Discussion
(Sara Funk, Nicole McCullough, ASCG) |
| 1:30 p.m. | Adjourn |

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Committee
Sign In Sheet

March 7, 2005

Name	Organization	Address/City/Zip	Phone	e-mail
Tom George	AOPA			Tom.george@aopa.org
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PETER G. BLACKMON	N/A			BLACKMON@GCI.NET
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M. Scott Christy	LHP			507.7512@gain.net
ANDY HUTZEL	LHD/Z41, Manager			ANDY_HUTZEL@dot.state.ak.us
John Parrott	A/C			
John Pratt	Southern Alaska Pilots Assoc			pas@AUSA.AK.US
JOHN LOVST	FAA AIRPORTS			JOHN.LOVST.FAA.GOV
John Pletcher	Goose Hangar			Compan@ACSALASKA.NET
Steve Zelmer	Lake Dick Complex			Szilve@autoalaska.com

Lake Hood & Anchorage General Aviation

Airport Master Plan

Technical Advisory Committee

Sign In Sheet

March 7, 2005

Name	Organization	Address/City/Zip	Phone	e-mail
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Rudy BERUS	CAS/ATA	4405 Lena Ct. 99502	271-5626	
Cathy Gleason	Turnagain CC	421 Bridle Cir. 99517	248-0442	djg@alaska.net
William Chond	ANC		266-2570	
PATRICK WITHERELL	SAND UK CC		248-5445	
DAVE HALL	SIGNATURE POT. SUPP.	6231 S. MEADOW	243-7627	dave.hall@signatureflight.com
Margaret Antle	Spencer C.C.	2621 Melvin Ave.	248-0258	
Steve Cole	AOP/A	4801 Sporkum Dr.	277-8001	cole@pobox.alaska.net

Lake Hood and ANC General Aviation Master Plan

Meeting: Technical Advisory Meeting #4
Date: March 7, 2005
Location: DOT&PF Building, Lake Hood, Anchorage AK.

Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present airport alternatives and to discuss the development of a preferred alternative.

Participants: Diana Rigg, Ted Stevens Anchorage International Airport (ANC) Project Manager; John Parrott, Deputy Director ANC; Andy Hutzler, Lake Hood Manager; William Chord, ANC; Jen Payne, ANC Community Relations;

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

TAC Committee Members:

Rudy Berus	OAS
Tom Bullard	FAA ATCT
Michael S. Christy	Lake Hood Pilots Association
Brent Cole	AOPA
Steve Fishback	ECl/Hyer
Cathy Gleason	Turnagain Community Council
Tom George	Aircraft Owners and Pilots Association (AOPA)
David Hall	Signature Flight Support/South Airpark
Dee Hanson	Alaska Airmen's Association, AOPA LHD/Z41
John Lovett	Federal Aviation Administration (FAA)
John Pletcher	Retired
John Pratt	Seaplane Pilots Association
Carl Siebe	ADOT&PF Statewide Aviation
Will Walker	Spennard Community Council
Pat Witherell	Sandlake Community Council

Others Present:

Margaret Auth	Spennard Community Council
Peter G. Blackmon	
Ginny Hyatt	AASF, Merrill Field
Steve Zelener	Lake Aire Complex

Invited But Not in Attendance:

Dick Armstrong	ACE Hangars/Fuels
Jack Barber	Alaska Air Taxi
Cliff Belleau	Alaska Aviation Safety Foundation
Karen Casanovas	Alaska Air Carriers Assoc
John Craft	FAA Tower
Bill Hatley	Fly North
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Gary Moore	Beaver Air Taxi
Dana Pruhs	South Airpark
Matt Ross	Signatory Airlines
Stephen Routh	AHI
James Seely	Lake Hood Pilots Association
Ron Smith	Lake Hood Harbor
Gene Zerke	Alaska Aircraft Sales

The meeting began about 11:35 a.m. Copies of the agenda, presentation packet, and Alternatives Evaluation matrix were distributed at sign in. Extra Draft Lake Hood and ANC GA Master Plan Chapter 4 copies were available to participants who had not received theirs.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg introduced John Parrott, Acting Deputy Director Ted Stevens Anchorage International Airport (ANC). John thanked the TAC members for their efforts and welcomed them on behalf of Mort Plumb, ANC Director and Kip Knudson, Deputy Commissioner, Statewide Aviation. All present then introduced themselves.

Master Plan Status Report. Nicole McCullough reviewed the airport master planning efforts and schedule. ASCG began work in February 2004 with the first TAC meeting in April 2004. A public meeting to introduce the project was also held in April. Since then, a draft inventory chapter (Chapter 1), draft forecast chapter (Chapter 2), draft facility requirements chapter (Chapter 3) and draft Airport Development Alternatives chapter (Chapter 4) for the master plan were developed. Alternatives options will be presented to the public at a meeting Tuesday, March 8, 2005 at 6:30 pm.

Presentation and Q&A on Alternatives. Sara Funk presented the Lake Hood and ANC GA alternatives.

Sara Funk presented the alternatives by level of expansion. (See meeting presentation packet) The summaries below do not give complete descriptions of the alternatives, but are intended to convey the comments and concerns of the TAC.

Alternative A – No action (see handout)

Cathy Gleason was concerned about the 2005 project separating Lakeshore Drive and Taxiway. She felt that the TAC was not given clear information from the outset that this project was already decided and in the works. She thought that "everything was on the table."

Sara Funk said that the road and taxiway separation was needed for safety and that the project was listed in Chapter 1 as a "committed" project.

Alternative B – Improvement without expansion

Sara Funk explained that in this scenario the number of aircraft parking spaces would not be increased; although changes would be made within the airport, there would be no net loss or gain in aircraft parking.

Seven duplexes along Wendy's Way would be acquired, or the runway protection zone (RPZ) would be moved away from the duplexes by lengthening the runway and using declared distances.

The theme of this alternative is to have strong safety and security – to this end the airport perimeter would be fenced. The Lions Club picnic area would be outside the fence; Spenard Beach would be open to the public. Gates would restrict access to those with leased slips, businesses within the area, or other legitimate access needs.

Steve Zelener expressed concern. He is buying the Lake Aire Complex and customers need to have access to businesses.

Sara also stated that Gull Island and buildings would be cleared to comply with Runway Visibility Zone (RVZ) standards. In Alternative C, however, FAA approval of the nonstandard condition could be applied for instead of clearing the RVZ, using the fact the airport is served by an air traffic control tower as justification.

Alternative C – Slight expansion

A total of 88 spaces would be gained: 48 tiedowns and 40 slips.

Alternative D – More expansion

Steve Fishback asked how Air Traffic Control feels about runway relocation.

Tom Bullard asked how far the new strip would be from ANC.

Sara Funk said it would be more than 2,500 feet.

Tom Bullard said that there could be airspace conflicts.

John Pratt wondered how larger aircraft using any of the runways would affect conflicts.

Bill Chord said that Part 93 boundaries would need to be looked at.

At 12:15, the group broke for lunch.

Following lunch, Sara Funk talked about how well the alternatives met the goals and objectives that were reviewed by the TAC during the first meeting. (See draft Chapter 4 for description)

Goal 1 – Safety and Security

Tom Bullard asked whether the hangar near the gravel tiedown area was going to be removed because it could impede Air Traffic Control visibility. (This is not planned at this time.)

John Pletcher pointed out that the 600-foot extension of the current runway would not be very useful because of possible airspace conflicts.

Cathy Gleason stressed that the Turnagain Community Council opposes the perimeter fence.

John Parrott said that he had seen people jogging on the runway just this past weekend.

Peter Blackmon agreed that this was a problem and said that he had people walking their dog cross in front of his plane when the runway was icy.

Will Walker talked about the issue of noise interfering with residential quality of life.

John Pratt asked if Gull Island mowing would attract birds. (unknown)

Tom Bullard spoke of the possibility of airspace conflicts in Alternative D, in which a plane taking off from Lake Hood could turn and be heading for a plane attempting a landing at the new strip. Bill Chord concurred.

John Pletcher pointed out that the new strip would move the planes further from residential areas and thereby reduce noise in the neighborhoods.

Goal 2 – Fiscal responsibility

Diana Rigg explained the requisites for the \$1 million annual entitlement that funds Lake Hood capital projects: there have to be at least 10,000 annual passenger enplanements and scheduled air service. In the case of projects required for safety, the FAA will sometimes provide discretionary funding. Bonds are a possibility, but unlikely.

Steve Zelener asked whether it was reasonable even to consider the more expensive alternatives because of funding constraints.

Diana explained that the alternatives are not complete packages with a fixed price tag. Pieces and parts of each alternative could be chosen. Further, the airport could choose to implement projects, such as Echo Parking, that would take more than one year's funding to pay off.

Carl Siebe pointed out Lake Hood's unique qualities as identified in the Anchorage Bowl GA Master Plan. He said that with tie-downs available at Merrill Field and in Birchwood, it would be well to concentrate available funding on the more critical need of floatplane slips at Lake Hood, rather than on facilities for wheeled aircraft.

Pat Witherell spoke about the planes that use the various facilities – small piston-driven planes at Lake Hood and larger planes at ANC.

Will Walker said that there are already too many planes at Lake Hood now and that fewer flights should be allowed, particularly in the summer.

Sara Funk pointed out that there is a list of over 200 waiting for slips at Lake Hood.

Pat Witherell inquired about the air traffic capacity.

Margaret Auth expressed concern about the proposed tie-downs at Spenard Beach. She said that Spenard Beach is the "heart and soul" of Spenard and public land should not be eaten up. People should not have to purchase a meal at the Millennium Hotel just to watch the planes.

There was discussion between Ms. Auth and Andy Hutzel as to the origin and status of the Spenard Beach Park. Ms. Auth thought that the property had been willed by Mr. Spenard for public use. Mr. Hutzel said that it is airport property leased to the City.

Steve Zelener asked how a person could give input into the planning process and how votes are weighted.

Diana Rigg explained that there are no votes, and meetings such as this one and the public meeting on March 8th provide the forum for input. Comments can also be submitted via e-mail, mail, or fax.

In response to another question, it was explained that the Lakeshore Drive and taxiway separation project is not included in the cost estimates because it is a current ongoing project.

John Pletcher said that pilot education could improve the noise situation at a low cost.

Cathy Gleason said that better enforcement and airport watch patrols could increase safety and security with less conflict than fencing.

Tom George said that it was important to tailor airport development and security compliance to the needs of the particular airport, that Lake Hood might not require the same levels of security as a facility in the Lower 48.

John Pletcher said that when talking about pilot education, it was important to also include educating the public on what should or should not occur on runways, taxiways, and other airport property.

Diana Rigg said that she was hearing that the alternatives should include educational components and a watch program.

Goal 3 – Meeting user needs

Sara spoke about the aforementioned need for business access.

Carl Siebe suggested jogging the fence to provide access to businesses.

Rudy Berus said that fencing could begin after the Civil Air Patrol hangar, since the Office of Aircraft Services is already fenced.

Steve Zelener stressed the need to have consideration for public access to businesses or business will decrease as costs increase and inconvenience to customers causes volume of business to dwindle.

Sara Funk mentioned the possibility of "islands of fenced areas," although aircraft would still need to taxi outside the fence.

Pat Wetherell said that an internal shuttle to transport passengers or customers to businesses would be helpful.

John Pratt did not like the idea of having to go pick up passengers from a GA terminal area.

Carl Siebe reminded participants that this would be a conceptual document and not include design details.

Margaret Auth said that it is hard for newcomers to follow the discussion because they don't know the landmarks being referred to.

Goal 4 – Community asset

Cathy Gleason said that this is the most critical goal for the Community Councils and that since there are only five minutes left of scheduled meeting time, another meeting is needed.

Bill Chord reminded participants that this is a "pick and choose" process and that none of the alternative scenarios is expected to be taken as a whole.

Meg King said that the purpose of the TAC is not to reach a consensus but to provide a diverse range of input. Things to consider include the costs, benefits and detriments of each element.

Tom George said that there is a lot on the table, such as impacts to RPZs and neighborhoods. He questioned the need for a long paved airstrip.

John Pletcher said the long paved strip is needed to enhance safety, to separate light planes from the ANC airfield. He said again that the new location should decrease neighborhood noise. He also pointed out that an improved airstrip will encourage the continuing business of Katmai Air at the airport, the critical scheduled-flight component to retain eligibility for \$1 million annual entitlement funding.

Cathy Gleason requested a summary of the Agency Scoping Meeting that occurred on March 4.

Next meeting will take place in mid-April. Drawings of the alternatives will be available on the website as well as a link to Diana Rigg's e-mail.

Alternative Evaluation

Feature	Alternative A No Action	Alternative B Improvements w/o Expansion	Alternative C Slight Expansion	Alternative D More Expansion
Runway(s)	Existing 2,200' gravel	Lengthen existing gravel runway & use declared distances	Extend existing gravel runway 600'	New 3,500' paved runway and new 2,000' gravel runway
Taxiway Connection to ANC	Existing Taxiway V	Existing Taxiway V	Existing Taxiway V	Existing Taxiway V
Additional Airport-Provided Aircraft Parking	0	0	88	190
Slips	0	-15	+40	+60
Tiedowns	0	+15	+48	+120
Hangars	0	0	0	+10
Additional Lease Land	None	5.7 acres	35.4 acres	49.3 acres
Land Acquisition	None	4.71 acres	5 acres	1.47 acres
Estimated Costs*	No Cost	\$31.1 M	\$33.8	\$82.8
Fencing	Fencing primarily for wildlife control, no gates that are always locked	Full perimeter fencing; authorized access only	Northeast side	All but Spenard Lake

Waterfane RPZs and RVZs	Do not comply with FAA standards	Bring into compliance with FAA standards	Seek FAA-approved modification of standards	Bring into compliance with FAA standards
Gravel strip's north RPZ	Residences in RPZ do not comply with FAA standard	Move runway to avoid residences; Option B-1 does not move runway but acquires 7 duplexes	Acquire 14 duplexes and extend runway to the north	Relocate runway
Land East of DOT office bldg	No change	Special lease lot	Floatplane slips	Special lease lot
GA Terminal	None	East of DOT office bldg	None	West of Lake Hood
Spensard Beach	No change	Continued public access; footprint limited to original land conveyance from MOA	Develop slips on shoreline; public recreation access behind slips	No change from existing
Lions Club Picnic Area	No change	Public access continued but not from Lakeshore Drive	Converted to aircraft tiedown apron	No longer accessible by general public.
Trail from Spensard Beach to Earthquake Park on northeast side of airport	Road access is available; no separation for pedestrians/bicyclists	Access through airport eliminated	New trail on airport property but outside airport perimeter fence	New trail on airport property but outside airport perimeter fence

*Costs do not include private development cost of lease lots, or extensive environmental analysis or mitigation.

Fencing / GA Terminal				
	Alternative A	Alternative B	Alternative C	Alternative D
Objectives	<p>Fencing primarily for wildlife control, no gates that are always locked.</p> <p>No GA Terminal</p>	<p>Full perimeter fencing; authorized access only.</p> <p>GA Terminal east of DOT Bldg.</p>	<p>Fencing Northeast side.</p> <p>No GA Terminal</p>	<p>Fencing on all but Spenard Lake.</p> <p>GA Terminal west of DOT Bldg.</p>
<i>Reduce potential conflicts between taxiing aircraft and vehicles, pedestrians, joggers, swimmers, and pets.</i>	No improvement of conflict potential.	All traffic not authorized to enter Lake Hood complex kept away from aircraft areas by fencing and electronic gate control.	Access to Lakeshore Dr. from Wisconsin Ave. & to Aircraft Drive from Northern Lights Blvd. controlled by fencing and electronic gate control.	All unauthorized traffic kept away from areas where aircraft taxi (around Lake Hood, but not around Spenard Lake) by fencing and electronic gate control.
<i>Reduce the potential for runway incursions</i>	No improvement for runway incursions	Access control would reduce a source of runway incursions.	Access control would reduce a source of runway incursions.	Access control and improved separation of taxilanes and roads would reduce runway incursions.
<i>Enhance security at the Airport in a manner appropriate for the potential threats.</i>	No improvement of security	All aircraft in controlled access area. Gate control of GA aircraft access to ANC.	Improvement through reduction of public access at north and east.	Aircraft, except those at Spenard Lake slips, in controlled access area. Gate control of GA aircraft access to ANC.
<i>Preserve and enhance compatible community use of Airport property.</i>	Public discouraged from aircraft operating areas, but no access control.	GA terminal a new community asset. GA terminal provides good place for floatplane viewing.		GA terminal a new community asset.
Comments from TAC, Public:				
<ul style="list-style-type: none"> • Don't keep public out, need access to businesses. • Jog the fence to provide access to businesses, fencing could begin after the Civil Air Patrol hangar, since the Office of Aircraft Services is already fenced • There is the possibility of "islands of fenced areas," although aircraft would still need to taxi outside the fence • Turnagain Community Council opposes perimeter fencing • Do not like the idea of having to go pick up passengers from a GA terminal area • People like to drive through the airport to "see little planes". They want to watch take-offs and landings and maybe check for planes for sale. • Concerns about the effect of fences on moose. 				

Fencing/GA Terminal Comments from TAC, Public, continued:

- Resist the idea of over fencing and over gating as it would reduce the utility of the airport. Safety and security are not the same. If you lose an engine under current conditions you land on residences
- Locking things up makes it very difficult to do business.
- Security issues – Are they real?
- Access for pleasure for safety
- While fencing may be appropriate in some limited areas, the impact on the different stake holders needs more analysis
- The concept of picking up passengers, customers and guests at a "GA Terminal" a mile away from the business or airplane parking spots will greatly impede commerce on the airport, perhaps causing businesses to relocate off the field. If emplacements fall below the 10,000, the airport will lose the FAA entitlement for capital improvements, which is needed to implement improvements.
- The more aggressive fencing options chew up space, and reduce parking slots, due to the need for extra roads, inside and outside the fence.
- Closing the airport to all unauthorized traffic is a good idea but will require modification to support commercial operations at the airport.
- Merrill Field model is also worth considering when modifying the fenced areas to include keyholes for access to some lakeside businesses.
- Maintain general public access to Lake Hood/Lake Spenard airport complex; do not install fence/limited gated access system at Aircraft Drive and Lakeshore Drive.
- Alternative C – slips and people not separated (seems counter productive to goal).
- Fencing - remove moose fencing north of Echo Parking
- Support GA terminal east of DOT&PF building, if GA community wants it.

Alternative Suggestions:

- Better enforcement and airport watch. Patrols could increase safety and security with less conflict than fencing.
- Educate the public on what should or should not occur on runways, taxiways, and other airport property.
- An internal shuttle to transport passengers or customers to businesses would be helpful.
- A pedestrian path is needed.
- A patrol similar to the downtown security force that assist tourists is needed.
- Police should be patrolling the airport to keep joggers, etc. off the taxiway.
- Utilize airport police more.
- Designing trails, with appropriate signage, that provide separation from taxiing aircraft and pedestrian traffic.
- Develop an Airport Watch program, such as the one designed by AOPA, which trains and engages the users in appropriate ways to help identify and report problems on the airport. Include the surrounding neighborhoods is another resource to tap.
- Use security cameras to improve monitoring of key areas. This helps reduce vandalism and monitor pedestrian use patterns to determine where corrective action is needed.
- Increase enforcement to cite individuals who cause safety or security problems (after appropriate routes and signage are developed)
- Engage in public education campaigns concerning aircraft/pedestrian interactions.
- Better location for GA terminal would be between Postmark Drive and new road/taxiway separation
- Walking trail - As taxiway surface maintenance is brought back to par, emphasis should be on taxi way being used by cars rather than roadway being used as an occasional taxiway. Surface should be constructed and marked as taxiway similar to the taxiway on the east of Lake Hood. Additional stop signs might be installed to reduce the desirability for people to use this as an alternative access to TS International. A wider taxiway with taxiway side markings along with improved walking areas along side would encourage people to clear the taxi area for planes.

Spenard Beach			
Objectives	Alternative A	Alternative B	Alternative C
<i>Preserve and enhance compatible community use of Airport property</i>	No change from existing. Spenard Beach available to public.	Continued public access; footprint limited to original land conveyance from MOA Public access to Spenard Beach preserved.	Develop slips on shoreline; public recreation access behind slips Public use of Spenard Beach picnic area and floatplane viewing retained, although not water access.
Alternative D No change from existing			
<i>Public use of Spenard Beach retained.</i>			
Comments from TAC, Public:			
<ul style="list-style-type: none"> Spenard Beach is the "heart and soul" of Spenard and public land should not be eaten up. Why put float slips at Spenard Beach? The beach has a long history of public access and should remain that way. No changes to Spenard Beach – including road access, beach access, and size of acreage. Spenard Beach no change. 			
Alternative Suggestions:			
<ul style="list-style-type: none"> Add only 6 new slips at Spenard Beach to allow for some swimmer access. 			

