



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Report Appendices

September 2017

DOWL in
conjunction with :
RS&H,
Southeast Strategies,
and
Solstice Advertising

APPENDIX A

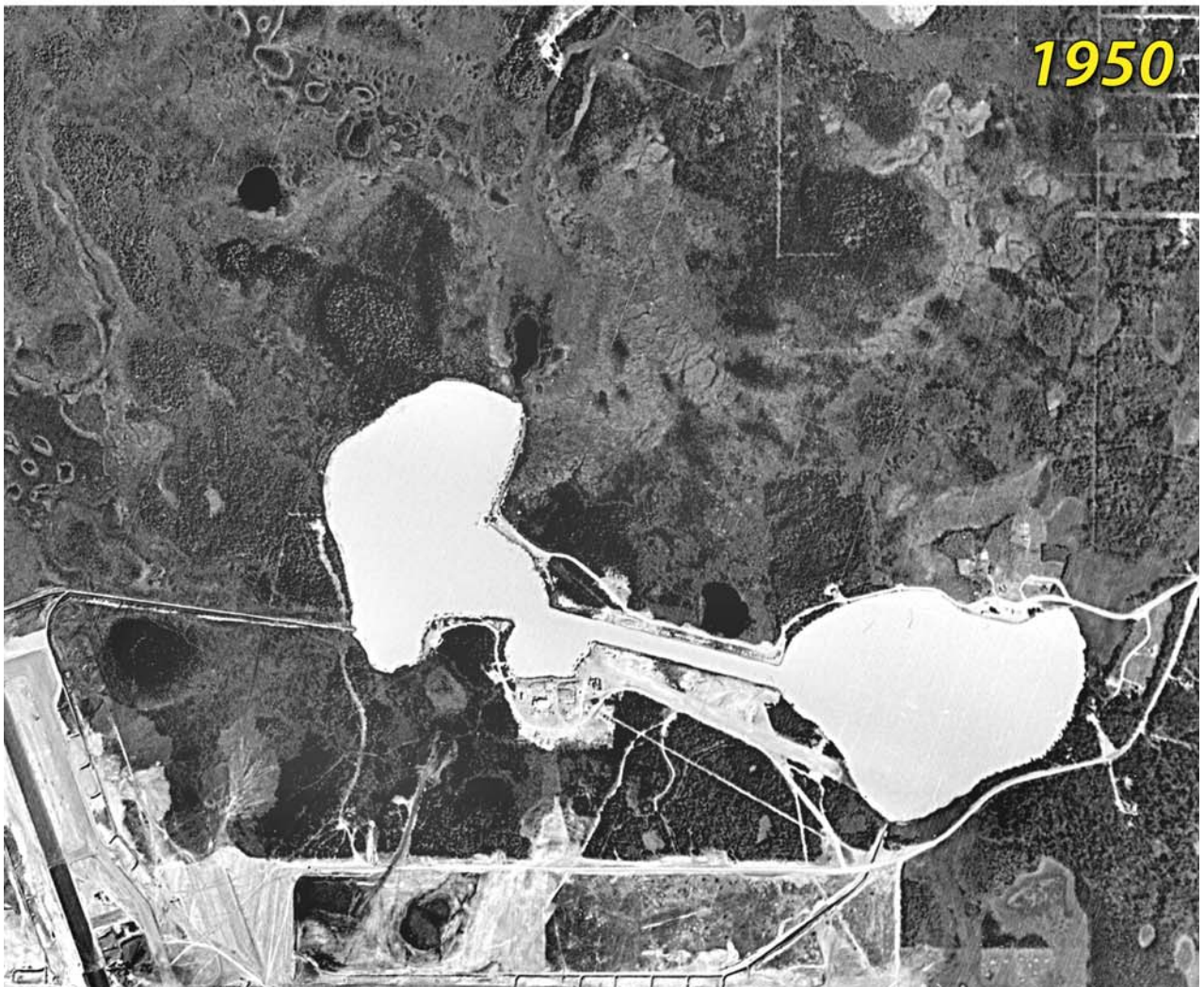
Historical Photos of LHD

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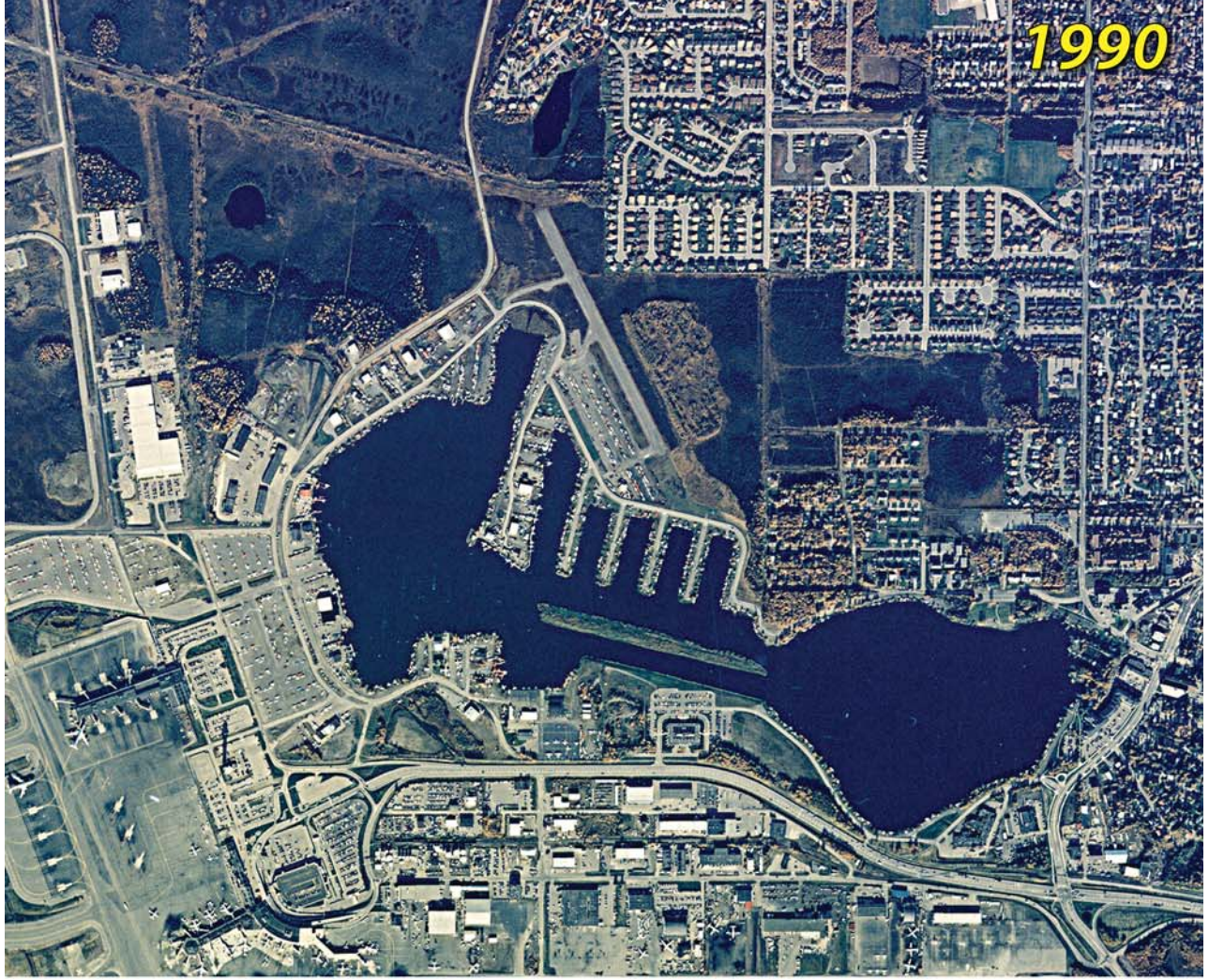
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APPENDIX B