Lions Club Picnic Area			
Objectives	Alternative A	Alternative B	Alternative C
<i>Preserve and enhance compatible community use of Airport property</i>	No change from existing. Lions Club picnic area available to public.	Public access continued but not from Lakeshore Drive Public access to Lions Club picnic area preserved.	Converted to aircraft tiedown apron
Alternative D No longer accessible by general public.			
Comments from TAC, Public:			
<ul style="list-style-type: none"> No changes to Lions Club picnic area 			

Trail from Spenard Beach to Earthquake Park (Northeast Side)

Objectives	Alternative A	Alternative B	Alternative C	Alternative D
<i>Preserve and enhance compatible community use of Airport property</i>	Road access is available; no separation for pedestrians/bicyclists No change from existing. Public discouraged from aircraft operating areas, but no access control.	Access through airport eliminated	New trail on airport property but outside airport perimeter fence Trail added for access from Spenard Lake to Earthquake Park outside airport perimeter fence.	New trail on airport property but outside airport perimeter fence Trail added for access from Spenard Lake to Earthquake Park outside airport perimeter fence.
Comments from TAC, Public:	<ul style="list-style-type: none"> No building of trail from Spenard Beach to W. Northern Lights between airport fence and neighborhood because of safety concerns, aesthetics, and high probability of non-usage. 			

Land Acquisition

	Alternative A	Alternative B	Alternative C	Alternative D
Objectives	None	4.71 acres	5 acres	1.47 acres Also easement acquisition for new runway clear areas
<i>Develop the Airport in a way that prevents or mitigates negative impact on the neighboring community and natural environment.</i>	No change from existing.	Option B1 acquires the residences, which are also incompatible with noise exposure unless insulated.	Acquires an off-airport area that is incompatible with noise exposure to extend Runway 13-31 and eliminates off-airport RPZ.	Land acquisition is for access control at Lakeshore Drive.
Comments from TAC, Public:	<ul style="list-style-type: none"> The purchase of 7 duplexes as depicted in Option B1 is the preferred approach and will prevent an inevitable accident that will occur someday when a pilot allows their aircraft to fall below the published glide path and strike one of the duplexes. Land acquisition 0 Land acquisition, as proposed in Alt B for 600-foot runway extension and road relocation is not necessary. 			

Runways and Taxiways

	Alternative A	Alternative B	Alternative C	Alternative D
Objectives	Existing 2,200' gravel	Lengthen existing gravel runway & use declared distances	Extend existing gravel runway 600'	New 3,500' paved runway and new 2,000' gravel runway
<i>Develop the Airport in a way that maximizes flexibility in use and preserves options to accommodate unforeseen future changes in aviation.</i>	No change from existing conditions. Provides land that might be developed for GA or commercial aviation in the future.	Potential for expansion and flexible use similar to existing condition.	Provides longer GA runway to accommodate more aircraft types and conditions.	Provides flexibility by having both paved and gravel runway surfaces. Uses land planned for other purposes by ANC master plan.
<i>Reduce the potential for runway incursions, bird strikes, and FOD (foreign object damage)</i>	No improvement for runway incursions, bird strikes, and FOD.	Parallel taxiway paving would reduce FOD at Runway 13-31. No change from existing regarding bird strike potential.	Parallel taxiway would be paved but new gravel parallel taxiway may not change FOD potential. No change from existing regarding bird strike potential.	Improved separation of taxiways and roads would reduce runway incursions. Parallel taxiway and apron paving would reduce FOD. New runway location may have greater bird strike potential due to location closer to Cook Inlet.
<i>Maintain pavements, shoreline, and gravel surfaces in good condition.</i>	Existing conditions maintained.	Gravel taxiways and taxiways paved. Includes lake shore stabilization.	Gravel portion of parallel taxiway paved. Other existing conditions maintained.	Gravel taxiways, taxiways, and aprons paved. Includes lake shore stabilization.
<i>Maintain taxiway access to the ANC runways.</i>	Taxiway V continues to provide access to ANC runways.	Taxiway V continues to provide access to ANC runways.	Taxiway V continues to provide access to ANC runways.	Taxiway V continues to provide access to ANC runways.
<i>In the development of airport facilities, comply with FAA design standards and 14 CFR Part 77.</i>	All existing airport design deficiencies remain.	Off- and on-airport RPZs, waterline RVZ, and all taxiway OFAs brought into compliance. Approval of nonstandard waterline lengths sought from FAA.	Off-airport RPZ and parallel taxiway OFA brought into compliance. Approval of other nonstandard conditions sought from FAA.	Off- and on-airport RPZs, waterline RVZ, and all taxiway OFAs brought into compliance. Approval of nonstandard waterline lengths sought from FAA.
<i>Develop the Airport in a way that prevents or mitigates negative impact on the neighboring community and natural environment.</i>	No change from existing. RPZ extends off-airport on incompatible residential area. Portions of neighboring residential area incompatible with noise exposure.	Eliminates off-airport RPZ on Wendy Way residences; Option B1 acquires the residences, which are also incompatible with noise exposure unless insulated. 15 acres of wetlands disturbed. Shoreline and nearshore construction, with bank stabilization; lake dredging for new slips	Acquires an off-airport area that is incompatible with noise exposure to extend Runway 13-31 and eliminates off-airport RPZ. 36 acres of wetlands disturbed. Shoreline and nearshore construction; excavation for 20 new slips. Shoreline and nearshore construction; excavation for 20 new slips	Relocates wheeled aircraft takeoff and landing farther from neighboring residential area. 62 acres of wetlands disturbed. New runway construction in high habitat value wetlands. Shoreline and nearshore construction; excavation for 20 new slips

Comments from TAC, Public:

- There could be air traffic conflicts if new runway built.
- Part 93 boundaries would need to be looked at with a new runway.
- A 600-foot extension of the existing runway would not be very useful because of possible airspace conflicts.
- Could be airspace conflicts in Alternative D when a plane taking off from Lake Hood could turn and be heading for a plane attempting a landing at the new strip.
- The new strip would move the planes further from residential areas and thereby reduce noise in the neighborhoods.
- Too many planes at Lake Hood now and that fewer flights should be allowed, particularly in the summer.
- The long paved strip is needed to enhance safety, to separate light planes from the ANC airfield.
- An improved airstrip will encourage the continuing business of Katmai Air at the airport, the critical scheduled-flight component to retain eligibility for \$1 million annual entitlement funding.
- While expensive, the new runway would be safer, less noisy and would improve safety and security.
- To evaluate the alternative of relocating the strip north and west of its current location (Alt. D), an analysis of the arrival and departure patterns needs to be performed which takes into account potential conflicts with Lake Hood traffic, other ANC runway traffic, as well as aircraft that transits over the airport at low level transiting to and from locations south of Anchorage International Airport.
- The new Echo Parking is very close to the proposed runway and would be easier to patrol and control access plus it has better separation of vehicles and aircraft.
- By building new runways near Postmark Drive, it may reduce flight noise, but if development of more tie-downs/float slips and lease lots are allowed in conjunction with new runways, noise to neighborhoods would increase substantially.
- Noise would not really be reduced if additional development occurred.
- Definitive letter from FAA regarding the conflicts would be helpful.
- Concerned about the need for an easement in Earthquake Park if additional runway is built.
- Prefers the current surface to any modifications – better for tail-draggers and oversized tires.
- A paved runway would attract more/faster aircraft to mix with Cub traffic – unacceptable from safety point of view.
- Some planes inappropriate to land at Lake Hood.
- The parallel taxiway paving is a very good idea and should reduce dust as well as FOD.
- Supports new runway (Alt. D) for safety and noise abatement. Add extended gravel runway ends if feasible to allow for safer overrun and back taxiing.
- Reserve both approach ends for future extension.
- No development of paved GA runway – Merrill Field is a viable alternative that is currently underutilized.
- Maintain current gravel runway location and length.
- Support bank stabilization projects, assuming details are environmentally sound.
- Runway leave as is.
- Alt. B – Lake Hood strip is long enough as it is.
- 600 feet of additional runway (Alt C) is not necessary.
- Alt. D additional runway a waste of money.

Alternative Suggestions:

- Add paved strip next to existing gravel R/W cheaper!
- Increase pilot education on noise impacts to neighborhoods.
- Supports seeking FAA approval of nonstandard RPZ of gravel strip to avoid taking of residences at end of Wendy's Way.
- In Alt. D, provide a way to cross dual taxiways for access from Northern Lights to the North Ramp area.

Additional Lease Land				
Objectives	Alternative A	Alternative B	Alternative C	Alternative D
<i>Increase opportunities for revenue generation at the Airport.</i>	None No increase in opportunities for revenue generation.	5.7 acres 5.7-acre special lease lot with revenue generating potential designated. (Other new lease areas replace area lost to RPZ and RVZ clearance.)	35.4 acres 35.4 acres of lease area designated. Road and taxiway access improvements facilitate development on lease land.	49.3 acres 49.3 acres of lease area designated, including special lease lot. Road and taxiway access improvements facilitate development on lease land.
<i>Adequately accommodate privately developed support facilities and services.</i>	No change from existing. Requests to lease land indicate growing demand.	Special lease lot is reserved for a single leaseholder needing a large amount of land. Lease land with coveted shoreline access is replaced with land lacking shoreline.	Large amount of land with taxiway and road access is designated for lease.	Large amount of land with taxiway and road access is designated for lease. Special lease lot is reserved for a single leaseholder needing a large amount of land.
Comments from TAC, Public:				
<ul style="list-style-type: none"> • Not lease lots should be developed between Turnagain and East Turnagain Bog. • No increased development at Echo Parking area, including additional lease lots. 				

Waterlane RPZs and RVZs

Objectives	Alternative A Does not comply with FAA standards All existing airport design deficiencies remain.	Alternative B Bring into compliance with FAA standards Off- and on-airport RPZs, waterlane RVZ, and all taxiway OFAs brought into compliance. Approval of nonstandard waterlane lengths sought from FAA.	Alternative C Seek FAA-approved modification of standards Off-airport RPZ and parallel taxiway OFA brought into compliance. Approval of other nonstandard conditions sought from FAA.	Alternative D Bring into compliance with FAA standards Off- and on-airport RPZs, waterlane RVZ, and all taxiway OFAs brought into compliance. Approval of nonstandard waterlane lengths sought from FAA.
<p><i>In the development of airport facilities, comply with FAA design standards and 14 CFR Part 77.</i></p>				
<p>Comments from TAC, Public:</p> <ul style="list-style-type: none"> • Don't see problem with RVZ now. • If relocation of Lake Hood Strip is not done then purchase and demolition of Wendy Way housing is a must. • The enforcement of water lane RVZ will be detrimental to businesses that currently operate along the lake and the improvements to safety seem negligible. Since these businesses are fundamental to the prosperity of Lake Hood GA, this option seems to be counter productive. On the other hand, the height of the buildings on the southeast approach is distracting when landing in heavy winds. The RVZ serving the east approach does not seem as important do to the small number of operations in that direction. • FAA – Provide guidance about “Variances”. • Support seeking FAA approval of nonstandard waterlane RPZ and RVZ to avoid relocation of existing GA facilities in Turnagain Bog. • RPZ and RVZ no action request variance, FAA just approved additional building in these areas. • Want all possible additional parking – slips, hangars, and tie-downs. Sixty more floatslips will reduce the waitlist by half. 				

Gravel Runway's North Runway Protection Zone

Objectives	Alternative A	Alternative B	Alternative C	Alternative D
<i>In the development of airport facilities, comply with FAA design standards and 14 CFR Part 77.</i>	All existing airport design deficiencies remain.	Off-airport RPZ brought into compliance.	Off-airport RPZ brought into compliance.	Off-airport RPZ in compliance.
<i>Develop the Airport in a way that prevents or mitigates negative impact on the neighboring community and natural environment.</i>	No change from existing. RPZ extends off-airport on incompatible residential area.	Eliminates off-airport RPZ on Wendy Way residences. Option B1 acquires the residences, which are also incompatible with noise exposure unless insulated.	Acquires an off-airport area that is incompatible with noise exposure to extend Runway 13-31 and eliminates off-airport RPZ.	Relocates wheeled aircraft takeoff and landing farther from neighboring residential area. RPZ easement to ensure compatible land use on parkland
Comments from TAG, Public:				
<ul style="list-style-type: none"> • Resist the idea of over fencing and over gating as it would reduce the utility of the airport. Safety and security are not the same. If you lose an engine under current conditions you land on residences • Extensions of the RPZ on the runway are necessary and need to be implemented. 				

Additional Airport-Provided Aircraft Parking

Objectives	Alternative A	Alternative B	Alternative C	Alternative D
<p><i>Balance the capacity provided with the demand projected for all types of users.</i></p> <p><i>Note: Projected 20-year demand is for 77 more slips, excluding 175 that equate to 75% of waitlist. 116 more tie-downs or hangars are needed, excluding 20 that equate to 75% of waitlist.</i></p> <p><i>Increase opportunities for revenue generation at the Airport.</i></p>	<p>Total = 0 Floatplane Slips = 0 Tie-downs = 0 Hangars = 0</p> <p>No change from existing aircraft parking distribution. Deficiencies evident by wait lists for both wheeled and float-equipped aircraft parking. Transient parking thought to be deficient by some TAC members</p>	<p>Total = 0 Floatplane Slips = -15 Tie-downs = +15 Hangars = 0</p> <p>No change in total number of aircraft parking spaces provided although number of float slips, for which demand is greatest, decreases.</p>	<p>Total = 88 Floatplane Slips = +40 Tie-downs = +48 Hangars = 0</p> <p>Provides 40 more float slips and 48 more tie-downs, proportions similar to float/wheeled aircraft parking demand. Only alternative that provides transient float dock, which facilitates visitor use and fuel sales. Additional float slips provide additional opportunities for commercial floatplane operators.</p>	<p>Total = 190 Floatplane Slips = +60 Tie-downs = +120 Hangars = 10</p> <p>Provides the most capacity. Provides 60 more slips and 120 more tie-downs. Additional float slips provide additional opportunities for commercial floatplane operators. Only alternative with camping area for visitors. Only alternative with Airport-owned hangars (10).</p>
	<p>No increase in opportunities for revenue generation.</p>	<p>Replaces higher revenue slips with tie-downs.</p>	<p>Adds revenue from 88 additional aircraft parking spaces.</p>	<p>Adds revenue from 190 additional aircraft parking spaces.</p>

Comments from TAC, Public:

- It would be well to concentrate available funding on the more critical need of floatplane slips at Lake Hood, rather than on facilities for wheeled aircraft tie-downs that could be available at Merrill Field and in Birchwood
- No net increase in aircraft parking
- No net loss of parking
- Prefers Alternative A – Doesn't add additional traffic to already overcrowded airport and air space.
- Alternative B is unacceptable because of it removes float tie-downs from already limited supply.
- Alternative D adds to congestion of already-crowded airspace – but would reduce the long wait for a float tie-down. Must weigh safety vs. demand.
- Paving aircraft parking adjacent to the strip should also be considered.
- There is a demonstrated need for slips.
- Support additional floatplane slips (for possible transient parking) on south side of Lake Spenard per Alt. C, with design modification to avoid taking of existing trees.

Additional Airport-provided Aircraft Parking Comments from TAC, Public, continued:

- Additional parking - 0
- Hangars (by airport) 0
- Don't you DARE remove even ONE floatslip!
- Do not eliminate hangars that have been at Lake Hood for over 25 years – would displace many operations.

Estimated Costs *				
Objectives	Alternative A	Alternative B	Alternative C	Alternative D
<p><i>Plan Airport development that is financially feasible to implement. Consider project funding eligibility and the ability to phase improvements to meet funding availability.</i></p>	<p>Alternative A No Capital Cost No problems with financial feasibility because no capital Improvements.</p>	<p>Alternative B \$31.1 million Most improvements eligible for AIP, except roads, utilities, restrooms, and portions of GA terminal. Assuming an annual capital budget of \$1 million, 31 years required to implement alternative. Phasing is feasible.</p>	<p>Alternative C \$33.8 million Most improvements eligible for AIP, except roads and utilities, and portions of GA terminal development. Assuming an annual capital budget of \$1 million, 34 years required to implement alternative. Phasing is feasible.</p>	<p>Alternative D \$82.8 million Assuming an annual capital budget of \$1 million, 83 years required to implement alternative. Phasing is less feasible because large-cost projects (new runway, new taxiway connection to ANC) need to be completed to be operational.</p>
<p>Comments from TAC, Public:</p> <ul style="list-style-type: none"> • Support additional restroom facilities in appropriate locations. • Concentrate limited resources on immediate needs and enhancing uniqueness of floatplane identity, while still protecting neighborhoods. <p>*Costs do not include private development cost of lease lots, or extensive environmental analysis or mitigation.</p>				

Additional Comments

Comments from TAC, Public:

- Pilot education could improve the noise situation at a low cost
- Do not take away parking between pump house and CAP- (overflow parking for museum activity).
- Move road closer to taxiway to decrease amount of trees and wetlands that would be affected. Retain as many trees as possible in area.
- Maintain Aircraft Drive in its current location to protect stand of buffer trees and wetlands on north side of current Echo Parking area and taxiway to Aircraft Drive.
- Resurface Aircraft Drive, which is in poor shape between taxiway to gravel strip and International Airport Road.
- Support converting current field maintenance complex to GA use – this would comply with field maintenance to be moved as stated in EA of this topic and public told justification to move Charlie parking to a new Echo Parking lot in Turnagain Bog closer Turnagain.
- Evaluate use of facility maintenance complex along Aircraft Drive for potential GA use, as per justification to relocate new maintenance facility where Charlie GA tiedown parking used to be located.
- North Turnagain Bog – Keep as is for safety and community interests, and environmental habitat.
- Echo II – Public needs full disclosure on its status.
- Better understanding of how final product (plan) will be used (e.g. to get funding) This is especially important for TAC.
- Protect current buffer between Turnagain & East Turnagain Bog
- Noise for neighborhoods is an issue.
- Alternative D – maybe Anchorage master plan will provide something other than new r/w in D (coordinate 2nd large parcel r/w)
- Airport is an asset to community.
- Concern about hangar near the gravel tiedown area and how that might impede Air Traffic Control visibility.
- Protect current buffer between Turnagain and East Turnagain Bog.
- Support public ramp at South Pothole.
- Pave or seal connector road from Echo Parking to Lakeshore Drive to prevent vehicles tracking gravel onto Echo Parking.

Lake Hood - Summary of Initial Environmental Analysis

IMPACT CATEGORY	Alternative A (No Action)	Alternative B	Alternative C	Alternative D
AIR QUALITY	No Conformity determination No Interagency consultation	No Conformity determination or interagency consultation expected	Conformity determination expected Interagency consultation expected	Conformity determination expected Interagency consultation expected
COASTAL RESOURCES	No Consistency Determination	Consistency Determination	Consistency Determination	Consistency Determination
COMPATIBLE LAND USE	No change in existing noise and/or odor No change in number of occupied buildings in RPZ No new land development No change in traffic patterns	Possible change in noise and/or odor issues No occupied buildings in RPZ. Option B-1 maintains existing runway configuration and acquires residential properties in the RPZ Eliminates trail northwest around lake to Coastal Trail Eliminates public access via Lakeshore Drive. Fencing prohibits public access to wetlands and lakeshore walkway.	Likely change in noise and/or odor issues Acquisition of residential properties in the RPZ Reduces undeveloped land adjacent to neighborhood Eliminates public access via Lakeshore Drive. Fencing prohibits public access to wetlands. Trail provides additional access to Coastal Trail.	Likely change in noise and/or odor issues No occupied buildings in RPZ. Requires avigation and hazard easement over Earthquake Park and TN Coastal Trail Eliminates most undeveloped land adjacent to neighborhood Eliminates public access via Lakeshore Drive. Fencing prohibits public access to wetlands but improves security. Trail provides additional access to Coastal Trail
CONSTRUCTION IMPACTS	No water quality degradation No new wildlife disturbance	Shoreline and nearshore construction, with bank stabilization; lake dredging for new slips Least amount of construction minimal wetland fill	Shoreline and nearshore construction; excavation for 20 new slips; construction of another 12 slips Intermediate amount of new construction Shoreline habitat construction for 32 new slips; wetlands fill	Shoreline and nearshore construction, with bank stabilization; excavation for 60 new slips Most new construction New runway construction in high habitat value wetlands. New tie-downs/slips in shoreline habitat.
DOT 4(f)	No effect	Preserves beach and adjacent park; prevents recreational use of shared taxiway/road surfaces	Eliminates both beach and picnic area, but leaves upland area for public use. Will need 4(f) Determination	Preserves beach and adjacent park; prevents recreational use of shared taxiway/road surfaces. Requires avigation/hazard easement for Earthquake Park and possibly Coastal Trail Will need 4(f) Determination

Lake Hood - Summary of Initial Environmental Analysis

IMPACT CATEGORY	Alternative A (No Action)	Alternative B	Alternative C	Alternative D
FISH, WILDLIFE, & PLANTS	No new impacts No additional wildlife hazards	Fencing and shoreline/wetland construction may impact wildlife habitat, including migratory birds. Possible new wildlife hazards due to displacement	Fencing and shoreline/wetland construction and fencing may impact wildlife habitat, including migratory birds. New wildlife hazards likely due to displacement	Fencing and shoreline/wetland construction may impact wildlife habitat, including migratory birds. High habitat value land and possible eagle nesting will be impacted by new runway. Fencing will restrict access to high value wetland area in nw project area. New wildlife hazards likely due to displacement and airstrip relocation
FLOODPLAINS	All lakeshore activity in 100-yr floodplain	All lakeshore activity in 100-yr floodplain. Additional tiedowns and lease lots in 100-year floodplain.	All lakeshore activity in 100-yr floodplain. Additional tiedowns and lease lots in 100-year floodplain	All lakeshore activity in 100-yr floodplain. Additional tiedowns and lease lots in 100-year floodplain
HAZ MAT, POLLUTION PREVENTION & SOLID WASTE	No additional impacts	A Phase I site assessment is required BMPs and regulatory requirements should avoid related impacts.	A Phase I site assessment is required BMPs and regulatory requirements should avoid related impacts.	A Phase I site assessment is required BMPs and regulatory requirements should avoid related impacts.
LIGHT & VISUAL IMPACTS	Minimal new impact due to more aircraft operations and likely more vehicle traffic over time	Vehicle and aircraft lights, parking lot lights; runway lights and waterlane floodlights. Least amount of proposed development near residential areas	Vehicle and aircraft lights; parking lot lights, runway lights. Intermediate amount of proposed development near residential areas.	Vehicle and aircraft lights; Parking lot lights, runway lights and waterlane floodlights. Greatest amount of proposed development near residential areas.
NATURAL RESOURCES & ENERGY SUPPLY	No new impacts	Lowest present and future demand on resources	Intermediate amount of present and future demand on resources.	Highest present and future demand on resources
NOISE	Residences within DNL 65 db contour	May require modeling	May require modeling	May require modeling
SOCIOECONOMICS, EJ & CHILDRENS EH&S ISSUES	No property acquisition cost No differential impacts to minorities or low income populations Lake available for recreation	Option B-1 acquires 7 duplexes 5.7 acres of additional lease lot area No differential impacts to minorities or low income populations, Lake available for recreation	Acquires 14 duplexes 35.4 acres of additional lease lot area No differential impacts to minorities or low income populations, Lake closed for contact recreation	Easement cost. 49.3 acres additional lease lot area No differential impacts to minorities or low income populations, Lake available for recreation
WATER QUALITY	No increased runoff	Least amount of new paving, fill and development. Increased runoff to the lake unlikely	Intermediate amount of new paving, fill and development. Increased runoff to the lake unlikely	Most amount of new paving, fill and development increased runoff to the lake unlikely; potential increase in runoff to the bog.
WETLANDS	None	15 ac disturbed	36 ac disturbed	62 ac disturbed

Notes: No resources present: Coastal barriers or reefs; Farmlands; Historical, Architectural, Archaeological and Cultural Resources; Wild and Scenic Rivers; Threatened and Endangered Species. All numbers are approximate -- for comparative purposes only.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

May 17, 2005



Lake Hood and ANC General Aviation Master Plan Technical Advisory Meeting

Tuesday, May 17th, 11:00 p.m. – 2:00 p.m.
LakeAire Complex, Lake Hood
4451 Aircraft Drive

Agenda

Meeting Purpose: To continue discussions on the potential future airside and landside development projects for the Lake Hood and ANC General Aviation Master Plan.

- | | |
|------------|--|
| 11:00 p.m. | Sign In |
| 11:05 p.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb, Director of Ted Stevens Anchorage
International Airport; Kip Knudson, Deputy Commissioner,
Statewide Aviation) |
| 11:15 p.m. | Alternatives Workshop and Discussion
(Meg King, Moderator) |
| 12:00 p.m. | Lunch Break |
| 12:20 p.m. | Alternatives Workshop and Discussion Continued
(Meg King, Moderator) |
| 1:30 p.m. | Alternatives Discussion Summarized
(Meg King, Moderator) |
| 1:50 p.m. | Discussion of Next Steps
(Diana Rigg, ANC) |
| 2:00 p.m. | Adjourn |

Lake Hood & Anchorage General Aviation

Airport Master Plan

TAC Meeting
Sign In Sheet

May 17, 2005

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
Cathy Gleason	neighbor	4211 Bridle Cr 99517	248-0442	djg@alaska.net
STEVE FISHBACK		5401 ST #401 99501	278-3785	SFISHBACK@CEC.MPGA
Michael S. Christy	Pilot	P.O. Box 240552 99524	248-3363	scott@72@gsi.net
John Pritchler	PILOT	13608 Jarvis' Dr. 99515	345-3981	camp@ALASKA.SK
Will J Walker			243-6993	
RUDY BERNIS	OAS	4405 LEHR CT 502	271-3700	
John Pibbenow	OAS	4405 Leor CT 99502	271-3700	john.pibbenow@alaska.gov
Margaret Anick	Spendor rep.	2621 Melvin Ave. 99517	248-0258	authrm@gei.net
Cliff Bellan	Alaska Aviation Safety		248-7070	cessm@pa.gov
Curt Faulk	FAA ANCATCT	5200 W Intl Apt RJ 99502	271-2700	curt.faulk@faa.gov
JIM SEELEY	PILOT	STANFORD LAKE ASSC. 4330 SEEBY CT ANK 99502	243-7001	SEELEY@GCI.NET
Bill HATECY	LEASE AGENT	2518 LOUSSAC DR	248 1057	ANC, AK 99517
JOHN WILCOX	FAA			
BRAD GARAND	FAA - AIRREG			
Stephen Ross	FAA Alaska	3630 Aivout f Avn	248-8164	South@gsi.net
Brent Cole	AOPA	Street Cat 4801 Spear Run	245-8760	cole@pioneer.sba
Tom George	via teleconference			.net

Lake Hood & Anchorage General Aviation

Airport Master Plan

TAC Meeting
Sign In Sheet

May 17, 2005

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
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Dee Hanson

Dick Armstrong

Jack Barber

Carl Siebe

Kip Knudson

Andy Hitzel

Diana Pegg

Meg King

Sara Frenik

Nicole McLaughlin

Suzanne Taylor

John Parrott

Steve Ringer

Lake Hood and ANC General Aviation Master Plan

Meeting: Technical Advisory Meeting #6
Date: May 17, 2005
Location: Lake Aire Complex, Lake Hood, Anchorage AK.

Purpose: An opportunity for TAC participants to provide their perspectives on proposed projects at Lake Hood.

Participants: Kip Knudson, Deputy Commissioner Statewide Aviation, Diana Rigg, ANC Project Manager; John Parrott, Deputy Director ANC; Andy Hutzel, Lake Hood Manager.

Consultant Team: Nicole McCullough, Sara Funk, Steve Ranger, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

TAC Committee Members:

Dick Armstrong	ACE Hangars/Fuels
Jack Barber	Alaska Air Taxi
Cliff Belleau	Alaska Aviation Safety Foundation
Rudy Berus	OAS
M. Scott Christy	Lake Hood Pilots Association
Brent Cole	AOPA
Steve Fishback	ECI/Hyer
Cathy Gleason	Turnagain Community Council
Tom George, via teleconference	Aircraft Owners and Pilots Association (AOPA)
Dee Hanson	Alaska Airmen's Association, AOPA LHD/Z41
Bill Hatley	Fly North
John Lovett	Federal Aviation Administration (FAA)
John Pletcher	Retired
John Pribbenow	OAS
Stephen Routh	AHI
James Seeley	Lake Hood Pilots Association
Carl Siebe	ADOT&PF, Statewide Aviation
Will Walker	Spennard Community Council

Others Present:

Margaret (Peggy)	representing Robert Auth, Spennard Community Council
Auth	
Curt Faulk	representing Tom Bullard & John Craft, FAA ANC ATCT
Brad Garland	FAA Airports Division

Invited But Not in Attendance:

Robert Auth	Spennard Community Council
Tom Bullard	FAA ATCT
Karen Casanovas	Alaska Air Carriers Assoc
John Craft	FAA Tower
David Hall	Signature Flight Support/South Airpark
Felix Maguire	Alaska Airmen's Association/AACC/NEAA
Dana Pruhs	South Airpark
John Pratt	Seaplane Pilots Association
Matt Ross	Signatory Airlines
Ron Smith	Lake Hood Harbor
Pat Witherell	Sandlake Community Council
Gene Zerkel	Alaska Aircraft Sales

The meeting began at 11 a. m. Comments packet and project lists with cost estimates were distributed at sign in.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg introduced John Parrott, Acting Deputy Director Ted Stevens Anchorage

International Airport (ANC). John thanked the TAC members for their efforts and welcomed them on behalf of the Airport. He stated that we were at the most difficult part of the planning process. Kip Knudson, Deputy Commissioner, Statewide Aviation was introduced. He added a welcome and expressed the desire to receive the committee's concise and pointed reactions to the proposed projects. Kip said that, relating to potential costs, none of the proposed projects scares him, so they should be considered on their merits. He indicated that funding could come from big airlines that also benefit from airport improvements.

Meg had the participants introduce themselves. John Pribbenow will be a new TAC member replacing Rudy Berus who is retiring.

Opening Remarks

Diana Rigg reviewed what a Master Plan is and its purpose.

A master plan is

- a "planner's concept" of airport development
- based on data and logic
- supports modernization of the facility
- not about airport staffing
- not a comprehensive environmental document
- not a noise analysis

Planning follows the three Cs – It's continuous, comprehensive, and cooperative.

Diana reviewed what has been done to date on the Master Plan for Lake Hood/ANC GA. She told the TAC that projects that had received no support – full perimeter fencing and Spenard Beach's reuse as float plane slips – are no longer on the table. The Lake Hood/ANC boundary is yet to be defined.

When the Master Plan is completed, the short-term needs with the highest priority will be constructed first. Most master plans have a five-year "shelf life" after which conditions change and planning must be revisited. The TAC will be consulted about which projects should be designated as short, medium and long-term needs.

The potential projects for Lake Hood/ANC GA can be altered. For example, there could be two permanent restroom facilities instead of the proposed 11, or fencing could be between the Office of Airport Services (OAS) and the Civil Air Patrol (CAP) facilities, and not in some other locations.

Meg explained the rules for the meeting whereby everyone would have the opportunity to speak to the issues most important to them. The purpose for the TAC is to give input from each member's perspective or for the groups they represent, recognizing that the TAC is comprised of diverse stakeholders. She said that the target date for a draft preferred alternative is the beginning of September.

Meg then called upon each TAC member to briefly state the project that they wanted to discuss with the group. She wrote their initials beside the proposed project about which they wished to speak. The following is a list of the projects and who chose to address them:

A1 Perimeter fencing – Jack Barber, Curt Faulk

A2 Close gates on N and E of Lake Hood Complex – Curt Faulk

A4 Pilot education – Tom George, Brent Cole, Stephen Routh, Bill Hatley, Jim Seeley, John Lovett, Peggy Auth, Dee Hansen

General Safety Issues – Carl Siebe, John Lovett, Cathy Gleeson, Dee Hansen, Jack Barber

B2 Construct new 3,500-foot paved runway – John Pletcher, Scott Christy, Curt Faulk

B3 & 5 Rotate and extend existing runway – Dick Armstrong
D5 Floatplane accommodations – Jim Seeley
G Waterlanes – Jim Seeley
H1 Special Lease Lot east of DOT building – Steve Fishback
L1 Trail along Lakeshore Drive – Brent Cole

A lunch break was then taken, and when the group reconvened each TAC member was given a few minutes to talk about why a proposed project was either a good idea or not and why they thought that.

Tom George said that continued public access to the airport is important. He thinks an airport watch should be implemented, along with security cameras, and public and pilot education.

Curt Faulk, speaking as a private pilot, said that he supports better vehicle and pedestrian control. He believes that access should be tightened.

John Pribbenow and Rudy Berus, representing the Department of the Interior, said that there is a conflict where the bike path terminates on a taxiway near their facility without a clear indication of where bikers or pedestrians should go. Fencing between the OAS and the CAP facilities could keep people off the taxiway. The path should be extended away from this site.

Will Walker expressed concerns about airport noise. He pointed out that some pilots are more considerate than others are and said that he advocates additional pilot education to curtail noise.

Scott Christy said that the runway should be moved west for quieter takeoffs.

Dick Armstrong said that his first choice is B2, the new runway. If that is not feasible for air traffic or other reasons, he would advocate rotation and extension of the existing runway to minimize impacts, promote safety and avoid the need to take the Wendys Way duplexes.

Steve Fishback said that putting the Aviation Museum in the special lease lot east of the DOT building would reduce public incursions in more sensitive areas while giving the public a place to view floatplanes and the lake.

Jack Barber said Lake Hood should be gated to keep pedestrians and vehicles off the taxiways.

Dee Hanson advocated public education to promote safe public access to the lake. She thought that the bank stabilization project and resurvey of the shoreline could potentially provide for additional floatplane slips.

Peggy Auth thought that public access and safety were of primary importance. The bike trail along International Airport Road is too far from the lake for good viewing. The Spenard Development Plan completed in the 1980s stated that the east end of the lake should be a retail center with access to the lake.

Cathy Gleason was most concerned about impacts to the neighborhoods and did not want to talk about any one project. She was concerned about development's effect on hydrology and felt that the buffers offered by open space and bog areas should be preserved between the cargo area and the neighborhood. She said that the proposed connector trail would be too far from the lake and would provide no scenic viewing. She also stated that the highest level of agreement seemed to be around safe access and public/pilot education.

John Lovett said that safety is of paramount importance. It is critical to solve the aircraft/pedestrian/vehicle conflicts. Public education and improved signage could help.

Carl Siebe said that the separation of airplanes, vehicles, and pedestrians is of extreme importance.

Jim Seeley said that focus should be on floatplane activities. Additional slips are needed and should be developed through any of the proposed projects including D1 – designating slips in NE Spenard Lake for transient floatplanes, D5 – adding a floating dock east of Spenard Beach for transient floatplanes and possibly fueling, H2 – constructing floatplane slips east of the DOT building, or J2 – development of slips at Spenard Beach.

John Pletcher thought that the most important potential development would be the new runway. He said that it would promote safety and noise abatement through the realigned traffic pattern. It could be fenced for safety and would allow for safer floatplane viewing at Lakes Hood and Spenard.

Cliff Belleau said that GA tiedowns are needed. Losses of tiedowns due to other airport development have never been recouped and commercial operations have been impacted.

Bill Hately said that the least costly alternative for RPZ safety should be pursued whether that is runway realignment, buying the duplexes, or some other alternative.

Stephen Routh advocated preserving public access and providing additional floatplane tiedowns.

Brent Cole said that runway/taxiway incursions by pedestrians/vehicles/etc. need to be eliminated. The runway should be realigned or moved. Noise barriers should be created to buffer the neighborhoods and a bike path constructed around the lake to accommodate the public.

Curt Faulk, speaking for the FAA, stated the FAA has no stake in whether or not a new runway is built, and that the 3,500-foot proposed runway would have measurable air traffic conflicts with the Lake Complex. As Class D airspace, the surface is controlled by the tower but once airborne, it is "see and be seen." The potential for in-air conflicts would increase.

Meg said that each TAC member had had a chance to identify and to speak about a proposed project that they wanted to be sure the Airport heard their concerns on. She then asked the group whether they wanted to continue that process, or if they wanted to hear reflections/questions from other TAC members and/or the Planning Team. The group wanted to listen to reflections and questions.

The following captures those comments, and questions and answers.

Cathy Gleason said that the runway proposed near Postmark Drive would not be developed in a vacuum. What would go along with the project? She described what she believed would happen: that the old runway would soon be taken up with additional development and Turnagain Bog would be the next target for fill and development. She indicated that the buffer should be maintained.

John Pletcher said that he is in favor of the 3,500-foot proposed runway. He said that pilot education is needed to avoid in-air conflicts as well as computer modeling to show potential airspace conflicts within the Anchorage bowl.

Tom George asked Curt Faulk if railroad style crossings would help to reduce incursions – as on Taxiway Victor. Curt said that yes the railroad style fence works for vehicles, but what about bikers, rollerbladers, pedestrians, etcetera. Curt added that, as a private pilot, he supports access control; his Cessna was hit by a vehicle ten years ago. Tom George said that it would be important to carefully technically evaluate the proposed new runway.

Peggy Auth said that the community council's biggest issue is noise. Pilot education is key. What do we do about those who don't comply with noise abatement procedures? Continuing noise issues are frustrating and floatplanes taking off are the loudest.

Jim Seeley said that sometimes extra noise is due to safety needs for increased power, but also admitted that there are some pilots are just "bad apples."

Scott Christy said that he has talked to airport police who told him that the shacks at the float slips are frequently broken into. Theft occurs often. He said that joggers in dark clothes at night are hard to see and aggressive joggers won't give way to taxiing aircraft.

Cliff Belleau said that the lake photos around the room show that the Lake Hood facility predates the surrounding neighborhood housing.

Jack Barber said that it was clear that neighborhoods have grown into the airport vicinity. A middle ground is needed between the communities and aviation.

Will Walker said that the patterns of air traffic over the neighborhoods is problematic.

Cathy Gleason said that she knew that they were near the GA facility when she bought her home. In fact, proximity to the airport was a plus for her husband who worked on the Slope and the GA noise was not a problem. When she first moved to her home near the airport, there weren't plans for the additional development, especially in cargo, and no one was predicting things like the collapse of the Soviet Union and airspace being opened up making Anchorage a hub for international air cargo. It's not only GA impacting neighborhoods – it's much more.

The last part of the meeting entailed a written exercise. Meg asked each TAC member to cross out proposed projects on the list that they did not want included in the preferred alternative and circle those they did. If they had no objection or opinion on a proposed project they should just leave it without any mark. Several members turned completed forms in at the end of the meeting and others said they would fax or e-mail them back.

Diana Rigg summarized what she heard from the TAC members, and what she and the planning team should focus on in developing the draft preferred alternative:

- continued public access
- minimization or elimination of conflicts
- security
- analysis of the alternate runway site and rotation options
- erosion control and new floatslips

This is the direction the planning team will take.

Jim Seeley reiterated the need for floatslips.

John Pletcher asked how the realignment of the existing runway would affect crosswind coverage. He offered to talk with others to better understand the possible downsides of the proposed runway.

Curt Faulk said that a runway at the western edge may not necessarily decrease noise.

Kip Knudson said that the boundary is primarily economically driven – for regulations and insurance issues. Regarding vehicle/pedestrian/aircraft separation, he indicated that the airport has the authority to ticket violators inappropriately using the runways or taxiways, but currently chooses not to.

John Pletcher said that the newly formed Lake Hood Pilots Association is discussing plans to reach out to the community councils.

Other announcements information: Andy Hutzel gave out information on a summer event that could bring people together for pilot and community education. He distributed a list of past Lake Hood and Gravel Strip improvements, a flyer of General Aviation Noise Reduction Tips, and an article on Lake Hood Seaplane Base from "Water Flying" 2003.

Next meeting is planned for September.

The meeting adjourned at 1:40.

Lake Hood/ANC General Aviation Master Plan Project List

The following list is a compilation of projects presented in chapter 4 of the Lake Hood/ANC General Aviation Master Plan and from some comments made by the Technical Advisory Committee and the public. Missing are those projects that have received no support and will not be considered such as full perimeter fencing. The no action items are not presented here but also should be part of the analysis.