Initial Survey Report

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LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

User Survey Results

April 2015

DOWL in
conjunction with :
RS&H,
Southeast Strategies,
and
Solstice Advertising

**LAKE HOOD MASTER PLAN
USER SURVEY RESULTS**

ANCHORAGE, ALASKA

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April 2015

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Introduction and Purpose

From November 11, 2014, to February 9, 2015, the Lake Hood Seaplane Base Master Plan Update project offered a Lake Hood User Survey. The primary purpose of the Survey was to identify the most important issues of concern to Lake Hood (LHD) users, though some non-aviation users of the airport also responded. The Survey was produced electronically and made available on a website using Survey Monkey, so that LHD users could conveniently answer questions on-line. Paper copies of the Survey were also offered. A copy of the Survey can be found in Appendix A.

Notice of the Survey was emailed to the project email list and notices were also sent by the Alaska Airmen's Association, Lake Hood Pilots Association, and Aircraft Owners and Pilots Association to their memberships. Two hundred ninety-two people completed the Survey. One hundred two people provided email addresses and were added to the project email list.

This report summarizes the Survey responses, primarily with graphs and charts for responses that could easily be tabulated and quantified. Some questions allowed for detailed written responses – these responses are also summarized in this report, with the actual verbatim responses included in the appendices to this report.

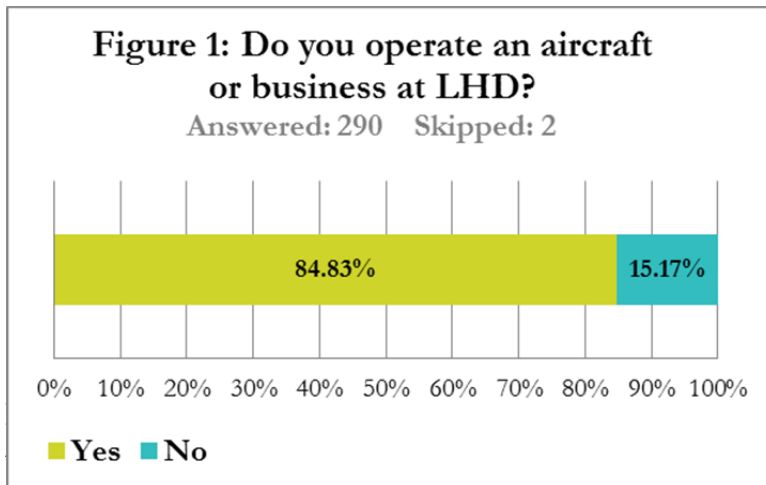
This report is organized into the following sections. A very brief summary of the responses is shown below.

- **Who Responded to the Survey** – Eighty-five percent of respondents operate aircraft/businesses from LHD.
- **Why Do You Operate from LHD** – Residence proximity, ease of access, variety of operating surfaces were most frequent reasons.
- **Aircraft Types Operating or Potentially Operating at LHD** – Wide range of small single engine aircraft on floats, wheels, and skis operated by respondents.
- **Can/Should LHD Grow** – Majority of respondents believe LHD can grow further.
- **Interest in Leasing and Developing at LHD** – Thirty-one percent of respondents expressed interest in leasing land, mostly for hangars.
- **Type of Aircraft Parking Needed** – Respondents highest rated aircraft parking needs were floatplane parking with taxiway access to Hood Strip, parking in t-hangars, and wheeled tie downs with electricity.
- **Options to Increase Floatplane Parking** – Respondents are most interested in more slips, floatplane dry dock, and floatplane dock parking.
- **Airport Facilities Needs** – Respondents highest rated facility needs were security, water quality, floatplane ramp, and lease lots.
- **Airport Services Needs** – Respondents highest rated service need was weed control on the lakes.

- **Aircraft/Pedestrian/Vehicle Conflicts** – Twenty-seven percent of respondents have experienced a conflict and 55 percent were concerned or very concerned about conflicts.
- **Top Five Current or Future LHD Needs** – Respondents top five needs were more float slips, weed control and water quality, hangar spaces, power to tie downs, and LHD management issues.
- **Additional Comments, Concerns, or Suggestions** – Most comments duplicated other comments above – many were appreciative of the airport and the survey.
- **Appendices** – Copies of the survey and detailed comments.

The airport staff and planning team express their gratitude to the 292 people who submitted survey responses.