PROJECT	ESTIMATED COST*
A. Fencing/Gates	
1. Provide a perimeter fence around Lake Hood and Strip with approximately 5 card-activated gates.	\$1.0 M
2. Close gates on N and E side of Lake Hood complex to public access.	\$98,600
3. Add 3 aircraft gates where Taxiway Victor links with Lake Hood to ANC (Alt. B)	\$270,000
4. Pilot Education	<i>Operational Expense</i>
5. Public Education	<i>Operational Expense</i>
B. Runways(s)	
1. Lengthen existing gravel runway 350' to south & use declared distances (Alt. B)	\$230,000
2. Construct new 3,500' paved runway and new 2,000' gravel runway parallel to it (Alt. D)	\$12.4 M
3. Rotate Existing Runway to avoid RPZ conflict (Alignment uncertain, which may affect costs)	\$10 M
4. No change to runway, acquire 7 duplexes to avoid RPZ conflict	\$5.9 M
5. Extend existing runway to the north 600' and acquire 14 duplexes for runway, safety area, and RPZ (Alt. C)	\$13.7 M
C. Taxiways	
1. Pave, mark, install edge-lighting and clear Object Free Area of aircraft parking at South end of gravel runway's parallel taxiway	\$300,000
2. Conduct study to determine detailed taxiway and taxiway needs (signs, marking, OFA clearing)	\$40,000
3. Pave Existing parallel Taxiway and new interconnecting Taxiway (Alt. B)	\$292,000
4. New Paved parallel Taxiway and new gravel Taxiway (Alt. C)	\$4.2M
5. New Dual Taxiway, interconnecting taxiways, holding bay (Alt. D)	\$16.2M
D. Aircraft Parking	
1. Designate slips in NE Spenard Lake for transient floatplanes (Alt. B)	<i>Possible Permit/ Lease holder Relocation Costs</i>
2. Reconfigure (for OFAS), pave and mark Lake Hood Strip Parking	\$1.4M
3. Expand Echo Parking NE for 29 paved tiedowns (Alt. B)	\$1.2M
4. Expand Echo parking for 50 paved tiedowns (Alt. C)	\$2.1 M
5. Add floating dock east of Spenard Beach with space for 8 transient floatplanes and fuel (if vendor interested) (Alt. C)	\$420,000
6. Charlie Parking from GA parking to another use, such as airfield maintenance	<i>No Cost</i>
E. Additional Lease Land	
1. Designate 5.1 acres lease area along Aircraft Drive east of Echo Parking	<i>No Cost</i>
2. Designate 14 acre lease area SW of Echo Parking	<i>No Cost</i>
3. Designate 16.3 acre site NE of the runway	<i>No Cost</i>
4. Designate 4.7 acres for leasing along Aircraft Drive east of Echo Parking	<i>No Cost</i>
5. Designate 7.6 acre lease area N of the Field Maintenance Complex and SW of Echo Parking	<i>No Cost</i>

F.	Waterlane Runway Protection Zones (RPZ) and Runway Visibility Zones (RVZ)	
1.	Clear intersecting waterlanes RVZ and incompatible land uses from waterlane RPZ (Alt. B&D)	\$14.4 M
2.	Seek FAA-approved modification of standards- No Cost	No Cost
G.	Waterlanes	
1.	Mark and add floodlights to NW-SE and N-S waterlanes (1-Beacon, 50-Floodlights, 1-standard air marker)	\$100,000
2.	Eliminate the NW Waterlane approach	No Cost
3.	Seek FAA approval of nonstandard length of NW-SE and N-S waterlanes	No Cost
4.	Add Public ramp at the South Pothole (Alt. B & D)	\$65,500
5.	Stabilize Shoreline	\$5.0 M
H.	Land East of DOT office building	
1.	Designate area a Special lease lot (Alt. B & D)	No Cost
2.	Construct Floatplane slips (Alt. C)	\$688,000
I.	GA Terminal	
1.	Construct GA Terminal and parking east of DOT office bldg (Alt. B)	\$1.6 M
2.	Construct GA Terminal and parking West of Lake Hood (Alt. D)	\$1.2 M
J.	Spennard Beach	
1.	Footprint limited to original land conveyance from MOA	No Cost
2.	Develop 12 slips on shoreline; public recreation access behind slips (Alt. C)	\$114,000
K.	Lions Club Picnic Area	
1.	Continued public access	No Cost
L.	Trail from Spennard Beach to Earthquake Park on northeast side	
1.	New trail along Lakeshore Drive	\$310,000
M.	Restrooms	
1.	Provide 11 permanent restroom facilities with pay phones (Alt. B & D)	\$2.2 M
2.	Add 5 more portable latrines (6 now) (Alt. C)	\$23,000
N.	Roads	
1.	Build a 1,760' road on W side of new lease land W of Echo Parking (Alt. B)	\$1.5 M
2.	Realign 575' road in North RPZ (Alt. C)	\$810,000
3.	Build a new 1,510' road North of Echo Parking (Alt. C)	\$2.2M
4.	Build a new 1,840' road East of Runway for lease land access (Alt. C)	\$2.6M
5.	Build a new 8,960' road along airport boundary east of runway for lease land access (Alt. D)	\$12.5 M
O.	Other Buildings	
1.	Build a pilot planning building near Echo Parking (Alt. B & D)	\$115,000
2.	Build 10 hangars at SW side of existing Lake Hood Strip Parking (Alt. D)	\$5.1 M
3.	Replace 2 existing pilot planning shack with larger, more permanent buildings (Alt. B & D)	\$245,000
P.	Air Traffic Control Tower	
1.	Reserve 2 acres north of fingers 4 and 5 for an air traffic control tower	No Cost
2.	Reserve land west of ADOT&PF building for air traffic control tower	No Cost

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

**Technical Advisory Committee Meeting
January 17, 2006**



Lake Hood and ANC General Aviation Master Plan Technical Advisory Meeting

Tuesday, January 17, 11:30 a.m. – 1:00 p.m.
UAA Aviation Technology Center
2811 Merrill Field Drive

Agenda

Meeting Purpose: To present and gather input on the Draft Lake Hood and ANC General Aviation Preferred Alternative.

- 11:30 a.m. Sign In
- 11:35 a.m. Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb - Director of Ted Stevens Anchorage
International Airport, John Torgerson - Deputy Commissioner)
- 11:45 a.m. Plan Schedule Update and Review
(Nicole McCullough, ASCG)
- 11:50 a.m. Alternative Analysis/Preferred Alternative
(Sara Funk, ASTS)
- 12:00 p.m. Lunch Break
- 12: 20 p.m. Alternatives Discussion Round Robin
(Meg King, Facilitator)
- 12:55 p.m. Discussion of Next Steps
(Diana Rigg, ANC)
- 1:00 p.m. Adjourn TAC Meeting
(Interested parties reconvene for Alternative Runway
Simulation and summary by Dr. Allen Hoffman)

UAA Aviation Technology Center



Lake Hood & Anchorage General Aviation

Airport Master Plan

TAC Meeting
Sign In Sheet

January 17, 2006

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
Curt Faulk	FAA ANCATCT	on file		
BRUCE WITHELL	SLOC			
ANDY HUIZEL	LHD/241 Manager	on file	266-2741	
John Ribbman	DOI AMD	4405 Lear Ct	271-6016	
John Parrott	ANC			
Carl Siehn		8700 Solar Dr.	644-2163	
Tom George		PO BOX 23750 N419708	907-455-9000	
Felix Maguire	AUTHERMOUNTS	PO BOX 241151	907-245-1251	
Doc Hanson				
Cathy Gleason	TurnagainCC	4211 Bridle Cir	99517 248-0442	
Harby Kieling	DOI AMD	4405 Lear	271-5224	
John Platt	SEASIDE PLATS ASSOC	1557. Lewis	Area 99508 274-2970	platt@alaska.us
Bill HATELY	LEASE HOLDER	2518 COURSEY AVE AK	997517 2481057	
Cliff Belleau	AK Aviator Safety			cessna@af2@Alaska.net
JOHN LOVST	FAA REPORTS			JOHN.LOVST@FAA.GOV
Rich Wilson	ANC			

Lake Hood and ANC General Aviation Master Plan

Meeting: Technical Advisory Meeting #7
Date: January 17, 2005
Location: UAA Aviation Technology Center, 2811 Merrill Field Drive, Anchorage AK.

Purpose: An opportunity for TAC participants to provide their perspectives on the draft preferred development alternative for Lake Hood.

Participants: Diana Rigg, ANC Project Manager; Mort Plumb, Director ANC; John Parrott, Deputy Director ANC; John Johansen, ANC Engineering, Environmental, & Planning Director; Andy Hutzler, Lake Hood Manager; Rich Wilson, ANC Development Manager.

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

TAC Committee Members Present:

Cliff Belleau	Alaska Aviation Safety Foundation
Curt Faulk	FAA ANC ATCT
Cathy Gleason	Turnagain Community Council
Tom George,	Aircraft Owners and Pilots Association (AOPA)
Dee Hanson	Alaska Airmen's Association, AOPA LHD/Z41
Bill Hatley	Fly North
John Lovett	Federal Aviation Administration (FAA)
Felix Maguire	Alaska Airmen's Association /AACC/NEAA
John Pratt	Seaplane Pilots Association
John Pribbenow	Dept. of the Interior, Aviation Management Directorate (DOI AMD)
Carl Siebe	Member at Large
Pat Witherell	Sandlake Community Council

Others Present:

Harry Kieling	DOI AMD
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Invited But Not in Attendance:

Dick Armstrong	ACE Hangars/Fuels
Robert Auth	Spennard Community Council
Jack Barber	Alaska Air Taxi
Tom Bullard	FAA ATCT
Karen Casanovas	Alaska Air Carriers Assoc
M. Scott Christy	Lake Hood Pilots Association
Brent Cole	AOPA
John Craft	FAA Tower
Steve Fishback	ECI/Hyer
David Hall	Signature Flight Support/South Airpark
John Pletcher	Retired
Dana Pruhs	South Airpark
Matt Ross	Signature Airlines
Stephen Routh	AHI
James Seeley	Lake Hood Pilots Association
Ron Smith	Lake Hood Harbor
Will Walker	Spennard Community Council
Gene Zerkel	Alaska Aircraft Sales

The meeting began at 11:30 a.m. The agenda, Draft Preferred Alternative section of Chapter 4, November newsletter, recent and previous comments, and a summary of comments and responses on the alternatives were distributed at sign-in.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg had the participants introduce themselves.

Nicole McCullough reviewed the effort to date and the projected schedule for project completion – which is June 2006.

Sara Funk went over the elements included in the Draft Preferred Alternative. Questions for clarification were accepted, but Meg asked that general comments be held until the round robin discussion after lunch.

Cathy Gleason asked about the number of tiedowns lost to other uses and gained in the preferred alternative.

Bill Hatley pointed out that the draft Preferred Alternative figure showed his lease lot as "proposed". Sara said that would be revised.

Cathy Gleason asked if trees would need to be cleared from the lots on Wendys Way slated to be acquired because they are in the RPZ.

Sara indicated that it would depend on their height, but that the main issue about the Wendys Way structures is that they are residences and it poses a threat to human life to have them in that location.

In response to a question on relative costs, Diana Rigg stated that it was more cost effective to acquire the homes in the RPZ on Wendys Way than to rotate or relocate the runway. Acquisition of the homes would be eligible for FAA funding.

Sara added that relocation assistance for the residents would be included.

Cathy asked what "airport support" means as related to areas set aside for that purpose.

Sara explained that airport support includes administrative buildings, snow removal equipment and buildings to house that, snow dump, fire fighting equipment and other similar items.

Cathy stated that she believed the area set aside for airport support would be better used as lease lots.

A question was posed about the area designated "special lease lot." Andy Hutzler said that an application has been filed to use that space for the Aviation Museum.

A lunch break was then taken. Mort Plumb thanked the TAC members for participating. After lunch, each TAC member was given a few minutes to talk about the draft preferred alternative. Meg reminded members that the meeting would have to break at 1 o'clock because the runway relocation simulation would be run at that time. All TAC members were invited to view the simulation.

Pat Witherell said that he generally thought that the planners did a good job considering the constraints. He had no objections but felt that he needed more time to review the draft preferred alternative. He would like another option for Wendys Way but realized that the acquisition is probably necessary.

John Pribbenow said that he liked the options proposed. He stated that pedestrians on the runway are a concern of the DOI AMD. He was glad that the fencing issues were still being studied. He liked the principle of controlled rather than restricted access. He thought that security of aircraft was very important.

John Pratt said that he liked the Lake Hood GA Master Plan idea – that we are looking at Lake Hood as an entity. He liked the concept of bank stabilization, but was disappointed that the issues of weeds and silt were not discussed as long-term issues. He felt that the costs associated with these issues needed to be explored. John would like to see an increase in floatplane slips.

Dee Hanson said that the team had done a great job trying to make everyone happy. She, too, liked the bank stabilization project. She thought that additional lighting and cameras would improve security.

Felix Maguire was pleased with the planning effort. However, he thought that the Aviation Support area should remain GA – that it provides a place for smaller corporate aircraft. He thought it was an ideal place for a small hangar. He suggested that since the maintenance facility was moved to Charlie parking, the old maintenance facility could be offered for GA. Charlie parking is getting squeezed. He said that AvAlaska could be converted to GA use.

Mort Plumb said that the tiedown office could go in AvAlaska space.

Felix said that they should keep Charlie parking and AvAlaska for GA. He thought that Airport Support is taking over too much GA area. Access is becoming more difficult. He suggested that a new road go around Echo parking and provide direct access to the post office, which would keep more cars out of the aviation areas.

Mort said that those were good ideas. He said that he supported the idea, but that there are those who do not. He said that the team would take another look at it.

John Lovett said that the FAA is a funding agency. He thanked ANC, the consultants, and TAC participants on behalf of the FAA for their efforts on the Lake Hood and ANC GA Master Plan.

Cathy Gleason said that she would like to discuss some of the items such as the need for a cost/benefit analysis of the alternatives before being ready to proceed. The report says that the forecasts were based on unconstrained projections. She asked whether the projections were later modified to account for constraints to development such as wetlands. She felt that a lot of work remained to be done, that the Turnagain and Spenard Community Councils had taken the position that they did not want additional aircraft parking – no additional spaces added. She felt that they had been completely ignored. Cathy stated that she supported the pathway as it was included in the draft preferred alternative. She said that she thought the public would use it and thus keep more pedestrians away from the taxiway and aircraft.

Cathy was concerned about the East Bog area being designated for lease lots. She felt that it was very important as a buffer to noise, an aesthetic feature, and a barrier against air pollution. She felt that proposing to use it for lease lots is not a good idea. She wondered if the USACE would permit this use. She felt that the planners had ignored these issues.

Carl Siebe said that it was important to focus on the uniqueness of the floatplane facility. He was disappointed that there was not a camper park included in the plan. He suggested that the Lions Park could be used in that way. It could still be used by locals for recreation, but also be used by pilots for overnighting.

Andy Hutzler suggested the area east of the swim beach as an alternative camping area.

Carl agreed with Andy. He further stated that he would like to see the gravel strip extended to 3,300 feet. He said that he sees the need for a 3,300-foot runway to accommodate larger aircraft and that 3,300 feet is the State's minimum.

Tom George thought that the process had been good. He said there was a good balance of interests, minimizing the impact on neighbors as the airport moves into the future. He agreed with John Pratt that floatplanes should dominate the use of the airport. He said that he thought that it was important to also accommodate a variety of GA aircraft. He, too, felt that the AvAlaska area's designation as Airport Support should be looked at again and reconsidered for GA use.

Cliff Belleau said that the preferred draft showed good balance and compromise. He hadn't thought it would come out so well balanced. He said that in the rotated runway scenario, we realigned the runway and associated tie-downs. He did not think that the change to tie-downs was necessary and wondered if that would reduce the potential cost.

Sara Funk said that the tie-downs were a minimal part of the cost for realignment (about \$200,000) and would not change the bottom line significantly.

Cliff went on to say that the bog that is proposed for lease lot use is not a wetlands but the backfill from a previous project. He said that he believed that AvAlaska should remain GA. He recounted his long family history with the site. He asked what the design life of the ADOT&PF office building was and stated that ADOT&PF is probably not the best use of airport property. He suggested that DOI could use it. Overall, he said that the draft preferred alternative is a beautiful compromise.

Pat Witherell said that initially seven or eight gates were proposed. He is glad that they are not included in the draft preferred. He expressed concern about the traffic that could result from the Aviation Museum being located at the special lease lot.

Andy Hutzell said that the Aviation Museum would have a place for tourists to view floatplane activity on the lake and thereby keep that kind of activity out of areas used by aircraft.

Pat said that would be good but was still concerned about traffic.

Diana said that any developer would need to perform a traffic impact analysis and the issue would be addressed therein.

Mort said that he liked the idea of another use of the ADOT&PF building, but stated that there were some strong feelings at ADOT&PF against it.

Felix Maguire said that we should not restrict expansion. It's not the American way. He said that we should respectfully share the facility. We need to consider how to live together reasonably.

Cathy said that the Community Council opposes the parallel taxiway, Echo parking expansion, changes to Aircraft Drive, and the new road east of 13/31. They do not like the acquisition of houses on Wendys Way, but understand that it might be the only way.

Mort Plumb said that he wanted to clarify an issue. He had heard it said that the planning team had ignored things. This is not true. No issues have been ignored. He stated that he had looked at each issue personally and that compromises had been made.

Tom George said that the ADOT&PF building was worth discussing.

Mort said that while he would not want to try to displace the ADOT&PF, the fact was that it would have to be replaced at some point. Their relocation and other uses for that area are worth discussing. It is necessary to look into the design life of the building.

The meeting adjourned at 1:10 pm so that members could view the relocated runway simulation. Representatives of UAA Aviation Technology presented an 8 minute simulation of airport traffic if Runway 13-31 were replaced with a GA runway located as proposed in Alternative D.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

Technical Advisory Committee Meeting

May 22, 2006



Lake Hood and ANC General Aviation Master Plan Technical Advisory Meeting

Monday, May 22, 11:30 a.m. – 1:00 p.m.
ADOT&PF Main Conference Room
4111 Aviation Drive

Agenda

Meeting Purpose: To discuss Lake Hood Airport boundary and improvement project priorities.

- | | |
|------------|--|
| 11:30 a.m. | Sign In |
| 11:35 a.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb - Director of Ted Stevens Anchorage
International Airport, John Torgerson - Deputy Commissioner) |
| 11:45 a.m. | Plan Schedule Update and Review
(Nicole McCullough, ASCG) |
| 11:50 a.m. | Review of Preferred Alternative and Proposed Projects
(Sara Funk, ASTS) |
| 12:00 p.m. | Lunch Break (Priorities Exercise) |
| 12:15 p.m. | Lake Hood Boundary
(Meg King, Facilitator) |
| 12:55 p.m. | Next Steps
(Diana Rigg, ANC) |
| 1:00 p.m. | Adjourn TAC Meeting |

Lake Hood & Anchorage General Aviation

Airport Master Plan

TAC Meeting

Sign In Sheet

May 22, 2006

Name	Organization	Address/City/Zip	Phone	e-mail
<i>Patricia Gleason</i>				
BRAD GARLAND	FAA - AIRPORTS DIV.		271-5460	BRAD.GARLAND@FAA.GOV
BILL HATELY	FLY NORTH		248 1057	
John Ribbey	AMD (GAS)	4405 Len CT		
JOHN ALLEN	AMD (GAS)	4405 LEN CT.	271-6104	JOHN-ALLEN@GAS.GOV
<i>Roggy Auth</i>				
Mr. Scott Christy				
Dee Hansen	AK Aviators Assoc.			
FELIX MUNGURE	AK Aviators Assoc			
Carl Siebe				
MORT PLUMB	ANC		966-2529	
John Parrott	ANC		266-2690	
STEVE FISHBACK		540 L STREET	975-5549	SEFISHBACK@ARCTIC.NET
John Fletcher				
John Barslow	ANC Leasing		266-2667	
JACK JONES	" "		266-2426	

Lake Hood and ANC General Aviation Master Plan

Meeting: Technical Advisory Meeting #8
Date: May 22, 2006
Location: ADOT&PF Main Conference Room, 4111 Aviation Drive, Anchorage.

Purpose: To discuss Lake Hood Airport boundary and improvement project priorities.

Participants: Diana Rigg, ANC Project Manager; Mort Plumb, Director ANC; John Parrott, Deputy Director ANC; John Johansen, ANC Engineering, Environmental, & Planning Director; John Barsalou, ANC Leasing; Jack Jones, ANC Leasing.

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

TAC Committee Members Present:

Peggy Auth	Spenard Community Council
M. Scott Christy	Lake Hood Pilots Association
Steve Fishback	ECI/Hyer
Cathy Gleason	Turnagain Community Council
Tom George,	Aircraft Owners and Pilots Association (AOPA) (Via telephone)
Dee Hanson	Alaska Airmen's Association, AOPA LHD/Z41
Bill Hatley	Fly North
Felix Maguire	Alaska Airmen's Association /AACC/NEAA
John Pletcher	Retired
John Pribbenow	Dept. of the Interior, Aviation Management Directorate (DOI AMD)
Carl Siebe	Member at Large
<i>Others Present:</i>	
John Alley	DOI AMD
Brad Garland	FAA Airports

Invited But Not in Attendance:

Dick Armstrong	ACE Hangars/Fuels
Jack Barber	Alaska Air Taxi
Cliff Belleau	Alaska Aviation Safety Foundation
Tom Bullard	FAA ATCT
Brent Cole	AOPA
Curt Faulk	FAA ANC ATCT
David Hall	Signature Flight Support/South Airpark
John Lovett	Federal Aviation Administration (FAA)
John Pratt	Seaplane Pilots Association
Dana Pruhs	South Airpark
Matt Ross	Signatory Airlines
Stephen Routh	AHI
James Seeley	Lake Hood Pilots Association
Ron Smith	Lake Hood Harbor
Will Walker	Spenard Community Council
Pat Witherell	Sandlake Community Council
Gene Zerkel	Alaska Aircraft Sales

The meeting began at 11:35 a.m. The agenda, Project Priority Exercise sheet, Lake Hood boundary figure, and a summary of comments and responses on the draft preferred alternative were distributed at sign-in. Cathy Gleason brought copies of her responses to the summary of responses to distribute.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg had the participants introduce themselves.

Mort Plumb extended a welcome and thanks for the effort on behalf of the airport.

Nicole McCullough reviewed the effort to date, reasons for delay, and the projected schedule for project completion – which is July 2006.

Sara Funk reviewed the projects in the Preferred Alternative. Questions for clarification were accepted, but Meg asked more in depth comments be held so that the material could be covered in a timely manner.

Cathy Gleason asked why the AvAlaska facility is being redesignated for airport support rather than GA despite the recommendations of most of the TAC members.

Felix Maguire agreed that his recollection was that the whole committee agreed that it was better left as GA.

Dee Hanson indicated that the building's designation was not based on the number of tiedowns, but rather that the hangar provides service to GA pilots not available conveniently otherwise.

Sara Funk reminded members that the TAC only serves in an advisory capacity and that the Airport has the final say in land use designation.

Cathy Gleason asked if the trees on land designated for lease lots could be preserved by reducing the size of the lot so that a buffer of trees could be left on the perimeter. She did not think that the response to comments on this subject ("noted") was adequate.

Diana Rigg said that retention of natural vegetation is generally encouraged per Title 21 requirements; however, the airport cannot promise that trees will never be cut.

Mort Plumb said that it is important to remember that the land must serve the "highest and best" aviation use and that that might include some tree removal at some point.

Cathy Gleason said that both of those explanations should have been included in the response to comments rather than just saying, "noted."

Cathy Gleason asked if stormwater drainage is included in the cost estimates.

Sara Funk responded that it is.

Cathy Gleason asked if the municipality is open to the Airport's proposed acquisition of 1.5 acres along Lakeshore Drive.

Diana Rigg said yes, that there has been discussion possibly involving a land exchange.

Meg King reminded the group that some projects are phased due to funding limitations and that mid- and long-term projects may be changed as airport needs change over time.

A lunch break was then taken. Then Meg King facilitated a discussion of the Lake Hood Airport Boundary.

John Parrott explained that, to qualify for entitlement funding for Lake Hood, a boundary had to be defined. It is not a boundary between commercial and GA, as there is GA at ANC and commercial on LHD. However, leaseholders can get a longer-term lease at LHD for the same cost, according to Title 17. He said it was the same boundary as the previous ALP. Later, Sara Funk clarified that Alpha and Bravo aircraft parking aprons were added in this proposed boundary.

Tom George discussed the wide spectrum of aircraft that use GA facilities – ranging from Super Cubs on tundra tires to larger twin-engine and high end singles that prefer paved surfaces. He said that the AvAlaska/Charlie Parking area should be designated as Lake Hood to keep lease costs lower.

Dee Hanson reiterated that the boundary is there for funding, not to separate GA and commercial use. She requested clarification of how the rates differ.

John Barsalou and Jack Jones with ANC leasing explained that the LHD lease terms are based on the amount of improvement dollars that the tenant invests. The same investment will result in a longer lease term at LHD than at ANC. Revenues from leases at LHD and ANC are not placed in separate funds. They provided examples of the rate and term differences between LHD and ANC.

Felix Maguire suggested that more land be designated within the Lake Hood boundary to the north, to allow for a possible future runway further from the community.

John Pletcher agreed with Felix and thought that area should be kept from other uses to preserve its availability for a future GA runway.

Steve Fishback suggested that the eastern side of Postmark Drive should be the Lake Hood boundary on the west. John Alley concurred.

Cathy Gleason asked why there was a need to preserve land in North Turnagain Bog for a potential future runway when that runway was rejected as an alternative in this planning process. She indicated that if it is still a possibility, the issues must be revisited. She passed out a map with green area indicating the area that she said required a joint master planning process between the airport and the municipality according to a 2001 Anchorage Assembly ordinance. She also had a copy of the ordinance that referred to the map.

Peggy Auth reiterated that the Spenard Community Council's priority is on preservation of Spenard Beach Park and Lion's Club Park as they are key to the community character.

Felix Maguire stated that regardless of the planning process required for development, the Lake Hood boundary could still encompass the wetlands area.

Carl Siebe agreed with the boundary, but thought that the FAA land reserved for a future tower needed to be designated more clearly. (The tower reserve property is not airport property.)

Scott Christy expressed concern about mixing small planes at ANC especially in the spring when the gravel runway can be too muddy. He felt that the alternate runway site was needed for safety and to move noise away from the residential area.

Bill Hately asked about paying taxes on leasehold land to the city. He wondered if the State pays similar tax on the land that is not leased out.

John Barsalou said that the State is exempt from City taxes and that questions would have to go to the tax assessor's office.

Felix Maguire asked about FCC property on the south side near South Airpark. (It is in the process of being transferred to the Airport. No timeline is available.)

Meg King asked about the need to return to the issues that were brought up and tabled during Sara Funk's presentation on the Preferred Alternative. Cathy Gleason indicated that most of her concerns were covered in the response to the response to comments that she had prepared. These were available to the TAC.

Felix Maguire said that he thought the restrooms should be phased so that all 11 were not in long-term planning. Several others concurred.

Next Steps: Diana Rigg indicated that the Airport would take into account the input received. She said that it is hard to move the boundary if it conflicts with the Cargo Master Plan. She stated that the financial plan and full GA Plan document should be completed and available in mid-July.

John Pletcher asked if cargo was taking the area where the Alternative D runway would have been.

Diana Rigg said that UPS had hired a firm to drill test holes east of Postmark Drive, but a lease application for that land has not been received.

John Pletcher thought that no development should be allowed in that area until a resolution of conflicts between the Cargo Master Plan and GA needs was reached.

John Parrott said that there is a public comment process prior to any leasing and that that would be the forum for these concerns.

John Pletcher said that preventing construction of a runway in that location (similar to Alternative D) would lock out GA safety and community noise improvement forever and would be a serious omission.

Sara Funk thought that the north RPZ of 13-31 should be included in the LHD boundary.

Cathy Gleason disagreed and did not think the airport needed to own this property.

Sara Funk also thought that the future Lake Hood boundary should include those areas proposed to be purchased in the preferred alternative.

John Barsalou clarified the difference in cost for development of leaseholds – LHD is about half the cost of ANC for the same period.

Cathy Gleason said that the airport rejected development east of Runway 13-31 in a previous EA.

The meeting adjourned at 1:10 pm.

Follow-up:

John Parrot said that if the airport boundary was expanded to the northwest as some of the TAC members indicated, it could result in the pressure from Cargo operators, such as FedEx, to expand into the new Lake Hood area to take advantage of the lower rates and longer terms associated with a general aviation lease. He felt it would be easier to prevent them from doing this if the undeveloped land along Postmark Drive is leased at the more expensive ANC rates.

Diana reported that in the week of May 30, 2006 the UPS applied for a large lease area for expansion of their operation.

Steve Fishback requested that there be no more TAC meetings. He felt that nothing would be served by having an additional meeting.

Diana Rigg suggested sending the priority list out again asking for comments and to break out the restroom project into three phases as committee members recommended.

Diana Rigg said that the part of Wendy's Way that would be acquired would need to remain in airport ownership because of FAA restrictions concerning land disposition and because it is in the Runway Protection Zone, where it is important that no facilities ever be built. Once obtained, the Airport would ensure that the land would not be a visual blight to the neighborhood. There would be no debris or scars left from the housing removal and the area would be graded and seeded. It would also be possible to landscape the area as long as vegetation was not too high as to be an obstruction.

Sara Funk recommended that the "Fence/Moose Fencing Study and Implementation" project be renamed "Security/Fencing Study and Implementation" because that name more closely matches the project scope, which includes more security improvements than fencing.

The Team members took a closer look at the map and ordinance provided by Cathy Gleason. They concluded that the large green area referred to "Lands Not Permitted" referred to lands without a wetlands permit. It also showed a buffer between the neighborhood and airport development. Looking at the preferred alternative only a very small part of the proposed leased area and a very small part of the road would be in this "buffer" area. With only a small adjustment in this area would avoid the buffer area suggested in the documents.

Lake Hood & ANC General Aviation

Airport Master Plan Draft Preferred Alternative Projects

Projects	Remarks
Lake Improvements	
New Transient Floatplane Spaces	5 west of & 4 east of Spenard Beach
South Ramp	
Non-standard Waterlane RVZ & RPZs	Seek FAA approval for RVZ & NW, NE, SE approach RPZs
Bank Stabilization	
Runway & Taxiway Improvements	
Parallel Taxiway Completion	Pave south end & seek FAA approval for nonstandard OFA
East Parallel Taxiway	
Taxilane Pavement	Pave taxilanes (Hood Strip Parking & Fingers) if users want
Taxilane Study / Implementation	Clear objects & improve marking / signage
Apron Improvements	
Echo Parking Expansion (92 tiedowns)	Includes Phase II (programmed for FY 2006) plus more
Rehabilitate Alpha & Bravo Parking Pavement	
Pave Delta & Strip Parking	If users want
Road & Path Improvements	
Aircraft Drive Relocation around Echo	Part of Echo Parking Phase II Project.
Lakeshore Drive Improvement	Right angle near runway for safety and better land utilization
New Road East of 13-31	For access to new lease land
Close Through Road Between Echo & 13-31	When alternative access road completed
New Pathways	Portion at Lions Club Picnic Area completed in 2005
Pave Unpaved Roads	
Security & Fencing	
Misc. Additional Fencing	Near Civil Air Patrol, Runway 13-31, etc., determined with user input
Evaluate & Improve Moose Fencing	With Airport, biologist, & neighbor input
Land Acquisition	
Acquire Houses in RPZ	Acquire 1.3 acres and 7 buildings in north RPZ for Runway 13-31
Acquire 1.5 acres of Lakeshore Drive	From Municipality of Anchorage
Acquire East Spenard Lake Shoreline	As land is voluntarily available for sale
Lease Land Designation	
Designate Special Lease Lot	Large revenue-generating use, good public access, no taxi access
Designate Land East of Runway 13-31 for GA Lease	
Designate Land East of Echo for GA Lease	Depends upon Lakeshore Drive Relocation
Land Use Designation	
Reserve Land for Possible Future ATCT	If ANC tower relocated west of airfield
Keep Recreational Use of Spenard Beach & Lions Club Picnic Area	
Change Former AvAlaska/Village Aviation Land Use to Airport Support from GA	
Other Improvements	
Restrooms	11 to be located with user input
Increase Pilot Education on Noise Impacts (not shown)	

**Lake Hood/ANC General Aviation Airport Master Plan
Project Priority Exercise**

The list below shows the projects included in the preferred alternative for the Lake Hood/ANC General Aviation Airport Master Plan. Planners and airport staff have indicated their initial preference for implementing these projects. **Near-term = 0-5 years, Mid-term = 5-10 years, Long-term = 10-20 years**

Please indicate in the far left column how you would rate these projects by near (N), mid (M) or long-term (L). You can fax, mail or e-mail this form or your comments to: Diana Rigg, ADOT&PF Project Manager, 266-2544 (phone), 266-2458(FAX), P.O. Box 196960, Anchorage, Alaska 99519-6960, e-mail: diana_rigg@dot.state.ak.us,

Your Priority	ANC Priority	Project	Cost
	Near-term	New Pathway	\$695,000
	Near-term	Pave Existing Gravel Parallel T/W	\$170,000
	Near-term	Reserve land for Possible Future ATCT	\$0
	Near-term	Change Former AvAlaska/Village Aviation Land Use to Airport Support from GA	\$0
	Near-term	Keep Recreational Use of Spenard Beach & Lions Club Picnic Area	\$0
	Near-term	Designate Special Lease Lot (near Upside Down bldg.)	\$0
	Near-term	Designate Land East of Runway 13-31 for GA Lease	\$0
	Near-term	Designate Land East of Echo for GA Lease	\$0
	Near-term	Non-standard Waterlane RVZ & RPZs-FAA Approval	\$0
	Near-term	Pilot Education on Noise Impacts	\$0
	Near-term	Bank Stabilization - Phase I	\$3,000,000
	Near-term	Property Acquisition - properties in RPZ - Phase I	\$2,000,000
	Near-term	Taxilane Study/Implementation	TBD
	Near-Term	Restrooms - Phase I (3)	\$120,000
	Mid-term	Bank Stabilization - Phase II	\$4,250,000
	Mid-term	Property Acquisition - properties in RPZ - Phase II	\$2,000,000
	Mid-term	Pave Delta and Strip Parking	\$1,150,000
	Mid-term	Pave Existing Finger Roads & Strip Taxilanes	\$340,000
	Mid-term	Property Acquisition - 1.5 acres Lakeshore Drive	\$1,195,000
	Mid-term	Rehabilitate Alpha and Bravo Parking	\$1,950,000
	Mid-term	South Public Ramp and Parking	\$65,000
	Mid-term	Restrooms (4)	\$160,000
	Long-term	Property Acquisition - properties in RPZ - Phase III	\$2,500,000
	Long-term	Evaluate Additional Fencing/Moose Fencing	TBD
	Long-term	Property Acquisition - 3.24 acres Spenard Lake	\$2,580,000
	Long-term	Echo Expansion - 22 Add.l Tiedowns	\$710,000
	Long-term	New Paved East Parallel T/W	\$5,395,000
	Long-term	Restroom Facilities (4)	\$160,000
	Long-term	New Road - East of 13-31	\$3,900,000

Thank you.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

**Technical Advisory Committee Meeting
September 6, 2006**



**Lake Hood and ANC General Aviation Master Plan
Technical Advisory Meeting**

Wednesday, September 6, 4:30 p.m. – 6:00 p.m.
ADOT&PF Main Conference Room
4111 Aviation Drive

Agenda

Meeting Purpose: To discuss Lake Hood Airport Layout Plan and Implementation Plan.

- | | |
|-----------|--|
| 4:30 p.m. | Sign In |
| 4:35 p.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb - Director of Ted Stevens Anchorage
International Airport, John Torgerson - Deputy Commissioner) |
| 4:45 a.m. | Plan Status Report
(Nicole McCullough, ASCG) |
| 4:50 a.m. | Implementation Plan
(Sara Funk, ASTS) |
| 5:10 p.m. | Question and Answers
(Meg King, Meeting Facilitator) |
| 5:30 p.m. | Next Steps
(Diana Rigg, Ted Stevens Anchorage International Airport) |
| 5:35 p.m. | One on One Discussion |
| 6:00 pm | Adjourn TAC Meeting |

Lake Hood and ANC General Aviation Master Plan

Meeting: Technical Advisory Meeting #9
Date: September 6, 2006
Location: ADOT&PF Main Conference Room, 4111 Aviation Drive, Anchorage.

Purpose: To present Lake Hood Airport Layout Plan and Implementation Plan.

Participants: Diana Rigg, ANC Project Manager; Mort Plumb, Director ANC; John Parrott, Deputy Director ANC; John Johansen, ANC Engineering, Environmental, & Planning Director; Andy Hutzal, Manager, Lake Hood Seaplane Base, Paul Abad, Intern, LHD.

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

TAC Committee Members Present:

Dick Armstrong	ACE Hangars/Fuels	Tom George,	Aircraft Owners and Pilots Association (AOPA)
M. Scott Christy	Lake Hood Pilots Association	Cathy Gleason	Turnagain Community Council
Steve Fishback	ECI/Hyer	David Hall	Signature Flight Support/South Airpark
John Lovett	Federal Aviation Administration (FAA)	Dee Hanson	Alaska Airmen's Association, AOPA LHD/Z41
John Pribbenow	Dept. of the Interior, Aviation Management Directorate (DOI AMD)	Bill Hately	Fly North
James Seeley	Lake Hood Pilots Association	Felix Maguire	Alaska Airmen's Association /AACC/NEAA
		John Pletcher	Retired
		John Pratt	Seaplane Pilots Association
		Dana Pruhs	South Airpark
		Matt Ross	Signatory Airlines
		Stephen Routh	AHI
		Carl Siebe	Member at Large
		Ron Smith	Lake Hood Harbor
		Will Walker	Spenard Community Council
		Pat Witherell	Sandlake Community Council
		Gene Zerke	Alaska Aircraft Sales

Invited But Not in Attendance:

Peggy Auth	Spenard Community Council
Jack Barber	Alaska Air Taxi
Cliff Belleau	Alaska Aviation Safety Foundation
Tom Bullard	FAA ATCT
Brent Cole	AOPA
Curt Faulk	FAA ANC ATCT

The meeting began at 4:40 p.m. The agenda, Draft ALP, and Master Plan draft chapters 4 and 5 were distributed at sign-in.

Meeting Summary:

Introductions. Meg King provided an overview of the meeting purpose, ground rules, and agenda. Meg had the participants introduce themselves.

Mort Plumb extended a welcome and thanks for the effort on behalf of the airport.

Nicole McCullough reviewed the effort to date. She explained that some "tweaks" had been made to the preferred alternative in response to comments.

Sara Funk went over the implementation plan. She explained that the boundary is extended to include Alpha and Bravo Parking and reminded the TAC members that the ANC GA is also a part of the plan.

She went on to explain that although certain areas were scheduled to be designated as lease lots in the near term, their actual leasing and development would occur when there was demand. Only the designation is scheduled.

Sara itemized the projects that are scheduled at each stage of the phasing plan – near term, mid term, or long term. Some projects are listed at a particular point in the phasing plan, while others are spread across all three stages. Such projects include the possible acquisition of properties on Wendys Way, and restroom construction, which are scheduled for near, mid and long term implementation.

Jim Seeley asked if it would be possible to gain access to Spenard Lake through the DOI AMD lot.

John Pribbenow said that they would not turn down such a request out of hand.

Diana Rigg went over the next steps of the process.

The ALP will be submitted to the FAA.

The Master Plan document will be completed and hard copies distributed to the TAC members. CDs and hard copies will be available in Andy Hutzel's office.

A link to the plan will be placed on the Airport's website, www.anchorageairport.com.

The meeting was adjourned at 5:20 p.m.

Lake Hood and ANC General Aviation

Master Plan

Near-Term (1 - 5 Years) Capital Improvement Projects

Project	Estimated Cost
Bank Stabilization - Phase I	\$3,000,000
New Pathway	\$695,000
Pave Existing Gravel Parallel Taxiway	\$170,000
Reserve Land for Possible Future Air Traffic Control Tower	\$0
Change Former AvAlaska/Village Aviation Land Use to Airport Support from GA (on ANC ALP)	\$0
Keep Recreational Use of Spenard Beach & Lions Club Picnic Area (through Long-Term)	\$0
Designate Special Lease Lot	\$0
Designate Land East of Runway 13-31 for GA Lease	\$0
Designate Land East of Echo Parking for GA Lease	\$0
Non-standard Waterlane RVZ & RPZs-FAA Approval	\$0
Pilot Education on Noise Impacts (through Long-Term)	\$0
Land Acquisition – Runway 13 RPZ – Phase I*	\$2,000,000
Security/Fencing Study and Implementation	TBD
Restrooms (3)	\$120,000
TOTAL	\$5,985,000

Costs are in 2006 dollars.

** Airport may seek FAA approval of a modification of standards instead of this project.*

Lake Hood and ANC General Aviation

Master Plan

Mid-Term (6 - 10 Years) Capital Improvement Projects

Project	Estimated Cost
Bank Stabilization – Phase II	\$4,250,000
Land Acquisition – Runway 13 RPZ – Phase II*	\$2,000,000
Pave Delta and Strip Parking	\$1,150,000
Property Acquisition - 1.5 acres Lakeshore Drive	\$1,195,000
Rehabilitate Alpha and Bravo Parking	\$1,950,000
South Public Ramp	\$65,000
Restrooms (4)	\$160,000
TOTAL	\$9,960,000

Costs are in 2006 dollars.

** Airport may seek FAA approval of a modification of standards instead of this project.*

Lake Hood and ANC General Aviation

Master Plan

Long-Term (11 - 20 Years) Capital Improvement Projects

Project	Estimated Cost
Land Acquisition – Runway 13 RPZ – Phase III*	\$2,500,000
Land Acquisition - 3.24 Acres East of Spenard Lake	\$2,580,000
Echo Parking Expansion - 22 Additional Tiedowns	\$710,000
New Paved East Parallel Taxiway	\$5,395,000
Restrooms (4)	\$160,000
Taxilane Study/Implementation	TBD
New Road East of Runway 13-31	\$3,900,000
TOTAL	\$15,245,000

Costs are in 2006 dollars.

** Airport may seek FAA approval of a modification of standards instead of this project.*

Public Meetings

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

**Public Meeting
April 8, 2004**



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation
Master Plan Public Meeting**

April 8, 2004, 7:00 p.m. – 8:30 p.m.
Coast International Inn, Anchorage

Agenda

Meeting Purpose: To provide information on the Lake Hood and ANC General Aviation Master Plan process, review key issues and Goals and Objectives, answer questions regarding the plan, and to receive public input on the key issues and process.

- 7:00 p.m. Sign In and Open House
- 7:15 p.m. Welcome and Meeting Overview
Meeting Purpose and Introductions
(Dave Hanson, Meeting Facilitation)
Welcome on behalf of Airport
(Kip Knudson, Deputy Commissioner, ADOT&PF, Corky Caldwell, Deputy
Director of Ted Stevens Anchorage
International Airport)
Agenda, Ground Rules, Handouts, and General Information
(Dave Hanson, Meeting Facilitator)
- 7:30 p.m. Presentation on Plan Process, Issues, and Goals and Objectives
(Nicole McCullough, ASCG; Sara Funk, ASCG)
- 7:50 p.m. Questions and Answers
(Dave Hanson, Meeting Facilitator)
- 8:05 p.m. Open House Format/One on One Discussion and Discussion Table
- 8:30 p.m. Adjourn

For more information or to submit written comments, please contact: Diana Rigg, Project Manager, Ted Stevens Anchorage International Airport, P.O. Box 196960, Anchorage, AK 99519-6960, 907-266-2544, fax 907-266-2458, e-mail diana_rigg@dot.state.ak.us. Comments must be received by 5:00 p.m. on May 10, 2004. Please visit our website at www.dot.state.ak.us/anc/Planning/GAMasterplan.html.