Who Responded to the Survey



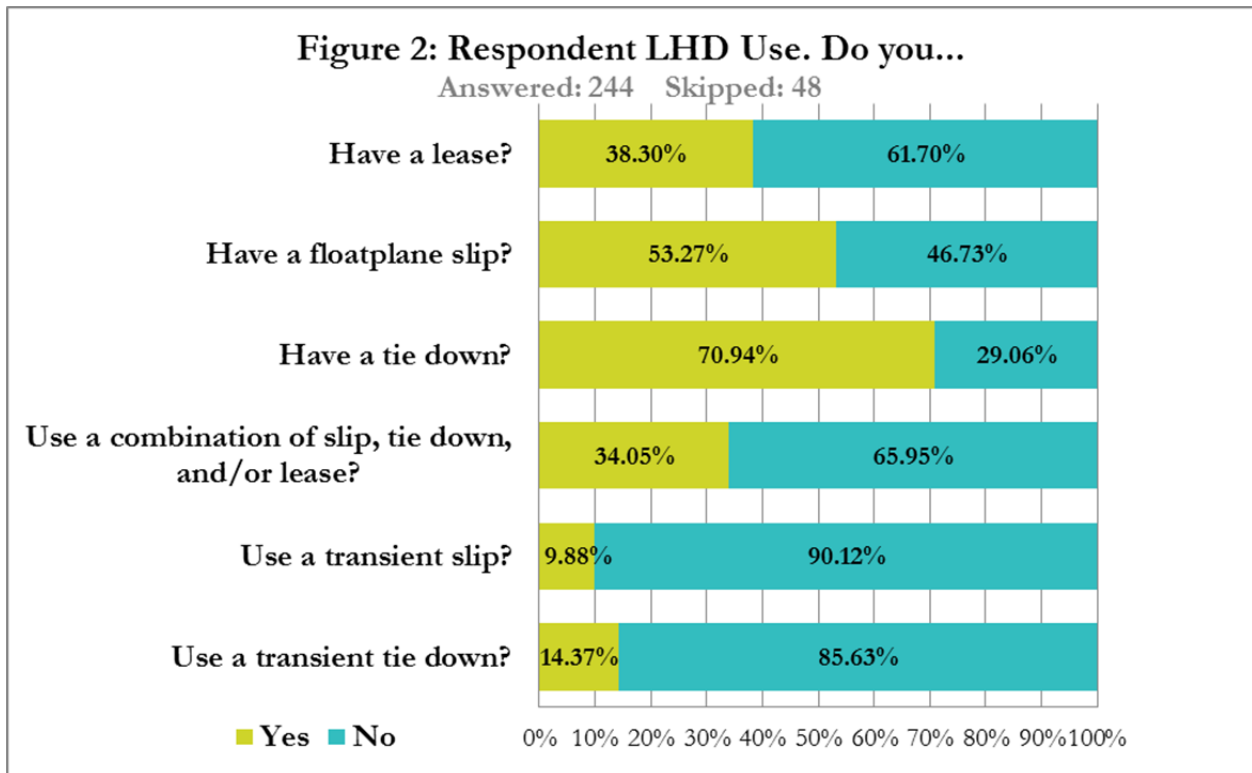
Nearly 85 percent of the 292 respondents operate an aircraft or a business at LHD.

Forty-four respondents (15 percent) who do not operate from LHD indicated they operate from another airport in Anchorage, Alaska or the Lower 48. Eight indicated they operate from both LHD and another airport. Seven were not pilots or answered Not Applicable.

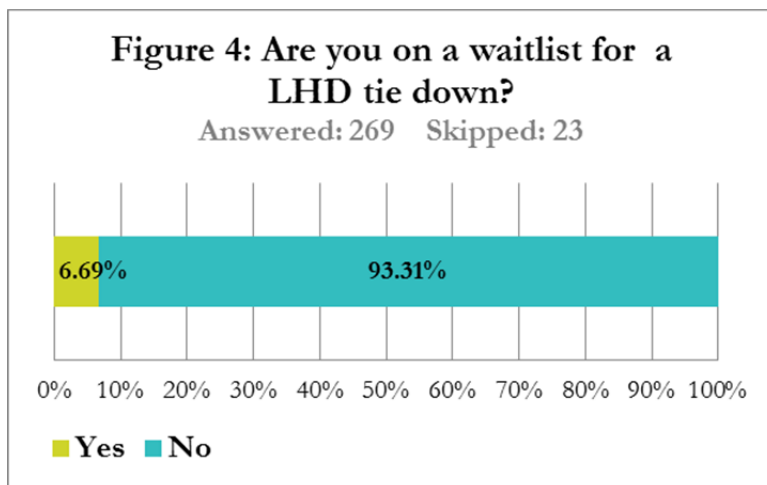
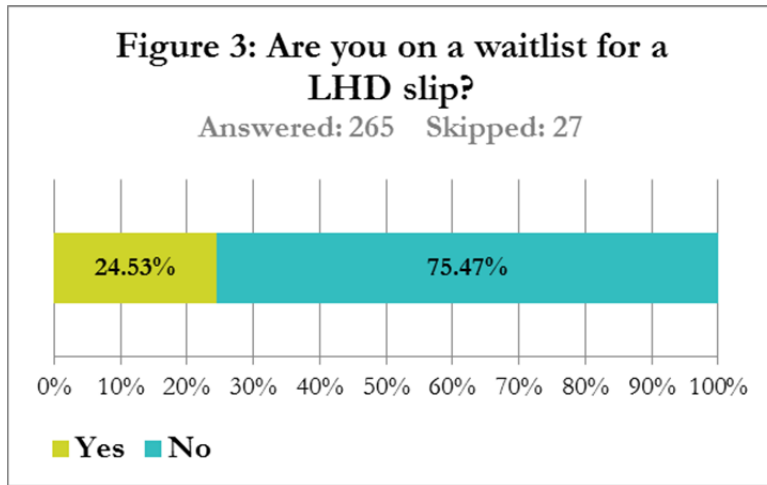
Table 1: Base Operation Location, if Not LHD

If Not Operate From LHD, Where Operate From	Number of Responses
Merrill Field	9
LHD and another airport	8
Other AK	7
Birchwood	6
Anchorage Lakes	5
Mat-Su	5
Kenai Peninsula	5
Lower 48	4
Six Mile Lake	1
Flying Crown	1
Girdwood	1
ANC	1
Not Pilot or N/A	7

The survey was responded to by a diverse group of LHD Seaplane Base users – leaseholders, floatplane slip and tie downs users, and transient users. Many operate from multiple areas – slips, tie downs, and lease areas.

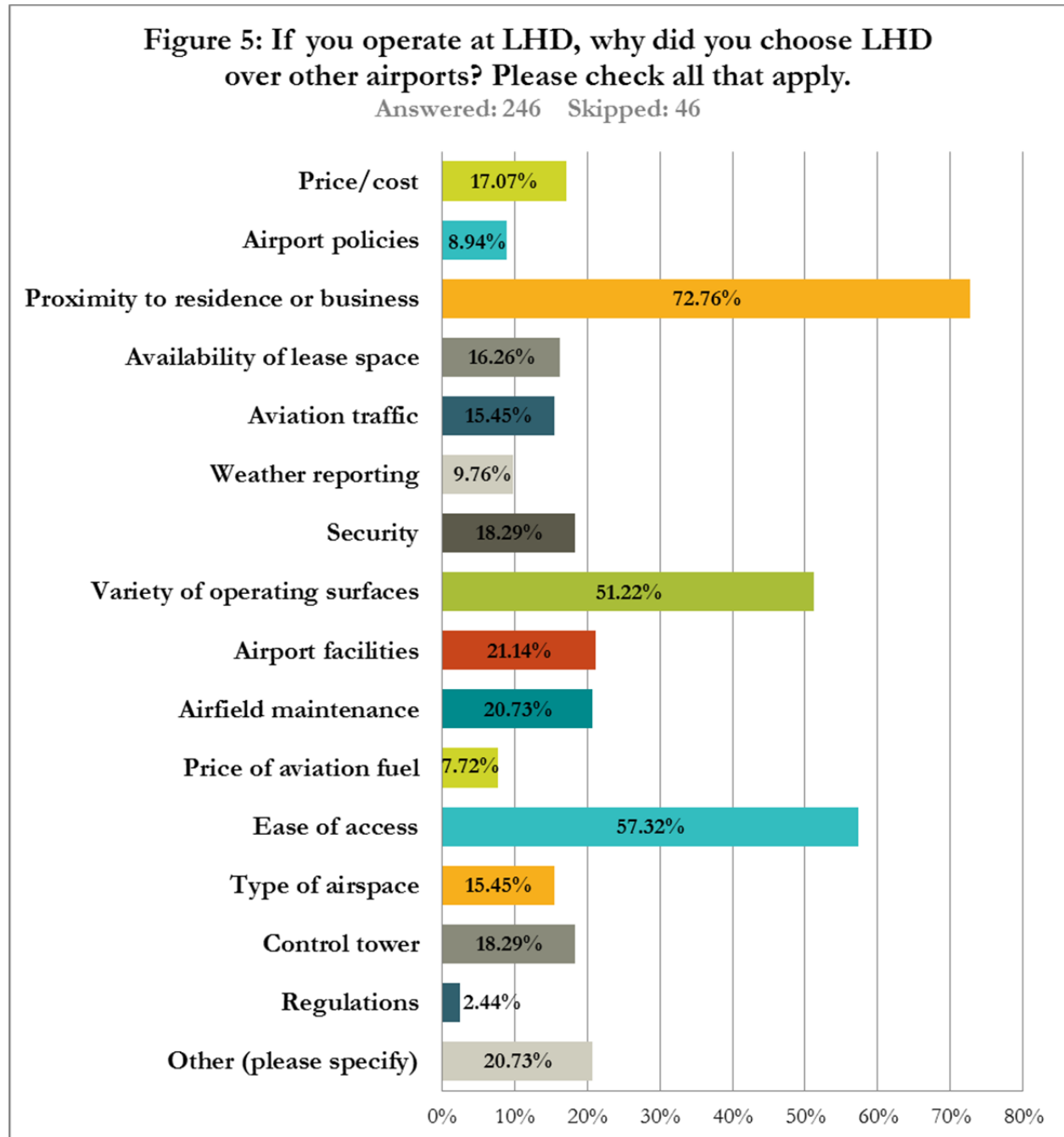


Nearly 25 percent of respondents were on a waitlist for a LHD slip and 7 percent on a waitlist for a tie down.



Why Do You Operate From LHD

Survey respondents were asked to comment about why they choose to operate from LHD. The most prevalent reasons were proximity to residence, ease of access, and the variety of operating surfaces available. Least important reasons to operate from LHD were airport policies, regulations, weather reporting, and the price of fuel.



Fifty responders (20 percent) had other reasons for choosing to operate at LHD (Appendix B). Their most common reasons are shown in Table 2:

Table 2: Other Reasons for Choosing LHD

Other Reasons for Choosing LHD	Number of Responses
Float/water operations a necessity	22
Friends nearby or at LHD	7
Aircraft maintenance facilities	6
Overall ease of facility use	4
Use of gravel runway	4
Lack of regulatory burdens	3
Uniqueness of facility	3
Other specific reasons	7

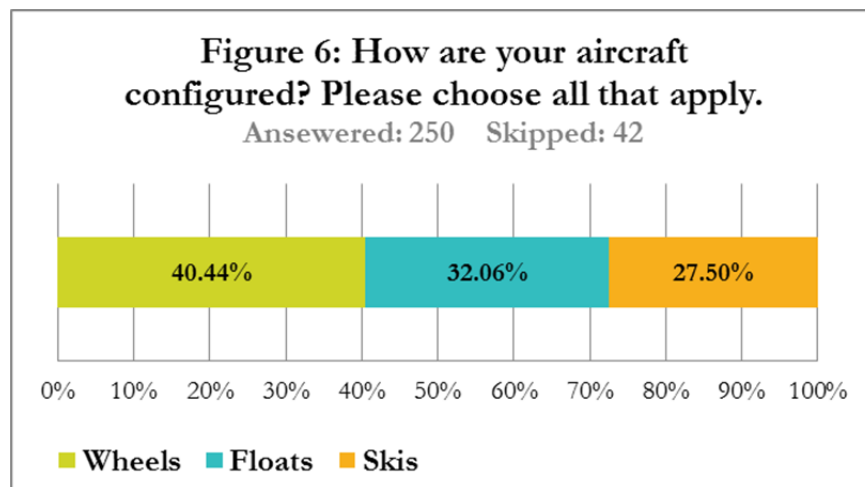
Aircraft Types Operating or Potentially Operating at LHD

Table 3: LHD Aircraft Types

General Types of Aircraft	Number of Responses
Cessna 180 and larger (up to 207)	127
Piper Cub types	113
Cessna 172 and smaller	34
Dehavilland Beaver types	15
Piper Pacer types	10
Maule types	9
Aeronca Champ/Sedan types	9
Piper Cherokee types	6
Aviat Husky types	6
Taylorcraft types	6
Helicopters	4
Citabria	4
Grumman Goose and Widgeon	3
Piper Navajo types	2
Vans RV series	2
Cessna Caravan	2
Piper Aztec types	1
Pipe Seneca types	1
Various other types of aircraft	25
Number who responded they owned 2 or more aircraft at LHD	96

Survey respondents reported operating a wide range of aircraft types. For this summary, aircraft were grouped into broad classes, as summarized in Table 3. A complete listing can be found in Appendix C. Ninety-six respondents reported owning more than one aircraft at LHD.

The Survey provided perspectives of owners operating aircraft on wheels, floats, and skis. Many of them switch between gear configurations during the year.

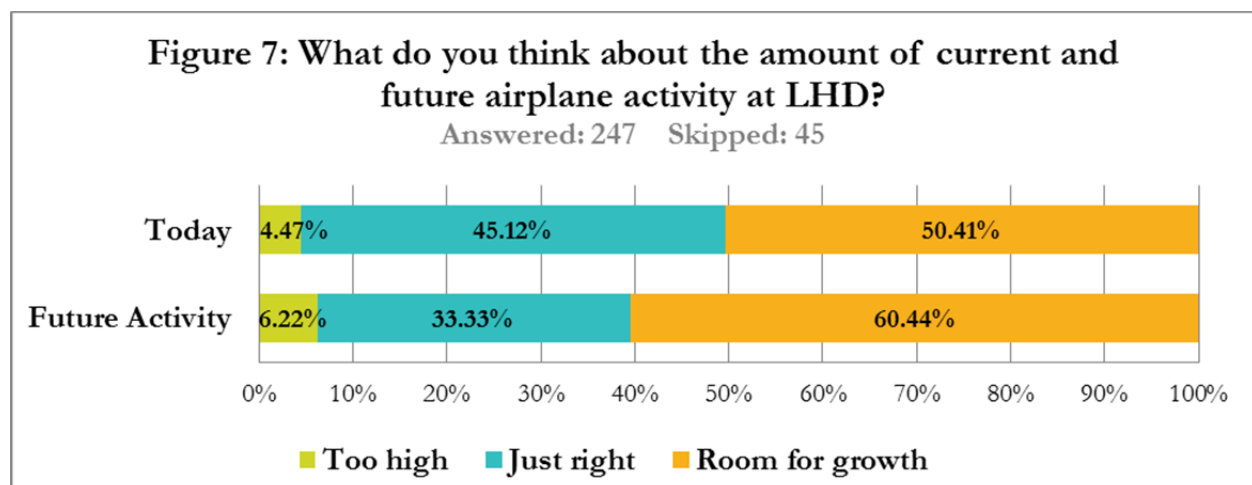


Can/Should LHD Grow

About half of the respondents thought LHD had room for growth today and even more (60 percent) thought LHD could handle more activity in the future.