■ Lake Hood & Anchorage General Aviation

Airport Master Plan

*Public Meeting
April 8, 2004*

Ground Rules:

- Mutual respect, courtesy, and patience are the key concepts guiding this hearing.
- Listen carefully, and understand the concerns raised by all parties.
- Everyone will have a chance to speak. Please do not interrupt.
- Please turn off cell phones.

Remember, you can present your comment in many forms: You can provide oral or written comment at this public meeting or you can direct your written comment to Diana Rigg at the address included below. Comments must be received by 5:00 p.m. on April 30, 2004.

Diana Rigg, TSAIA Project Manager
Phone: 907-266-2544
Fax: 907-2458
Ted Stevens Anchorage International Airport
P.O. Box 196960
Anchorage, AK 99519-6960
e-mail: diana_rigg@dot.state.ak.us

Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting

Sign In Sheet

April 8, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
Will J. Walker		4206 Northwood Anchorage.	243-6993	
Jon Payne	ANC			
Dick Armstrong	ACE Fuels	2324 Mannu FO DR 99501	222-3000	darmstrong@calhangers.com
Fred Peters	Alaska Airways	18032 Cuillerot Cir 99516	207-5227	Fpeters5227@aol.com
Jerry Paterson	-	4840 Retriever 99502	243-1972	jjp@9ci.net
GARY MOORE	BEAVER AIR TAXI	6030 Glenkenny DR 99504	229-3303	garym@adl.com
Michael S. Christy	Lake Hood Pilots	P.O. Box 240552 Anch 99524	248-3363	
JEAN TAM				
Dee Hansen	AK Airways Assoc.	4484 Anniwit Drive	245-1251	info@alaskairways.com
BILL HATELY	FLY NORTH AIR	2518 Lakeside DR 99517	248 1057	
SARA MAUER		12520 HANSA ROSE CIR Anch AK 99575	344-9129	
Tom BULWARD	FAA ANCHORAGE	5200 W. Nile AVE RT 20	2712704	Tom.Bulward@FAA.GOV
PAUL GARO		PO Box 101074 99510	345-5341	
MERLE AVERS		3031 Bennett Ave	243-4802	
Arvidi Ruyos	Arctic Region	2641 Melvin Ave Anch	248-3953	
Mark Wigan	Tornagan Comm	2213 Douglas 99517	245-2213	TCC President markwigan@jakee.com
JOE RESSER		P.O. Box 91458 99509	243-1704	

Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting
Sign In Sheet

April 8, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
William Chord	ANC/ADMIN		266-2570	william_chord@wi.staf.ak.us
John Paccotti	ANC/OPS		266-2403	
Andy Hartzel	ANC/OPS		266-2741	
John Blotner	Code Analyst		345-3987	JBLO@ACSIUTSKA.NET
Don Smith	PILOT		244-1011	DMERAND1@GCI.NET
Tom Louvas	PILOT - LK HOOD		345-5116	blouvas@acsiutaska.net
John Long	FAA AIRPORTS		271-5444	JPLN.PILOT@FAA.GOV
Carol Lund	SEAF		243-1800	
Charles Rixben	SEAF		243-1764	CHARLES@RIDENCRA.COM
Jim Hinton	PILOT		248-1965	
Russ Painter	PILOT		258-1127	
Phil Ramsdell	"		279-1980	
Loree Jensen	TrailRidge Av		248-0838	
Raymond Powell			243-3373	
Richard Guthrie			243-7766	
Cliff Belleau				avaakservice@sterbnd.net
Dennis Geary			245-6605	apeaguear@alaska.net

Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting
Sign In Sheet

April 8, 2004

Name	Organization	Address/City/Zip	Phone	e-mail
STEVE FISHBACK	KU/HYPER	540 C STREET AVE	501 5543	SEKIBACK@KUHYP.COM
Steve Zelemer	Zelemer group	431 W 7th Ave	274-2256	Steve@autoalaska.com
BILL CARLSON		6201 FIRST AVE	346-2897	bill@calm
Bob LEE	Tie Down Holder	2901 Brandywine Ave	243 5245	bob_lee@ak-prepared.com
Nelson Defendant	Tie Down Hold	7605 Hwy 1 North	330-3700	
Bonnie Linn	Lake Hood		266-2644	
RUDY BERUS		2408 LEWIS DR	99517	
Curt Faulk	FAA ANCATCT	5200 W Intl Arpt Rd	99502 271-2700	curt.faulk@faa.gov
STEVE STANG		2100 Denmark Dr	98517 248-1020	STANGSTANG@GCI.NET



Lake Hood & Anchorage General Aviation Airport Master Plan

Meeting: Public Meeting #1
Date: 4/8/2004
Location: Coast Inn, Anchorage AK.

Purpose: On April 8, 2004 a public meeting was held in Anchorage to present and solicit information about the Lake Hood and ANC General Aviation Airport Master. Diana Rigg, Ted Stevens Anchorage International Airport (Alaska Department of Transportation and Public Safety) (ADOT&PF) Project Manager, Corky Caldwell, Deputy Director of Ted Stevens Anchorage International Airport (ANC), John Parrott, ADOT&PF ANC Operations, Andy Hutzler, LHD Airport Manager, and Bill Chord, ANC Planning; John Lovett, Federal Aviation Administration (FAA); Nicole McCullough, Sara Funk, Teresa Fredrickson, ASCG Incorporated; Robert Varani, ASRC Aerospace; and Mike Hines, HNTB Corporation, and Dave Hanson from ARKTOS attended the meeting along with members of the Technical Advisory Committee and 43 public attendees. Dave Hanson of ARKTOS acted as the facilitator for the meeting. Copies of the agenda, draft schedule, draft issues, draft goals and objectives, the facilities map, and noise tips were provided.

Introductions: Dave Hansen, the meeting facilitator, introduced the ADOT&PF team, the ASCG Incorporated team, recognized the Technical Advisory Committee (TAC) members and asked if there were any government or municipal representatives present (there were not). Dave emphasized that this was just the beginning of the process and that the public can provide comments to ADOT&PF and the TAC members at any time. Diana Rigg introduced the ADOT&PF project staff. Nicole McCullough introduced the ASCG Incorporated team members. Dave explained his role as a neutral facilitator and provided an overview of the master planning effort and schedule. Corky Caldwell thanked the public for attending the meeting.

Meeting Purpose: Dave provided a brief review of the airport master planning process and schedule. The airport master plan should be completed in approximately 18 months. The airport master plan will address the following:

- 1) Inventory of the Existing Facilities
- 2) Demand Forecast – Trend Line Analysis
- 3) Facility Requirements
- 4) Alternatives Analysis – Environmental, Socioeconomic, etc.
- 5) Preferred Alternative
- 6) Financial Plan

Dave reviewed the agenda, the meeting ground rules, and the other handouts. The meeting was separated into three parts. The first portion of the meeting was devoted to a review of issues and draft goals and objectives. The second segment of the meeting included a question and answer period, and the final section was dedicated to public input and participation regarding the issues at Lake Hood. Dave encouraged the public to provide feedback, comments, and input at any time. The public can contact Diana Rigg personally or reach her via telephone, e-mail, fax, or mail. Two public meetings and six TAC meetings are currently scheduled. The TAC meetings are open to the public. Three of the TAC meetings will include workshops. The focus of these workshops include, "perfect world" scenarios, Lake Spenard commercial aviation operations, and the western boundary of the Lake Hood complex.

Draft Issues: Nicole McCullough presented the information about issues identified to date and discussed details about the airport and the planning process. There has never been a stand alone Lake Hood and ANC general aviation airport master plan. To receive additional FAA Airport Improvement Program funding for Lake Hood, a Lake Hood Airport Layout Plan (ALP) with narrative was completed in 1999. Recent improvements at Lake Hood include channel stabilization, Echo Parking, and new VFR (visual flight rules) procedures. The staffing dedicated to Lake Hood has increased from one half-time position to four full time positions including Andy Hutzler, the airport manager. The waiting list for float slips has been reduced from 18 years to 5.5 years. Nicole reviewed a few of the primary issues identified earlier by the community and the TAC members. Nicole also explained that the TAC group identified additional issues at the April 7, 2004 TAC meeting, which included:

- Snow removal
- Conflict with recreational users on the Airport
- Water quality
- Runway extension

- Wetlands
- Standing Technical Advisory Committee and Subgroups
- Public Viewing
- Airport Buffer Zone
- Vehicular Traffic Patterns

Nicole stressed that these are the currently identified draft issues. Other issues may need to be addressed. Citizen input is welcomed.

Draft Objectives and Goals: Sara Funk provided a brief definition of a goal and an objective. A goal is a broad, generalized vision statement, whereas an objective is a specific action to help reach the goal. For instance, one goal for the Airport may be increased security. This could be accomplished through additional security and pilot watch programs. Dave Hanson reiterated that the draft goals and objectives handout was available and this initial public meeting is intended to provide an brief overview of the project.

Questions and Answers. Diana Rigg provided an explanation of how the TAC members were chosen. Diana stated that Andy Hutzel, the Lake Hood Airport Manager provided a list of names for potential TAC members. Individual organizations, such as the Alaska Airmen's Association, the Turnagain Community Council, and others nominated individuals to represent them. Currently, the TAC membership is comprised of private developers, pilots, Federal Aviation Administration (FAA), the ANC tower, and the South Air Park. The list of TAC membership organizations was read. At this time, the TAC meetings have not been publicized. Diana is happy to publicize future TAC meetings. The public is welcome to attend and a comment period for the public can be placed on the next TAC agenda. The Airport website is available to the public to comment on the draft airport master plan at www.anchorageairport.com. There are two links to Lake Hood and ANC; it can be accessed through the planning or general aviation icons.

Mark Wiggins asked if meeting minutes will be made available to the public and the timeframe for receiving the minutes. In order to notify the community councils of upcoming TAC and public meetings, these organizations frequently need 6 weeks prior notice, so that it can be included on their agendas. Dave Hanson responded that meeting minutes will be posted on the website and anyone wishing to be on the direct mailing list should notify Diana. An effort to ensure future meeting notices reach the councils in a timely manner will be made. Mark recommended sending electronic (e-mail) meeting summaries to interested individuals. Dave agreed that this was a good idea.

Mark also inquired if the TAC would make decisions regarding potential airport development. All public input and responses will be appropriately incorporated into the airport master plan. Dave emphasized that TAC members should be reporting back to their representative organizations about the plan's progress. Contact information for Diana Rigg is found at the bottom of the agenda and on the comment response form. ADOT&PF will accept comments and suggestions at any time; however, comments regarding the draft issues and the draft goals and objectives should reach Diana by May 10, 2004.

Andy Hutzal addressed a question regarding the number of commercial aircraft at Lake Hood. Andy estimated that there are 30 to 50 aircraft belonging to Part 135¹ operators and approximately 950 private aircraft. Approximately 1,000 total aircraft (float and wheeled) are based at Lake Hood. Slip and tiedown fees have gradually increased over the years to \$95.00 a month for a slip and \$40.00 monthly for a tiedown.

Fueling facilities was another question Andy answered. Two fueling methods are available at Lake Hood. ACE Fuels has a self-service fueling facility and Signature can truck fuel.

Airport development and tiedowns were discussed. Individuals wondered if Lake Hood were saturated by the number of tiedown spaces and if there was a statute limiting the number of aircraft that can use Lake Hood. Diana responded that there is no statutory limitation or policy that restricts development. However, other factors such as airspace and delay can reduce aircraft operations. Tiedowns have not reached a saturation point. The airport master plan will examine possible increases and potential alternatives.

The Corps of Engineers wetlands permit revocation was addressed. Diana clarified that the Corps of Engineers entered into a joint agreement that it did not have the jurisdictional authority to regulate. This agreement developed a 1:1 relationship (net zero gain) for tiedowns created in wetlands. In other words, no additional tiedown space was being developed. As a result, individual permits will be needed for each project built in or affecting wetlands. This can be a lengthy and time consuming process.

Diana shared that the inventory analysis is being supplemented by interviews with Fixed Base Operators (FBOs) and airport users. Also, ASCG will confirm hangar sizes, locations, tiedowns, and update the information from earlier reports. The inventory is used to develop demand forecasts, facility requirements, potential alternatives, and future improvements. Will Walker wanted to know how many propeller aircraft use Lake Hood compared to four or five years ago. This will be part of the master plan analysis and available at a later date.

All previous studies and documents regarding Lake Hood will be thoroughly analyzed and reviewed.

Public Input and Participation - Issues. Attendees at the meeting were given the opportunity to tape-record comments or join an issues discussion table. Several attendees left at this point in the meeting. No one chose to record comments or sit at the discussion table, but several attendees spoke individually with various members of the ADOT&PF and ASCG Incorporated representatives. The following paragraphs compile their comments.

Several people mentioned that shore erosion on the north and east side of Spenard Lake is a real operational concern. Step taxiing (very high speed taxiing) is not allowed, but pilots often plow (taxi at high speed) aircraft the entire length of the Lake, which creates high wakes that cause the shore erosion.

¹ 14 CFR (Code of Federal Regulations) Part 135, Operating requirements: Commuter and on demand operations and rules governing persons on board such aircraft

Some individuals had concern over security. It is anticipated that security cameras will be installed in the future.

Will Walker expressed the need to educate pilots on approach and departure procedures that could minimize noise impacts to the community. Noise can be especially disturbing to families during the summer months. Will mentioned that he feels propeller aircraft create additional noise.

John Pletcher presented a previous alternative from the 1988 airport master plan depicting 2 north-south parallel (one paved and one gravel) runways located slightly east of Postmark Drive. John felt that this configuration could provide adequate runway facilities, additional aircraft parking, substantially reduce noise impacts to the local community, and fit in well with the existing air traffic control configuration. Tom Bullard of ANC ATCT indicated that this configuration appeared to be viable from an Air Traffic Control point of view. John also commented that there are some businesses located on the airfield that are not aviation related (near the maintenance facility). He thought all non aviation businesses should be relocated off the field.

Paul Seiro was concerned that the TAC membership might be too slanted to commercial aviators and that there was not enough private pilot representation. He was not fully aware of which organizations and individuals were represented on the TAC, however. He also commented that snow removal should not include the ramp that skiplanes use. He thought that some capital improvements that have been made are not necessarily what the airport users want. He thought aprons did not need to be paved, for example. He was also concerned that the draft objective of increasing revenue opportunities at Lake Hood would mean increased fees for general aviation pilots. He commented that recreational, nonaviation users of the airport should pay for use of the airport, just as lease and permit holders do.

Additional comments included

- Subsurface Contamination – Why should lease holders be responsible for contamination they did not create?
- Fuel spills also cause concern and may affect water quality.
- Lake dredging is needed because some floatplanes bottom out in the lake.
- Parks and Recreation (MOA) needed on TAC
- Maintenance

Comment Resolution

- Contact Andy Hutzal for slip dredging. He will schedule.
- Airport will discuss fuel concerns with Environmental section.
- Maintenance?

Meeting Adjourned at 8:35 p.m.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

**Public Meeting
March 8, 2005**



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Public Meeting**

March 8, 2005 6:30 p.m. – 9:00 p.m.
DOT&PF, Central Region
Anchorage

Agenda

Meeting Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present airport alternatives and to discuss the development of a preferred alternative.

- 6:30 p.m. Sign In and Open House
- 6:45 p.m. Welcome and Meeting Overview
Meeting Purpose and Introductions
(Meg King, Meeting Facilitation)
Welcome on behalf of Airport
(Mort Plumb Director of Ted Stevens Anchorage International Airport, Kip Knudson, Deputy Commissioner, DOT&PF)
Agenda, Ground Rules, Handouts, and General Information
(Meg King, Meeting Facilitator)
- 7:00 p.m. Overview of Planning process
(Nicole McCullough, ASCG)
- 7:10 p.m. Alternative Discussion
(Sara Funk, Nicole McCullough, ASCG)
- 7:30 p.m. Questions and Answers
(Meg King, Meeting Facilitator)
- 8:00 p.m. Open House Format

For more information or to submit written comments, please contact: Diana Rigg, Project Manager, Ted Stevens Anchorage International Airport, P.O. Box 196960, Anchorage, AK 99519-6960, 907-266-2544, fax 907-266-2458, e-mail diana_rigg@dot.state.ak.us. Comments must be received by 5:00 p.m. on April 29, 2005. Please visit our website at www.dot.state.ak.us/anc/Planning/GAMasterplan.html.

Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting
Sign In Sheet

March 8, 2005

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
W. J. BASSETT wieg. wasser	Pilot/Member Land owner	ANC 99503 1108 Balmores Dr	507-5317	WJBASSETT@AS.7HNL.COM
Cliff Belleau	Pilot/Airport owner	12520 Hansa Road Circle	344-7129	aksm@GCI.NET
Ron Smith	Land holder	P.O. Box 19068	99519	
John Payne	Airport			
John Parrott	ANC			
Richard Russ	Pilot/Flight Instructor	6715 Snow Goose Circle	349-1839	rruss@gcinet
YORT PUMB	ANC			
ERIC MIYASHIRO	ANC			
Arthy Gleason	Town. CC	SAME		
Allen Thambill	Spencer CA	2111 West H8-99517	3497649	
Mary O' Connor	Pilot	6833 Serenity Drive ANC 99502	729-3660	macoliner@annc.us
PATRICK WATKINSON	SLCC		248-5445	
John Fletcher	Goosehangar	for record		
Robert Auth	Spencer CC	2621 Melvin	248-0258	

Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting
Sign In Sheet

March 8, 2005

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
Dick Armstrong	ACE REIS	2321 MARIU FU DR	227-0331	d.armstrong@acehanger.com
Susan Watson	Employee	4345 Constellation Ave	266.2410	susan_watson@dot.state.ak.us
ART TERRELL	PILOT-N/C TIEDN	P.O. BOX 201311, ANCHORAGE	243-5987	
SARA MAUER	PILOT	12520 HANNA ROSE CIR ANCH	344-9123	ak.sara@gci.net
William Chord	ANC		266-2570	
Tom George	ANC			
Bob Mellin	GA	3414 Kirk Ave 99517	243-4827	rgms@REGI.net
Margaret Ault	Neighbor	2621 Melvin Ave 99517	248-0258	

Lake Hood and ANC General Aviation Master Plan

Meeting: Public Meeting
Date: March 8, 2005
Location: DOT&PF Building, Lake Hood, Anchorage AK

Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present airport alternatives and to discuss the development of a preferred alternative.

Participants:

Airport: Diana Rigg, Ted Stevens Anchorage International Airport (ANC) Project Manager; Mort Plumb, Director, ANC; John Parrott, Deputy Director ANC; Andy Hutzel, Lake Hood Manager; William Chord, ANC; Jen Payne, ANC Community Relations; Eric Miyashiro, ANC.

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator).

Public Meeting Participants:

W.J. Bassett	Mary O'Connor	Sara Maurer
Will J. Walker	Patrick Witherell	Tom George
Cliff Belleau	John Pletcher	Bob Mellin
Ron Smith	Robert Auth	Margaret Auth
Richard Ruess	Dick Armstrong	
Cathy Gleason	Susan Watson	
Allen Thornhill	Art Terrell	

Open House: Copies of the agenda, and presentation material, were provided to participants. Tables were set up around the room with alternative graphics and alternative evaluation information. Prior to the start of the formal presentation, participants were invited to make comments at each station about the alternatives. Comments collected at the tables included the following:

Alternative A – No Action

- Do not take away parking between pump house and CAP– (overflow parking for museum activity).
- Move road closer to taxiway to decrease amount of trees and wetlands that would be affected. Retain as many trees as possible in area.

Alternative B – Improvement without expansion comments

- Don't see problem with RVZ now.

Alternative C – Slight Expansion

- This is the best alternative.

Alternative D – More Expansion

- Also applies to alternative B – area on east Lake Spenard designated transient. What is there now and why is configuration a little different? Parking between alternative B and alternative D?
- By building new runways near Postmark Drive, it may reduce flight noise, but if development of more tie-downs/float slips and lease lots are allowed in conjunction with new runways, noise to neighborhoods would increase substantially.
- Support converting current field maintenance complex to GA use – this would comply with field maintenance to be moved as stated in EA of this topic and public told justification to move Charlie parking to a new Echo Parking lot in Turnagain Bog closer Turnagain.

General Comments:

- North Turnagain Bog – Keep as is for safety and community interests, and environmental habitat.
- Echo II – Public needs full disclosure on its status.
- Add paved strip next to existing gravel R/W cheaper!
- Better understanding of how final product (plan) will be used (e.g. to get funding) This is especially important for TAC.

Introductions: At about 6:45 p.m. the presentation began. Meg King facilitated and introduced the Airport team, the ASCG Incorporated team, and recognized the Technical Advisory Committee (TAC) members and any government or municipal representatives present. Meg reviewed the meeting rules and emphasized that the public can provide comments to the Airport and the TAC members at any time. Mort Plumb said that he has been impressed with the planning process on this project and thanked the public for taking the time to share their input.

Meeting Summary: Nicole McCullough reviewed the materials in the handout packet and the previous TAC and public meetings. She also discussed the project schedule and history, including a brief review of issues that were identified at the first TAC and public meetings. Nicole explained that there was an agency meeting on March 4th. Two employees of the Corps of Engineers were present along with one planning staff person from the Municipality of Anchorage. Their comments primarily dealt with the fencing and the need to avoid high value wetlands.

The TAC meeting was held the previous day and had numerous comments concerning fencing, noise, the proposed runway, pedestrian conflicts, airspace, funding, aircraft parking (floats and tiedowns), non-capital improvements like pilot and public education and watch patrols, public access to Spenard Beach, community concerns and other issues. The TAC participants requested another meeting to discuss the alternatives which was tentatively set for mid-April. Meeting summaries from the agency, TAC and the public meeting will be posted on the ANC website along with a copy of the Alternatives chapter and alternative graphics. Nicole also read from a letter recently received from the Turnagain Council which expressed four positions:

- No net increase in aircraft parking

- No changes to Spenard Beach and Lions Club picnic area
- Maintain general public access to Lake Hood/Lake Spenard airport complex
- Protect current buffer between Turnagain & East Turnagain Bog

Sara Funk then described the proposed GA development at South Airpark. The analysis showed that approximately 18 acres was needed in 20 years. The new South Airpark taxiway that will be built soon will provide access to an area of adequate size to meet that need. This area is primarily intended for higher performance aircraft.

She then presented the alternatives for Lake Hood. There are four GA alternatives for the Lake Hood area that include input from the public and the Technical Advisory Committee "perfect world" workshop. Sara suggested the preferred alternative will be formulated from an "M and M" or "mix and match" method. That is, projects will likely be chosen from more than one alternative. The alternatives show various levels of development to meet various needs:

Alternative A – No action

Alternative B – Improvements without expansion of aircraft parking. Safety and security were the emphasis with this alternative.

Alternative C – Improvement with slight expansion of aircraft parking

Alternative D – More expansion

Sara then reviewed elements and how each alternative meet those elements.

Runways – Alternative B provides two options for runway protection zone compliance at the north end of the gravel runway. The runway would either shift south and the threshold would be displaced or it would remain in the same configuration and seven duplexes would be acquired by the airport. This acquisition could be funded with FAA discretionary funds and is necessary to meet runway protection zone requirements. In Alternative C there would be a 600 foot extension to the gravel strip. Alternative D adds a new paved runway and adjacent gravel runway east of Postmark Drive.

Taxiway Victor – In all alternatives, the existing taxiway Victor remains in place, connecting Lake Hood to ANC.

Additional Aircraft Parking- Airport-managed aircraft parking spaces would increase with two alternatives. Alternative C would have 88 new parking spaces and Alternative D 190 (including 10 hangars).

Lease Lots - Alternative B would include 5.7 acres of new lease space, Alternative C would have 35.4 additional acres and Alternative D would include 49.3 additional acres for lease lots. Private tenants would be required to develop the land for the lease lots.

Land Acquisition – Alternative B would require acquisition of 4.7 acres, 5 acres with Alternative C and 1.5 acres with Alternative D. Alternative D would also require acquiring an easement for part of the new runway's protection zone and for fencing.

Cost – The costs do not include lease lot development or any significant environmental mitigation or environmental documentation more stringent than an Environmental

Assessment. Alternative B would cost approximately \$31 million, Alternative C \$34 million and Alternative D would cost about \$83.

Fencing – With Alternative B, fencing would be installed around the entire Lake Hood Complex and gate access would be controlled. Customers or others who did not have access authorization would have to wait for someone within the complex to escort them through a gate or provide them with their access card or code. Alternative C includes fencing on the northeast side and Alternative D includes fencing around the perimeter except for Spenard Lake.

Waterlane Runway Protection Zone (RPZ) and Runway Visibility Zone (RVZ) – the no action alternative does not comply with FAA standards. Alternatives B and D would bring the airport into compliance. With Alternative C, the Airport would seek FAA approval for a modification to standard

Gravel Strip's north RPZ – Currently seven duplexes along Wendy's Way are in the RPZ, which does not comply with FAA standards. In Alternative B the duplexes would either be purchased or the runway and its RPZ would be moved to the south. Either way, Alternative B brings the RPZ into compliance. Alternative C would require purchase of 14 duplexes and Alternative D would relocate the gravel strip.

Land east of DOT building – With both Alternatives B and D, the area would be designated as a "special lease lot". The special lease lot would allow an aviation compatible use that would need at least four acres, does not need taxiway access, needs easy access to the public, and is revenue generating. Alternative C converts this area into float slips.

Spenard Beach – Alternatives A and D have no change to Spenard Beach. In Alternative B Spenard Beach continues to have public access, but the footprint would be limited to the original land conveyance from the MOA. In Alternative C the land would be converted to slips along the shoreline and public access would occur behind the slips.

Lions Club Picnic Area – The public would still be allowed to use the picnic area but not from Lakeshore Drive in Alternative B. In Alternative C the area would be converted to aircraft tiedown apron. It would no longer be accessible to the general public in Alternative D.

Trail from Spenard Beach to Earthquake Park on Northeast side of airport – Alternative A would eliminate access through the airport. Alternatives C and D would create a new trail on airport property but outside the airport perimeter fence.

Diana Rigg provided a further clarification on funding. Diana discussed ways projects could be funded. Lake Hood Airport currently gets \$1 million in entitlement funds annually from FAA. The requirements for the \$1 million annual entitlement that funds Lake Hood capital projects include the need to have scheduled air service and at least 10,000 annual passenger enplanements. Katmai Air currently provides scheduled air service. If scheduled air service ceases or enplanements drop, the funding amount will be reduced to \$150,000. In the case of projects required for safety, the FAA may provide discretionary funding. Bonds, a legislative appropriation, or funds from ANC approved by the major air carriers are also a possibility, but not as likely.

Andy Hutzal said that the Lake Hood operating income does not cover operating expenses or capital improvements. Increasing user fees could help offset the operating deficit and capital costs.

Participants were then requested to ask questions and provide comments.

Someone asked why there was an emphasis on security. Andy Hutzal explained that he has received many reports of vandalism. The Transportation Security Administration (TSA) has recommended more security at general aviation airports. Also, there are safety concerns with pedestrians, dogs, etc. on active taxiways. John Parrott said that just the previous Saturday there was a potential problem with joggers and aircraft on the runway.

Someone mentioned that people like to drive through the airport to "see little planes". They want to watch take-offs and landings and maybe check for planes for sale.

A member of the public suggested that the police should be patrolling the airport to keep joggers, etc. off the taxiway. John Parrott commented that Airport police do patrol the area. A meeting participant said a pedestrian path was needed. Someone else suggested a patrol similar to the downtown security force that assists tourists.

There was a discussion about security post 9/11 and the terrorism threat. Sara explained that the threat at a general aviation airport is not considered as great as a commercial service airport because of the smaller size of the aircraft. TSA makes recommendations for GA airport security, not mandates. TSA recommendations are geared to specific airport characteristics. For an airport with the number of based aircraft, proximity to urban population, etc. that Lake Hood has, TSA recommends controlled access.

John Pletcher suggested the airport resist the idea of over fencing and over gating as it would reduce the utility of the airport. He said that safety and security are not the same. If you lose an engine under current conditions you land on residences. The runway is the heart of the airport. He supports the new runway concept in Alternative D. While expensive, he considered it safer, less noisy and would improve safety and security. He said that the new Echo Parking is very close to the proposed runway and would be easier to patrol and control access plus it has better separation of vehicles and cars.

Cathy Gleason stated that noise would not really be reduced if additional development occurred. She also asked about the history of the RPZ conflicts at Wendy's Way. How did this happen?

Bill Chord said that it just happened. John Parrott said that the airport can't tell a private developer not to build it. The land did not belong to the Airport and the City had not zoned it for airport-compatibility when the houses were built.

Cathy Gleason said a definitive letter from FAA regarding the conflicts would be helpful.

There was a question about the additional parking. Did the additional parking include the parking that would occur with Phase II Echo parking? Since that was just intended to make up for Charlie parking loss it should not be counted. Sara said the parking added in the alternatives was in addition to the Echo parking.

One member of the public asked about the plans at ANC for a parallel runway. There is one planned. Someone suggested that be looked at in conjunction with this master plan

and suggested that with the completion of that runway, another runway at Lake Hood may not be needed.

Someone asked why put float slips at Spenard Beach? The beach has a long history of public access and should remain that way.

Andy Hutzel explained that there currently are many floatplanes that are on trailers, on private lakes and on leaseholds but their owners would love to get a float slip. There are limited options for float slips. He said there are over 200 on the floatplane slip wait list. Andy and Sara also pointed out that the numbers of Lake Hood GA flights projected to occur within the 20 year planning horizon will not reach the level that occurred in the 1980s.

Tom George asked how the new runway would affect airspace. He suggested that an airspace analysis be completed to determine potential conflicts.

Cathy Gleason had concerns about Alternative D and the need for an easement in Earthquake Park.

John Parrot had concerns about the effect of fences on moose. He wondered if it would be a problem.

The following comments were written down by meeting participants:

- User fees to fund.
- Noise for neighborhoods is an issue.
- Flight patterns make a difference.
- Phasing the projects e.g. new RIW (cost effectiveness).
- Shift south and connect to echo and RPZ.
- Shift maintain. facility.
- Maybe fence some areas and not others (Analysis of moose behavior).
- Airspace – arrivals/departures patterns (Analysis for Anchorage and Lake Hood).
- Some planes inappropriate to land at Lake Hood.
- Prefer access by public.
- Have routes pilots should use and enforce alternative D if all developed no noise.
- FAA – Provide guidance about "Variances".
- Alternative D – maybe Anchorage master plan will provide something other than new r/w in D (coordinate 2nd large parcel r/w)
- Alternative C – slips and people not separated (seems counter product to goal).
- There is a demonstrated need for slips.

- Locking things up makes it very difficult to do business.
- Security issues – Are they real?
- Access for pleasure for safety,
- Utilize a/p police more.
- Pathways for pedestrians.
- No net loss of parking –
- Runway is heart of a/p including safety – noise – and security.
- Asset to community.
- Agency meeting review maintenance facility

Lake Hood

Comments:

- North Turnagain Bog - Keep as is for safety and community interests, and environmental habitat.
- Echo II - Public needs full disclosure on its status.
- Add paved strip next to existing gravel R/W cheaper!
- Better understanding of how final product (plan) will be used (e.g. to get funding) (Especially for TAC).
- User fees to fund.
- Noise for neighborhoods an issue.
- Flight patterns make a difference.
- Phasing the projects e.g. new RW (cost effectiveness).
- Shift south and connect to echo and RPZ.
- Shift maintenance facility.

- Maybe fence some areas and not others (Analysis of moose behavior).
- Airspace – arrivals/departures patterns (Analysis for Anchorage and Lake Hood).
- Some planes inappropriate to land at Lake Hood.
- Prefer access by public.
- Have routes pilots should use and enforce alternative D if all developed no noise.
- FAA – Provide guidance about “Variances”.
- Alternative D – maybe Anchorage master plan will provide something other than new r/w in D (coordinate 2nd large parcel r/w) **Has it been looked at?**
- Alternative C – slips and people not separated (seems counter product to goal).
- There is a demonstrated need for slips.
- Locking things up makes it very difficult to do business.
- Security issues – Are they real?
- Access for pleasure for safety, **reducing utility?**

- Utilize a/p police more.
- Pathways for pedestrians.
- No net loss of parking – **do the numbers from what point?**
- Runway is heart of a/p including safety – noise – and security.
- Asset to community.
- Agency meeting review maintenance facility – **where?**

Alternative A – No Action

Comments:

- Do not take away parking between pump house and CAP – (overflow parking for museum activity).
- Move road closer to taxiway to decrease amount of trees and wetlands that would be affected. Retain as many trees as possible in area.

Alternative B – Improvement without Expansion

Comments:

- Alternative B – Improvement without expansion comments
- Don't see problem with RVZ now

Alternative C – Slight Expansion

Comments:

3/8/05 best plan

Alternative D – More Expansion

Comments:

- Also applies to alternative B – area on East Lake Spenard designated transient what is there now and why is configuration a little different? Parking between alternative B and alternative D?
- By building new runways near Postmark Drive, it may reduce flight noise, but if development of more tie-downs/float slips and lease lots are allowed in conjunction with new runways, noise to neighborhoods would increase substantially

Support converting current field maintenance complex to GA use – this would comply with field maintenance to be moved as stated in EA of this topic and public told justification to move Charlie parking to a new Echo Parking lot in Turnagain Bog closer Turnagain.

**General Aviation Master Plan for Lake Hood Seaplane Base
and Anchorage International Airport**

**Public Meeting
January 17, 2006**



Lake Hood and ANC General Aviation Master Plan Public Meeting

Tuesday, January 17, 5:30 p.m. – 7:30 p.m.
DOT&PF, Central Region
4111 Aviation Drive
Anchorage, Alaska

Agenda

Meeting Purpose: To present and gather input on the Draft Lake Hood and ANC General Aviation Preferred Alternative.

- | | |
|-----------|--|
| 5:30 p.m. | Sign In |
| 5:35 p.m. | Welcome and Introduction
Introduction, Meeting Purpose, Agenda and Ground Rules
(Meg King, Meeting Facilitator)
Welcome on behalf of Airport
(Mort Plumb - Director of Ted Stevens Anchorage
International Airport, John Torgerson - Deputy Commissioner) |
| 5:45 p.m. | Plan Schedule Update and Review
(Nicole McCullough, ASCG) |
| 5:50 p.m. | Alternative Analysis/Preferred Alternative Summary
(Sara Funk, ASTS) |
| 6:00 p.m. | Alternatives Discussion
(Meg King, Facilitator) |
| 6:55 p.m. | Discussion of Next Steps
(Diana Rigg, ANC) |
| 7:30 p.m. | Adjourn Public Meeting |

UAA Aviation Technology Center



Lake Hood & Anchorage General Aviation

Airport Master Plan

Public Meeting
Sign In Sheet

January 17, 2006

Name	Interest in Airport	Address/City/Zip	Phone	e-mail
John Gleason	Turkey	4211 Bridle Cir	907-248-0442	djg@afastk.net
Ed Amundsen	General	12327 Geoghegan Ave	907-646-1286	lamis1@afastk.net
Dec Houston	Alaska Airlines Assoc	4201 Float Plane Dr.	99502 245-1251	info@afastkairmen.com

Lake Hood and ANC General Aviation Master Plan

Meeting: Public Meeting
Date: January 17, 2006
Location: ADOT&PF Building - 4111 Aviation Drive, Anchorage

Purpose: An opportunity for the public to provide perspectives on the draft preferred development alternative for Lake Hood.

ANC Team members present: Diana Rigg, ANC Project Manager; Mort Plumb, Director ANC; John Parrott, Deputy Director ANC; John Johansen, ANC Engineering, Environmental, & Planning Director; Andy Hutzler, Lake Hood Manager

Consultant Team: Nicole McCullough, Sara Funk, and Suzanne Taylor, ASCG Incorporated; Meg King, UAA (facilitator)

In attendance:

Anna Walker
Mark Phillips
Cliff Belleau
Chris Riggio
Butch Douthit

Roger Maggard
Morgan Merritt
Dan Gleason
Cathy Gleason
Ed Amundsen
Dee Hansen

The Open House ran from 5:30-7:30 pm. Draft Preferred Alternative sections of Chapter 4, November newsletters, recent and previous comments packets, and comment summary and response sheets were distributed at sign in.

Meeting Summary:

Team members were present to answer questions and talk to members of the public about the Draft Preferred Alternative and the planning process. Comments received included:

Costs

- I'd like to see the cost/benefit analysis. This is an 80-year plan given the funding constraints.
- What is net present value?

Aircraft Drive

- Don't relocate Aircraft Drive. Aircraft Drive relocation will remove visual buffer of trees. Retain them. Use small shoulders (narrow) on the road. A blinking light where Aircraft Drive and Echo Taxiway intersect could be added instead of relocating Aircraft Drive. Put in crossing arms instead of [relocating] Aircraft Drive.
- Leave Aircraft Drive and do not fully develop Echo and lease lands (not much loss).
- Eliminate Aircraft Drive access to Northern Lights.
- Instead of road access from Lakeshore Drive to east side of 13/31, connect to east-west street in Turnagain (School Road).

- Trail access from Northern Lights would be problematic due to relocation of Aircraft Drive.

Lease Lots

- Lease lots proposed east of 13/31 is better for buffer. If this area were developed, a row of trees should be planted close to lease lands.
- Love the lease lots on east side of 13/31.

Miscellaneous

- Expand Echo Parking to south of where it is shown (where lease lots are currently shown).
- Tundra tire aircraft may not want taxiway paved.
- Think someday the ADOT&PF building will become a tourist-related building. It does not have an adequate electrical system and has a 40-year life, which would be over in another 10 years or so.
- Would like AvAlaska to remain for GA use.
- Don't squeeze Victor Taxiway.
- The plan should focus on float not surface air facilities.
- Noise is cumulative.
- Wendys Way homes are rentals and [acquisition is] probably okay, but LEAVE TREES.

Agency Meeting



**Lake Hood/Ted Stevens Anchorage International Airport
General Aviation Master Plan
Agency Meeting**

March 4th, 10:00 a.m. – 12:00 p.m.
ADOT&PF Central Region Building, Anchorage

Agenda

Meeting Purpose: To provide information on the status of the Lake Hood and ANC General Aviation Master Plan, present airport alternatives and to discuss the development of a preferred alternative.

- 10:00 a.m. Welcome and Introduction
(Diana Rigg, Ted Stevens Anchorage International Airport,
Project Manager)
- 10:10 a.m. Master Plan Status Report
(Nicole McCullough, ASCG)
- 10:25 a.m. Alternative Description
(Sara Funk, ASCG)
Presentation – 20 minutes
- 10:45 p.m. Question and Answers
(Sara Funk, Nicole McCullough ASCG)

Lake Lanier/ANC GA
Master Plan

4 Mar 05
10:00A

Sign-In

Name

Agency

① Hank Baij

Corps of Engineers
753-2784

herry.a.baij@poa02.usace.army.mil

Theodore Tobish

MOA-Planning
LHD/241

ANDY HUTZEL

Diana Riggs

ANC 266-2544

Maureen M'Gee

Corps - 753-2776

Sara Funk

ASCG 301-6815

William Chord

ANC 266-2570

ERIC MIYASHIRO

ANC 266-2738

John Parrott

ANC 266-2673

Rick Wilson

266-2674

Lake Hood and ANC General Aviation Master Plan

Meeting: Agency Meeting
Date: March 4, 2005
Location: Fireweed Room, Ted Stevens Anchorage International Airport Administration, Anchorage, AK

Purpose: On March 4, 2005 an agency meeting was held in Anchorage to present and solicit information about the Lake Hood and ANC General Aviation Master Plan alternatives and environmental impacts.

Participants: Diana Rigg, Ted Stevens Anchorage International Airport (ANC) Project Manager; John Parrott, Deputy Director ANC; Andy Hutzler, Lake Hood Manager; William Chord, Rich Wilson, and Eric Miyashiro, ANC;

Consultant Team: Nicole McCullough and Sara Funk, ASCG Incorporated;

Agency Participants: Hank Baij, Maureen McCrea, U.S. Corps of Engineers, Regulatory Branch, Thede Tobish, Municipality of Anchorage, Planning

Meeting Summary:

Introductions. Diana Rigg introduced the Airport and ASCG team members and welcomed the agency participants. Diana provided a brief overview of the airport master planning process and the public involvement completed to date.

Master Plan Status Report. Nicole made a brief presentation about the schedule and described the work accomplished to date. She presented a drawing that showed the environmental constraints and introduced Sara Funk who described the alternatives.

Sara pointed out features shown on the drawings of each alternative and went into a brief description of the No action alternative and three development alternatives. She explained that it was not the intention that any one alternative would be chosen but that it likely pieces from each would be incorporated into the preferred alternative.

There were several requests for clarification regarding the fencing, roads and the different options for Wendy Way residential housing units that are currently in the runway protection zone. Sara Funk went into additional details regarding these items. Maureen McCrea suggested that fencing off Spenard Lake would not be practical. Sara Funk explained that safety is less of a concern around Spenard Lake than around Lake Hood, since aircraft are not taxiing on the road around Spenard Lake. Fencing around Spenard Lake was more to address security concerns, such as vandalism and moose. She clarified that all of the alternatives were a result of input from the public, the Technical Advisory Committee and airport staff, as well as from analysis of facilities needed to meet forecast demand and improvements to bring facilities into compliance with FAA standards.

Thede Tobish asked if the Municipality of Anchorage was represented on the committee. Diana explained that there was not an MOA representative on the committee but that three active members of the adjacent community councils were on the committee and had been attending the advisory committee meetings.

Thede Tobish asked which alternative best met the demand for aircraft parking. Sara Funk explained that Alternative D provides the most additional float slips and tiedowns. It provides parking to meet the 20-year growth except for the wait list. There was discussion about the long wait list for float slips. Andy Hutzler explained that about ¾ of those on the wait list would actually be ready to take a slip should one become available.