Thirty people submitted additional written comments about growth (Appendix D) as summarized below:

- Ten commented that while LHD is busier during summer and sometimes quite busy on weekends, overall there was room for growth.
- Several commented that LHD activity has seemed to decrease or would decrease in the future with the average pilot age increasing.
- Several commented that LHD should not grow because of its impacts on neighbors and wetlands, and should prioritize floatplanes over wheeled planes.
- Several supported growth by providing more slips, tie downs, hangars and/or helicopter parking.



Interest in Leasing and Developing at LHD

Thirty-one percent of respondents expressed interest in leasing and developing LHD property. Fifty-seven percent of those interested in development were interested in developing private hangars while 43 percent were interested in hangars for their business.

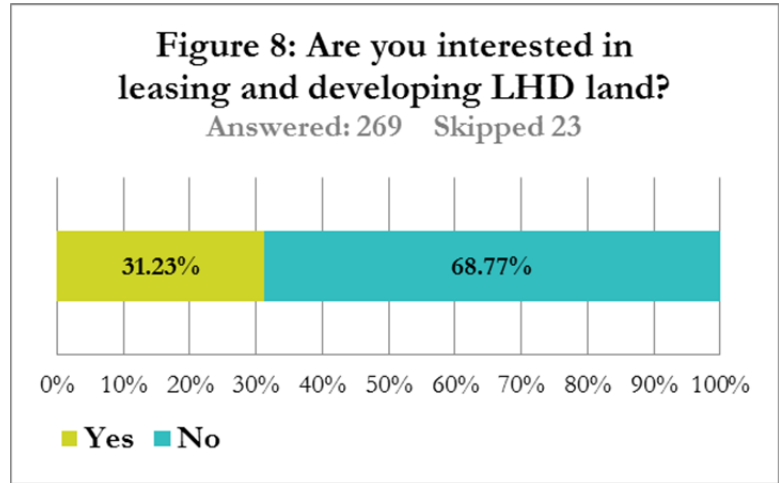


Figure 8: Interest in LHD Land Lease

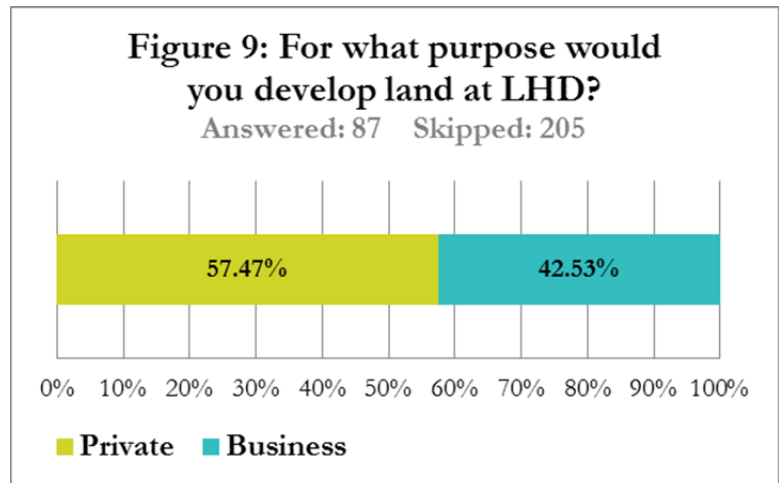


Figure 9: LHD Land Development Purpose

Some respondents submitted additional written comments about what they would build at LHD (Appendix E) as summarized in Table 4. Most were interested in building hangars and tie downs.

Table 4: What Would be Built?

What Would You Build?	Number of Responses
Hangars (private, commercial, T-type)	75
Offices (usually as part of hangar)	16
Tie downs or other parking	13
FBO or similar	5
Restaurant /cafe	4
Other	8

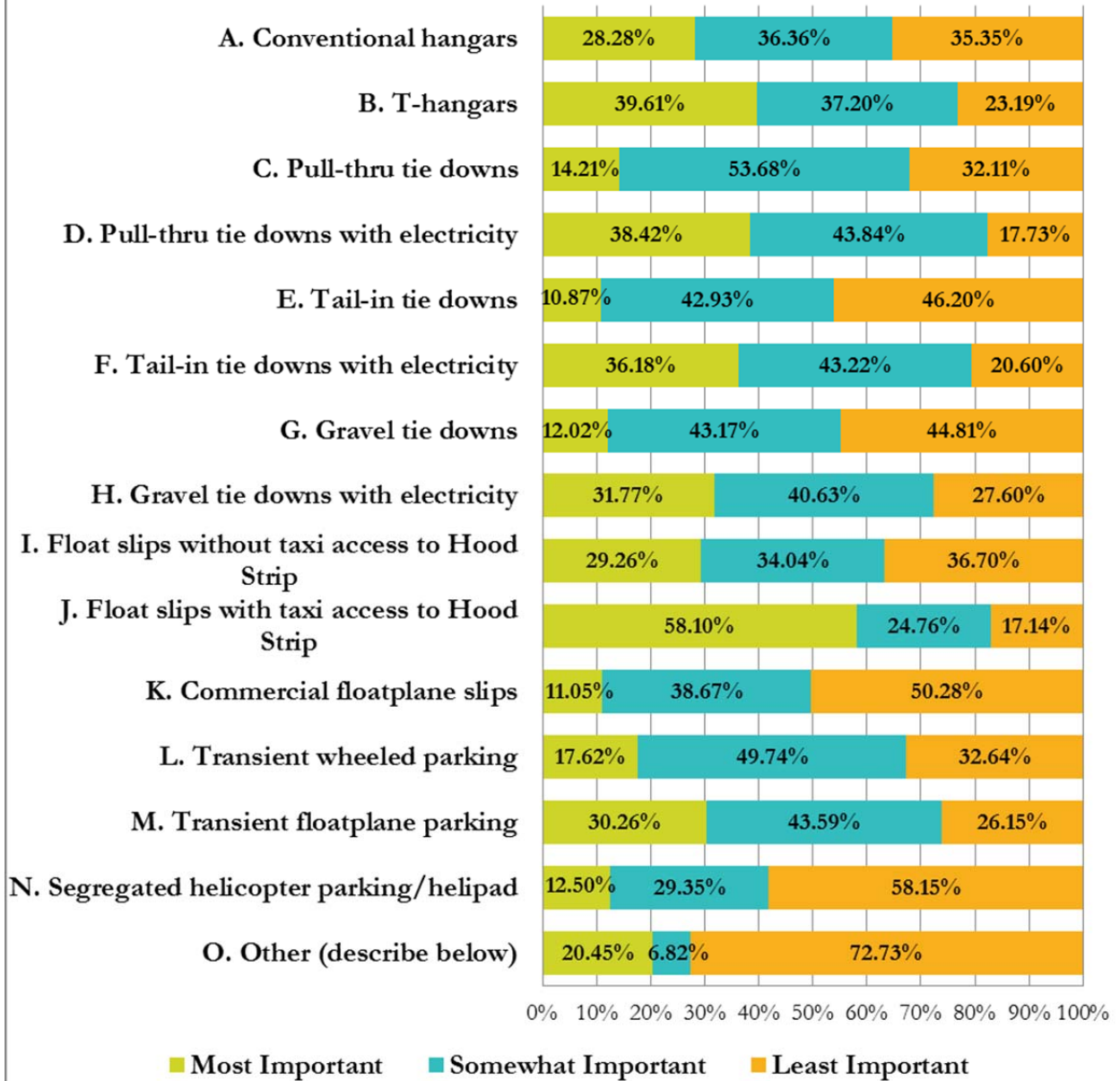
Type of Aircraft Parking Needed

Survey respondents were asked to comment about what type of aircraft parking was needed most. Floatplane parking with taxiway access to Hood Strip, parking in t-hangars, pull-through tie downs with electricity, tail-in tie downs with electricity, gravel tie downs with electricity, and transient floatplane slips were rated most important. Segregated helicopter parking, commercial floatplane slips, tail-in tie downs, and gravel tie downs were rated lowest priority.

Twenty-seven people submitted other written comments about the types of aircraft parking needed most (Appendix F). These comments either duplicated Figure 10 or offered additional explanation. The primary exceptions were comments about reducing waitlist time as well as how tie downs and slips are managed.

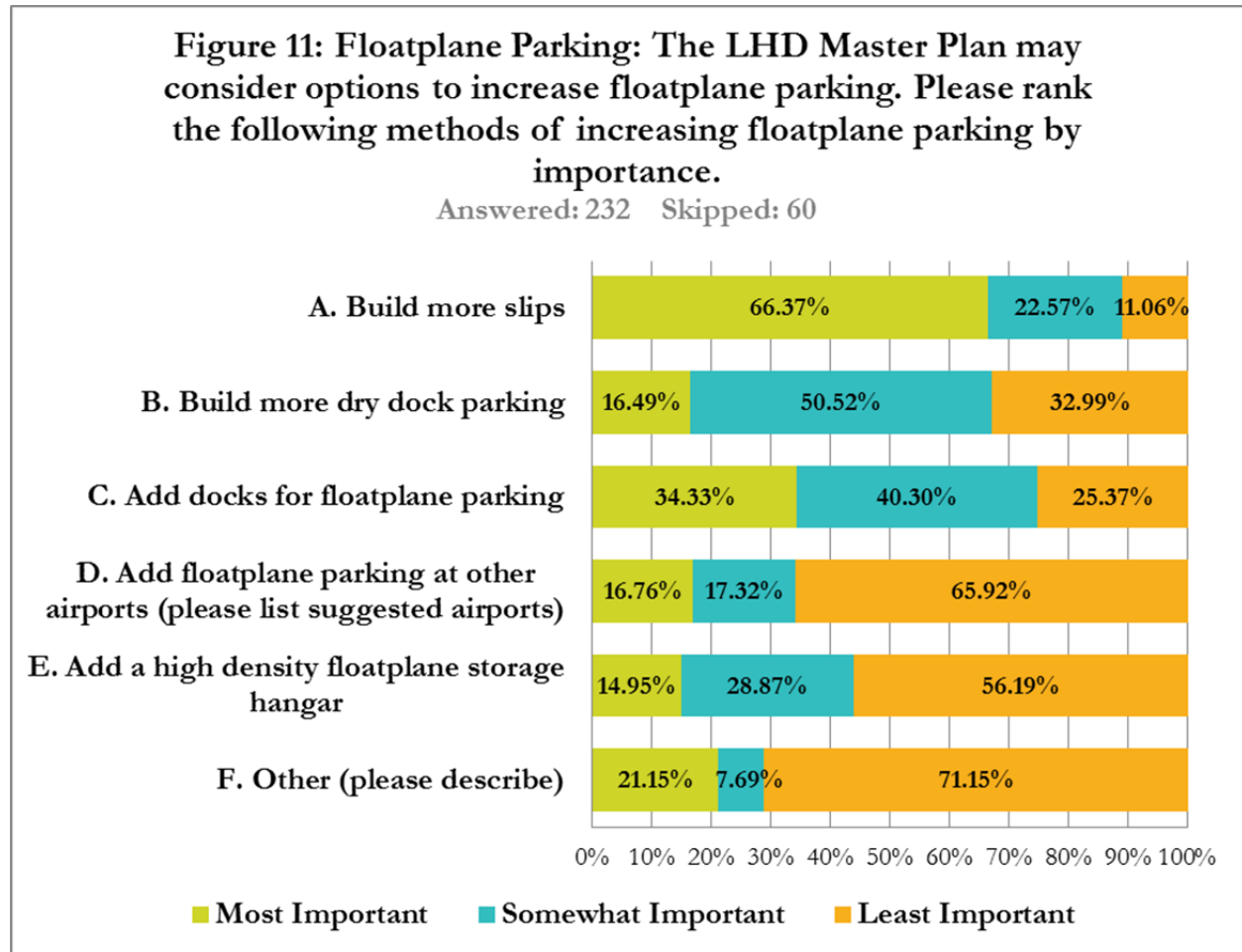
Figure 10: Aircraft Parking/Hangars: The LHD Master Plan will consider if additional aircraft parking is needed. Please rank where aircraft parking is needed most.

Answered: 239 Skipped: 53



Options to Increase Floatplane Parking

Respondents were asked to rate the most important options to increase floatplane parking. Sixty-six percent of respondents rated building more slips as the most important option. Adding floatplane docks or dry dock parking were noted as most important or somewhat important by over 65 percent of respondents. Adding floatplane slips at other lakes or with a high density storage hangar had considerably less support.



Thirty-three people submitted other written comments about how to add floatplane parking (Appendix G) as summarized in Table 5:

Table 5: Where or How to Increase Floatplane Parking

Where or How to Increase Floatplane Parking	Number of Responses
Add floatplane parking at other area lakes or airports: Clunie Lake, 6 Mile Lake, Fire Lake, Mirror Lake, Otter Lake, Big Lake, Merrill Field, Campbell Lake, Birchwood, Cheney Lake, Wasilla, Palmer, Point McKenzie, Willow, Trail Lake, Kenai, Soldotna, Seward, Nome, Homer, Seldovia	19
Other suggestions for LHD floatplane parking expansion and improvements: dry dock east of DOT bldg. and other locations, dry dock business, improved enforcement, more dock parking, more dry dock ramps, more transient parking, more fingers, slip improvements (erosion, slip surface, anchors, lift), high density floatplane hangar	11
Other ideas	4

Airport Facilities Needs

Survey respondents were asked to identify the need for facilities improvements at LHD. Highest ranked facility improvements included improved security, water quality, floatplane ramp, and lease lots. Lowest ranked facility needs were adding/improving pavement, pilots lounge, longer gravel runway, and float storage.