Diana said a survey done in the Anchorage area indicated most pilots were not willing to commute to an aircraft parking facility if it is over 30 miles. The recent Anchorage Bowl GA System Plan recommended a floatplane facility be developed near Eklutna.

Diana provided information about funding any potential projects. She said that currently Lake Hood receives \$1,000,000 annually from the federal government in entitlement funds. Some future entitlements are committed to paying back the recently constructed Echo parking. She also explained that FAA discretionary money could be available primarily for safety projects. Beyond that, the options were limited. The Airport could ask for air carriers to agree to the funding from the International Airport Fund, seek funding from the state legislature, or float a bond. These options are considered less likely.

Hank Baij said that they will direct the airport to avoid the highest value wetlands and to use the lowest value wetlands as much as possible. He said the drainage patterns and how they would be affected by each alternative were very important.

Diana thanked the participants and encouraged the agency representatives to provide comments on the alternatives and the initial environmental assessment summary table. She invited them to attend the public meeting the following Tuesday evening at the DOT&PF building (upside down building).

Lake Hood and Anchorage General Aviation Master Plan

Project Summary

February 2005

Introduction

The Ted Stevens International Airport along with their consultant, ASCG Incorporated are preparing an Airport Master Plan for the Lake Hood and Anchorage (ANC) General Aviation facilities. This Airport Master Plan will help guide airport development and operation of the Lake Hood and ANC General Aviation facilities for the next 20 years.

Planners are examining the entire Lake Hood general aviation complex as well as general aviation use at ANC including all parking and paved areas. The study will include chapters on the Inventory of the Existing Facilities, Demand Forecast – Trend Line Analysis, Facility Requirements, Alternatives Analysis, Environmental, Socioeconomic Conditions, Preferred Alternative, and a Financial Plan. A Technical Advisory Committee (TAC) was established to help guide and review the Airport Master Plan Development.

To date, the airport has held three meetings with the TAC, two meetings with the public and made presentations to Community Councils adjacent to the airport. Planners have also completed an inventory of existing facilities, developed aviation forecasts, identified facility requirements and proposed and evaluated a draft set of alternatives which will be reviewed by the TAC and the public in early March, 2005.

Issues

The airport, the public and the Technical Advisory Committee identified many issues, such as:

Locating Western Boundary for Lake Hood Complex

Public Recreational Area Conflicts at Lake Spenard

Floatplane Parking Capacity

More Wheeled Tiedowns and Public Facilities

Additional Lake Access

Future Use of South Airpark

Retain General Aviation Access to ANC

General Aviation Space/Parking

Neighborhood Noise

Taxing Aircraft, Vehicle and Pedestrian Conflicts

More Hangars Needed

Alternatives

In October, 2004 planners presented a list of general alternatives “themes” to the Technical Advisory Committee. From these discussions alternatives were developed and evaluated. These alternatives were refined and evaluated based on four levels of development. The general themes of the alternatives follow:

Alternative A – No Action

Lake Hood would continue to be maintained and operated in its current configuration.

Alternative B – Improvement without Expansion

The focus of Alternative B is to fix safety, security, efficiency and condition deficiencies rather than expand the capacity of aircraft parking.

Alternative C – Slight Expansion

Alternative C includes some improvements for safety, security, and people amenities, but focuses more on increasing airfield utility, aircraft parking, and lease land.

Alternative D – More Expansion

Alternative D provides the most ambitious Airport-sponsored development. Alternative D is the only alternative that adds a paved runway.

The preferred alternative may include elements from more than one alternative.

March 2005

Dear x,

You are invited to attend a scoping meeting for the Lake Hood and Anchorage General Aviation Master Plan on Friday, March 4th from 10:00 am to noon at the Ted Stevens Anchorage International Airport offices located at the International Terminal, Fireweed Room. The focus of the meeting will be to discuss the plan and particularly the evaluation of the alternative concepts for the long-term future development of the Lake Hood complex.

To date, the airport has held three meetings with a Technical Advisory Committee, two meetings with the public and made presentations to Community Councils adjacent to the airport. Planners have also completed an inventory of existing facilities, developed aviation forecasts, identified facility requirements and proposed and evaluated a draft set of alternatives which will be reviewed by the TAC and the public in early March, 2005. Additional details about the plan are included in the Project Summary enclosed.

We look forward to your participation at the March 4th meeting and welcome your comments. There will also be a public meeting on Tuesday, March 8th at the DOT&PF Central Region offices at 4111 Aviation Drive, from 6:30 - 8:00 pm to review the alternatives and accept comments. You are also welcome to attend that meeting. If you have any questions, please call me at 266-2544.

Sincerely,

Diana Rigg, AICP
Project Manager
Ted Stevens Anchorage International Airport

Enclosure

Summary of Comments and Responses

Summary of Comments on Alternatives

No.	Comment	Response
Access Control / Security		
1	Provide aviation radio-activated gates at key taxiway entrances to better control vehicles and unauthorized people from interacting with aircraft. Learn from Merrill Field's progress in separating people from aircraft operating areas.	The Airport plans to conduct a follow-on study to the master plan to examine fence, gate, and other improvements to safety and security.
2	If the Airport takes control of the 1.5 acres of Lakeshore Drive, it could limit use of that road to the public, including closing off access to areas now enjoyed by the public, such as the Lions Club Picnic Area and a proposed new path around the lakes. We would oppose any such restrictions.	The preferred alternative does not propose to limit access to the picnic area or paths. This short section of Lakeshore Drive is surrounded on three sides by airport property and its acquisition will facilitate maintenance and improvement of the road by the Airport.
3	Provide a surveillance camera with recording capabilities to reduce vandalism of aircraft in the Spenard Beach area. Add Airport and municipality police patrols to discourage illegal and sometimes dangerous activities there. Provide additional fencing along the north side of Spenard Lake to reduce high vandal impacts to aircraft owners. Aircraft owners should not have to pay for their own security fence.	The Airport plans to conduct a follow-on study to the master plan to examine fence, gate, and other improvements to safety and security. The Lake Hood Watch program has been implemented and ANC has assumed law enforcement patrol responsibility for the area and increased patrols. CCTV cameras are also being installed.
4	The in-transit floatplane parking on either side of Spenard Beach needs to be fenced with coded gates so in-transit travelers could camp there.	The Airport plans to conduct a follow-on study to the master plan to examine fence, gate, and other improvements to safety and security.
5	Install signs with flashing lights at all access points to taxiways leading to Runway 13-31 to reduce runway incursions.	The Airport plans to conduct a follow-on study to the master plan to examine fence, gate, and other improvements to safety and security.
6	Additional fencing is needed between OAS and the wetlands west of Civil Air Patrol to guide recreationists past the taxiway around the west end of the lake. Once people are on the taxiway there is no obvious means to exit. Foot traffic visitors to the Aviation Heritage Museum need a dedicated and marked pathway.	Airport Maintenance personnel will try to reduce this conflict this summer by continuing the development of a designated pedestrian path.
7	Provide a designated pedestrian pathway so visitors are safe and pilots do not run the risk of accidentally hitting them or their pets, and make it effective with a progressive enforcement program (educational handouts followed by warning tickets, and stiff penalties for hard-core offenders. The trail along east perimeter of LHD was a better idea than the present mix of pedestrians on roadways and aircraft operation areas.	The Airport plans to conduct a follow-on study to the master plan to examine fence, gate, and other improvements to safety and security. The Airport and stakeholders will continue to develop and implement a pedestrian path around the lakes.
8	We concur with Airport's decision not to close roads to the public or use extensive perimeter fencing. We also concur with rejecting of the trail along the east perimeter of LHD.	Noted.

Runways and Waterlanes		
1	While the majority of large tire airplanes are more safely operated on gravel than on pavement, consider alternative runway surface treatments that might better accommodate aircraft with a variety of tire sizes and reduce dust and maintenance costs (Permagrip, eroded granite, grass, other additives, or surfaces).	Noted.
2	Lengthen the gravel strip. The best defense against a TORT claim is to have standardized facilities that are maintained to a standard.	A longer runway is available at ANC, as well as Merrill Field. It is up to pilots to decide whether the length is adequate for their aircraft and conditions. According to FAA criteria, Runway 13-31 has adequate length for nearly 75% of small aircraft with fewer than 10 seats. The runway meets FAA design standards now, except for the houses located within the north runway protection zone.
3	Since the Preferred Alternative does not include moving the strip west and improving it, the Final Plan should make sure the present runway meets minimum state safety standards.	The runway meets FAA design standards now, except for the houses located within the north runway protection zone. The draft preferred alternative includes acquisition of those homes.
4	Make the statement "The runway could be extended northward in the future without requiring removal of additional residences" part of the final Lake Hood Master Plan.	This statement is related to the rotated runway option, which was rejected because of higher cost.
5	The rotated runway option is not a more cost effective option than acquiring homes in the RPZ.	Noted.
6	The preferred alternative should focus more on how to comply with FAA standards. Deviation from the status-quo is often not popular but in the name of safety is prudent.	The draft preferred alternative includes fixing the nonstandard runway condition, the runway protection zone (RPZ) north of Runway 13-31. Waterlane RPZs are located on airport property, consistent with FAA guidance, and many of the structures within them are compatible land uses. (Non-compatible uses in an RPZ include residences and places of public assembly.) The control tower helps mitigate the lack of a clear runway visibility zone, a mitigating factor that the FAA is considering including in their revision of the advisory circular for airport design. The draft preferred alternative includes a study of nonstandard taxiways to bring them into compliance.
7	We concur with the Airport's rejection of the runway located as in Alternative D and 600' north extension of existing runway.	Noted.
Taxiways (inc. Ramps)		
1	Widen and lower the angle of the North Ramp, add a second ramp, and prevent long term parking adjacent to the ramps with signs and enforcement. The ramp steepness makes trailer launch/recovery difficult and requires amphibian aircraft to apply high power to exit the ramp nose up so the pilot cannot see people nearby.	Noted.
Aircraft Parking		
1	Do not convert the former AvAlaska lease area and remainder of the Charlie Parking Apron to Field Maintenance Facilities. It is a good location for GA aircraft that do not use the gravel runway, including	Noted. The draft preferred alternatives retains Charlie as aircraft parking for 30 aircraft.

	non-Anchorage based transients. There is a need for more than 30 aircraft parking spaces in this area and it is a good location for a GA terminal and/or small Part 135 operation.	
2	The expansion of Echo Parking to the east and the realignment of Aircraft Drive should be removed from the Draft Preferred Alternative.	The project, along with the initial construction of Echo, was developed in part to replace aircraft parking where the new Field Maintenance Facilities were built. The project has undergone thorough analysis of need and environmental consequences. It is scheduled for construction in 2006.
Lease Land		
1	The old AvAlaska/Village Aviation land should remain available for GA use as lease land, including tie-down spaces, instead of lease development in Turnagain Bog, closer to Turnagain homes.	Noted.
2	Use the old Field Maintenance Facility for GA use. The draft environmental assessment for the new Maintenance Facility and Echo Parking implied that maintenance would be consolidated within the new complex so the old one would no longer be needed.	The old Field Maintenance Facility is needed for storage of airport maintenance equipment and materials that are not related to quick response inside the airport operations area.
3	Development of lease lots east of Runway 13-31, in coordination with a taxiway for access, is a good idea for use as hangar development.	Noted.
4	We concur with Airport's decision not to extend lease land up to the boundary with Turnagain Community.	Noted.
Roads		
1	The design of a sweeping curve for Aircraft Drive around Echo Parking will increase usage of W. Northern Lights through Turnagain and Aircraft Drive to go to and from the Airport, not discourage it. Use flashing lights, railroad arms and other means to manage traffic at the Aircraft Drive/Echo Taxiway at-grade intersection and reconsider starting the curve of the realignment south of the treed area/sewer line/utility box area.	Noted. Aircraft Drive realignment is part of Echo Parking Phase II and part of the EA/FONSI (Finding of No Significant Impact).
2	We concur with the Airport's decision not to provide a through road on the east side of the runway.	Noted.
Amenities for Airport Users		
1	Provide a restroom at the self service fueling and pilot planning site adjacent to Runway 13-31. Add a 12 th restroom next to the runway. Instead of east of Helicopter Way, locate a restroom across the road for better and safer access by pilots and their passengers in Alpha parking.	Restrooms will be sited for convenience in consultation with aviation users.
2	Provide a transient campground for floatplanes.	The airport does not plan to establish a transient campground for floatplanes.

Planning Process Comments		
1	<p>The Master Plan should address</p> <ul style="list-style-type: none"> -Water quality, its effect on the local environment and the impact to aviation safety. -Noise goals and methods for achievement. -Long term compliance with FAA land side requirements. -The long term relationship of Lake Hood Airport and its relationship with ANC, both from land use and airspace standpoints. -The establishment of a municipal airport zone or special use district to address airport-specific issues from a community perspective. 	Noted.
2	<p>The public was not told up front that Echo Parking Phase II was going to be built when the GA Master Planning process was started.</p>	<p>Echo Parking, Phases I and II, were undertaken in part to replace tiedowns in Charlie Parking lost to the new Field Maintenance Facility. The first chapter of the GA Plan submitted for review in 2004 stated, "The second phase of Echo Parking and the Field Maintenance Facility are...examples of short-term, committed projects." However, when alternatives development began in late 2004, it was decided not to show Echo Phase II on the No Action Alternative because it would not be built before 2006 and it could be changed/halted if the GA planning process found it should. (The Road/Taxiway Separation Project southwest of Lake Hood had committed funding for 2005 and was shown on the No Action Alternative.)</p>
3	<p>Aircraft Owners and Pilots Association (AOPA) representatives appreciate that the Airport designed an inclusive planning process and has taken extra time to respond to Committee concerns. AOPA and Alaska Airmen's Association support the features of the draft preferred alternative except conversion of the former AvAlaska lease.</p>	Noted.
4	<p>Alaska Center for the Environment and Turnagain Community Council appreciates the deadline extension for review, but does not support the draft preferred alternative development--particularly Echo Parking expansion and lease lots, taxiway and road east of the gravel strip—because it is based on 20-year unconstrained forecasts with assumptions such as no major increase in tiedown fees. There are constraints. The organizations request that the Airport not approve an alternative until a noise contour has been produced (as promised at the 5/17/05 TAC meeting), the cost/benefit analysis (as promised at the 4/19/05 TAC meeting) is done, constraints are imposed on the Airport's demand forecast numbers, and the public and the Technical Advisory Committee has an opportunity to review and comment.</p>	<p>Unconstrained forecasts project market demand assuming facilities can be expanded to meet demand if necessary. Unconstrained forecasts are typically prepared for airport master plans because a primary plan purpose is to determine the capital improvements needed to accommodate demand. The forecast assumption of no major increase in tiedown fees meant increases relative to other airports and was not meant to imply that fees would not escalate over time. The draft preferred alternative does not meet the 20-year forecast demand; it is deficient by 129 aircraft parking spaces (excluding any consideration of the wait lists). Development will be phased to match need and funding, and will likely occur over more than 20 years, due to funding constraints. Environmental Assessments (EA), with noise contour development for projects that might affect noise, will be required for most of the proposed development projects. Because an EA has a shelf life of only 3 years, preparing one for longer-term projects would not be prudent. The referenced TAC meeting minutes do not document commitments about</p>

		noise contours and cost/benefit analysis. The GA Plan scope includes qualitative (not contour modeling) analysis of the preferred alternative. Cost/benefit analysis is not usually included in airport master plans and was not included in the scope of the GA Plan.
5	It doesn't make sense to expand aircraft parking when the forecast operations are not expected to reach historical numbers. Also, the 2003 Anchorage GA System Plan projects LHD to provide space to accommodate 360 floatplanes and 400 wheeled aircraft by 2020 and the Draft Preferred Alternative plans for more.	The GA Plan projects growth in based aircraft, which is why more aircraft parking is needed. A higher growth rate is projected for based aircraft than operations, meaning that aircraft utilization (annual operations per aircraft) is expected to decline in the future. The Anchorage GA System Plan assumed no expansion of aircraft parking at LHD and projected demand for a new floatplane facility in the MOA. The MOA, State, or another entity has not expressed interest in constructing or operating a new public floatplane facility. If one is built in the future, LHD forecasts and facility requirements should be updated.
	Environmental Considerations, including Spenard Beach/Lions Club Park/Trails	
1	We concur with the Airports decision to reject aviation use of Spenard Beach and Lions Club Picnic Area.	Noted.
2	Do not develop the treed area east of the gravel strip. It will add noise, dust, pollution, result in the destruction of visual screening and wildlife in the area, and reduce the value of nearby residential property. Instead, designate the entire North and East Turnagain Bogs as "Permanently Protected Natural Open Space Buffer," as previously committed. North and East Turnagain Bogs were shown as natural open space buffers on the 1981 Airport Master Plan Land Use Map, and presented to the Anchorage Assembly in 1983 as a compromise to buffer the neighborhood from future growth	Noted. The area has good access to the runway and is a good place for a fixed base operator and other private development. Unlike areas north of the runway, much of the area is upland, not wetlands.
3	A 2001 MOA ordinance states that any future development of natural portions of Turnagain Bog will occur only after a master plan for that area is prepared jointly by ANC and the MOA and approved by the Anchorage Assembly after public hearing. This obligation is not contingent on the existence of the 10-year wetland permit, which has been revoked.	Development in wetlands remains subject to Federal permitting.
4	Reword the document's characterization that the Draft Preferred Alternative "plans a moderate increase in parking and lease land." The cumulative effect of the proposed project could result in a significant increase in aircraft parking and lease facilities at the GA Lake Hood facility.	Noted. Airport-Managed aircraft parking will increase 14% over a 20-year period, from 733 to 833. The 14% increase includes Echo Phase II, which helps replace Charlie parking tiedowns that existed before the 2004 inventory counted 733 spaces. It will be clarified that 1,136 is the capacity <u>after</u> 100 aircraft parking spaces are added in the future (733 existing Airport-managed + 303 existing on lease land+100 future Airport-managed in the Draft Preferred Alternative, including Echo Phase II). Lease land development is privately funded and will not occur if there is no market demand for the lessee aviation businesses.

5	Revise the Master Plan to state that large portions of Turnagain Bog would need to be filled for the majority of projects proposed under the Draft Preferred Alternative.	The draft preferred alternative does not include filling major portions of Turnagain Bog. The portions to be filled are evident in the Preferred Alternative Plan map.
6	Moose incursions on the strip and taxiway are common and dangerous so removing the fence north of Echo is a very bad idea. More control of moose on airport operational areas is needed, not less. Plant vegetation not desirable to moose around the runway.	Noted. Recommendations of the Airport's Wildlife Hazard Assessment will be implemented.
7	When the homes in the RPZ are acquired, retain the trees as a buffer.	Noted. Unless they obstruct the runway approach surface, trees are acceptable in the RPZ.
8	At the special lease lot, retain trees along International Airport Road.	Noted.
9	Trade the City's 1.5 acres on Lakeshore Drive for Spenard Beach Park or in some other way transfer ownership of Spenard Beach Park to the City to ensure it is permanently a recreational destination for residents and visitors to Anchorage.	For safety and security reasons, an airport owner should have control of the perimeter of all aircraft operating areas. The preferred alternative for Lake Hood retains Spenard Beach Park for public recreation.
10	The Airport has adopted a policy of community outreach that allows Airport land to be used for non-aviation purposes if it generates good will for the airport. Since most people using Spenard Beach are not aware of this, install signs so good will could be derived. The public is using for free much more of the Airport for recreation than is covered by the MOU with the Anchorage Parks and Recreation Dept. If the 264 acres of Coastal Trail covered by the MOU were subject to the fees private pilots and commercial aviation leases were charged, the Airport would receive between \$1 and \$5.5 million per year.	Noted.
Lake Hood Boundary		
1	TAC members have asked where the boundary was since the first meeting. Stating that Alternative D conflicts with the ANC master plan is not an up-front way to set the boundary.	When planning the TAC meetings, planners initially thought the boundary workshop should be first, to focus the study and the consultant's effort. Then, the former Deputy Director for Aviation suggested that the boundary workshop should not be held until GA needs had been identified. When asked if the western boundary workshop should be held at the beginning or end of the master planning process, the TAC members at the 4/7/04 meeting agreed that the boundary workshop should be held at the end, after a preferred alternative for airport development has been selected.
2	The western boundary of the Lake Hood Airport should be established at the center line of Postmark Drive. This leaves 80 acres for commercial development of ANC (immediately west of Postmark Drive) and gives Z41 room for a future.	Noted.

Comments included in the summary:

- Email from Dick Armstrong, 1/9/06
- Email from Peter & Vickie Steger, 3/20/06
- Email from Alexey Krylov and Sofya Grebenshchik, 3/23/06
- Letter from Lake Hood Pilots Association, 3/29/06
- Joint Comment Letter from Alaska Center for the Environment and Turnagain Community Council, 4/13/06
- Email from Tom George, AOPA Representative, 4/15/06
- Email/Letter from Alaska Airmen's Association (Felix Maguire), received 4/29/06