Fifty-seven people submitted additional written comments about other facility needs (Appendix H) as summarized in Table 6.

Table 6: Other LHD Facility Improvements Needed

Other LHD Facility Improvements Needed	Number of Responses
Paving tie downs and taxiways	18
Weed control	17
Water quality	9
Tie down, slip, ramp, maintenance	8
Electric power at tie downs	5
More slips	5
Security	4
Do not pave runway	4
More storage sheds	4
Aircraft/pedestrian/vehicle conflicts	3
Lease lots/hangars	3
Dust control	3
Drainage issues	2
Longer paved runway	2
Vehicle parking enforcement	2
Other (wildlife, camping, wheeled access from slips, Hood Strip surface, neighborhood noise, lighting, snow removal, restrooms, pilots lounge, restaurant, wind monitor at L. Spenard)	11

Answers to facility needs were grouped in Table 7 by type of airport user to see how the importance of airport facilities differed among various user groups. Security, water quality, floatplane ramp, and lease lots were top priorities for all groups. Adding/improving pavement, longer gravel runway, pilots lounge, and float storage were least important for all groups.

Table 7: Respondents' Most and Least Important Facility Needs

Types of Users	Most Important Facility Needs in Ranked Order	Least Important Facility Needs in Ranked Order
Lease holders	Security, floatplane ramp, water quality, lease lots, access to ANC	Add/improve pavement, longer gravel runway, pilots lounge, float storage, tie downs closer to runways
Slip holders	Security, water quality, floatplane ramp, lease lots, fueling	Add/improve pavement, pilots lounge, longer gravel runway, float storage, tie downs closer to runways
Tie down holders	Security, water quality, lease lots, floatplane ramp, storage facilities	Pilots lounge, longer gravel runway, add/improve pavement, float storage, fueling facilities
Transient tie downs users	Security, lease lots, access to ANC, floatplane ramp, water quality	Float storage, longer gravel runway, add/improve pavement, tie downs closer to runways, pilots lounge
Transient slip users	Security, water quality, floatplane ramp, lease lots, aircraft wash	Float storage, pilots lounge, longer gravel runway, add/improve pavement, fueling facilities

Airport Services Needs

Survey respondents were asked to identify the need for services improvements at LHD. Service improvements were ranked fairly evenly, with the exception of lake weed control. Sixty-one percent identified weed control as most important. A full service FBO ranked lowest in importance.

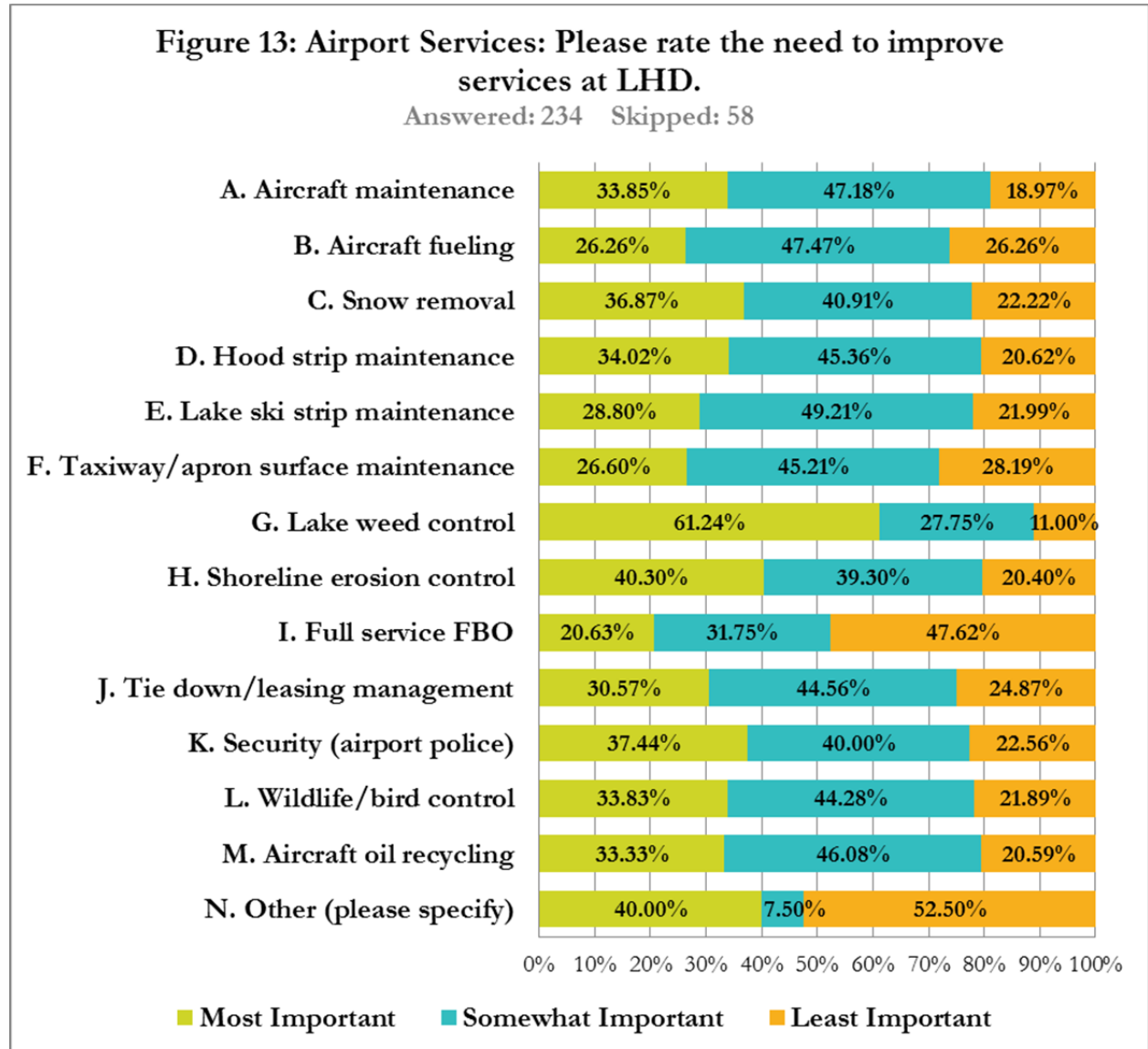


Table 8: Other LHD Service Improvements Needed

Other LHD Service Improvements Needed	Number of Responses
Aircraft maintenance and pilot support businesses	6
Hood Strip, taxiway, and apron maintenance	5
Weed control	4
Security	2
Slip/tie down management	2
Ski runway maintenance	2
Oil recycling area	2

Twenty-eight people submitted additional written comments about other service needs (Appendix I). Many of those additional comments related to the same needs as already addressed in the facility question, so they are not repeated here. Some of the more frequently mentioned service needs are summarized in Table 8.

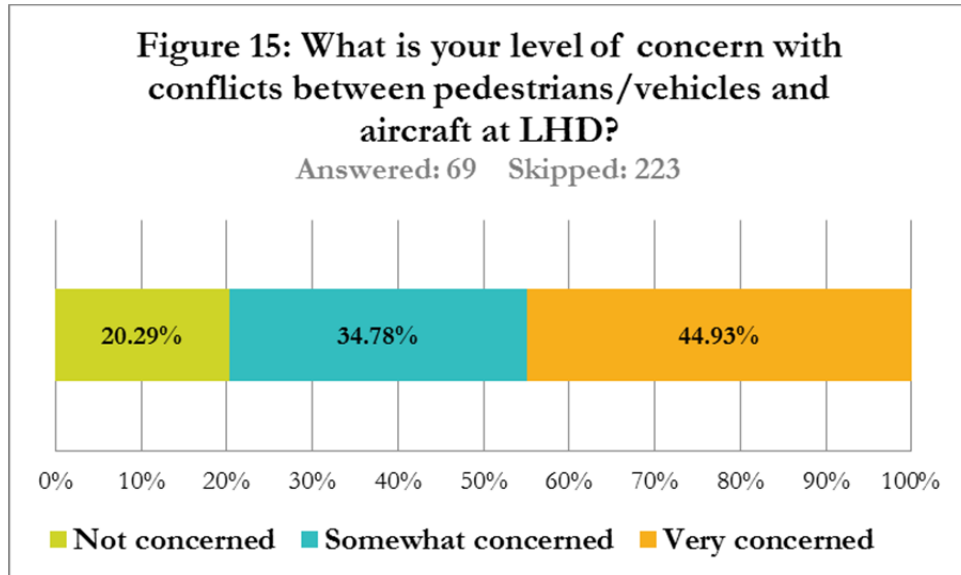
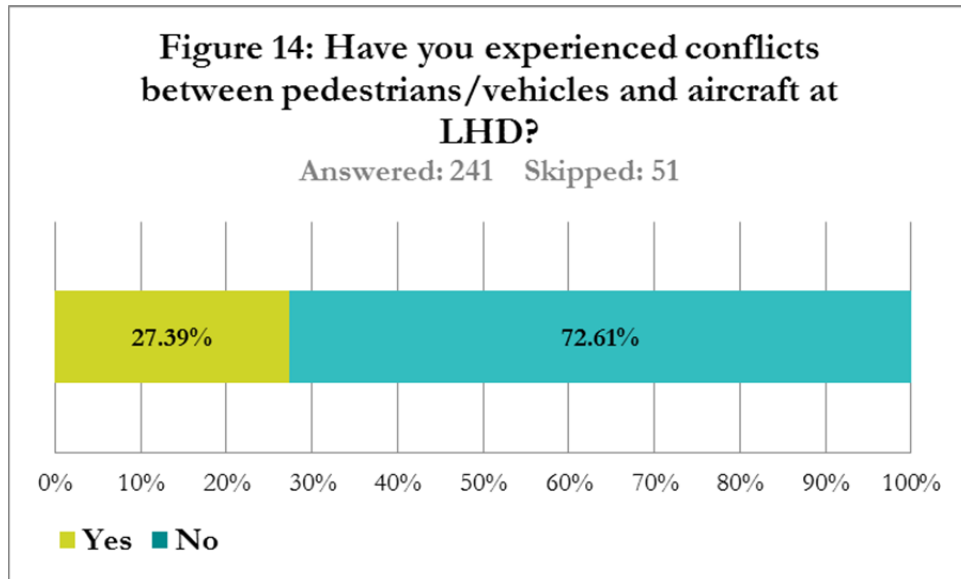
Ratings of service needs were grouped by type of airport user in Table 9 to see how the importance of airport services differed among various user groups. Lake weed control, security, and snow removal were top priorities for most groups. Full service FBO, aircraft fueling, and taxiway/apron surface maintenance were least important for all groups.

Table 9: Respondents' Most and Least Important Service Needs

Types of Users	Most Important Service Needs in Ranked Order	Least Important Service Needs in Ranked Order
Lease holders	Lake weed control, Hood Strip maintenance, wildlife/bird control, snow removal, security	Full service FBO, aircraft fueling, taxiway/apron surface maintenance, shoreline erosion control, tie down leasing management
Slip holders	Lake weed control (85 percent), shoreline erosion control, security, wildlife/bird control, aircraft maintenance	Full service FBO, taxiway/apron surface maintenance, aircraft fueling, tie down leasing management, aircraft oil recycling
Tie down holders	Lake weed control, shoreline erosion control, tie down leasing management, security, snow removal	Taxiway/apron surface maintenance, security, full service FBO, aircraft fueling, tie down leasing management
Transient tie downs users	Lake weed control, Hood Strip maintenance, wildlife/bird control, snow removal, security	Full service FBO, aircraft fueling, taxiway/apron surface maintenance, shoreline erosion control, tie down leasing management
Transient slip users	Lake weed control, shoreline erosion control, tie down leasing management, security, snow removal	Taxiway/apron surface maintenance, security, full service FBO, wildlife/bird control, aircraft fueling

Aircraft/Pedestrian/Vehicle Conflicts

Survey respondents were asked to identify whether they had experienced conflicts between pedestrians/vehicles and aircraft at LHD and the level of concern they have about this issue. While 27 percent of respondents had experienced a conflict, nearly 45 percent were very concerned about the issue.



Users had fairly consistent levels of concern about aircraft/pedestrian/vehicle conflicts, though leaseholders were slightly less concerned than the other user groups.

Table 10: Level of Concern by Type of User

Type of User	Not Concerned	Somewhat Concerned	Very Concerned
Lease holder	23%	53%	24%
Slip holder	18%	35%	47%
Tie down holder	23%	33%	44%
Transient tie downs	20%	40%	40%
Transient slip	No response	No response	No response
Overall Rating	20%	35%	45%

Lease holders, slip holders, and tie down holders reported more frequent experiences of conflict with vehicles and pedestrians than did transient users.

Table 11: Aircraft/Pedestrian/Vehicle Conflicts

Type of User	Experienced Conflict Yes
Lease holder	34%
Slip holder	31%
Tie down holder	27%
Transient tie downs user	18%
Transient slip user	7%

Sixty five survey respondents offered additional comments about the type or location of pedestrian or vehicle conflicts with aircraft (Appendix J), as summarized in Table 12. While pedestrian conflicts were the most frequent comment (22 comments), 13 respondents commented that they did not perceive pedestrians as a problem or that they supported continued pedestrian access to LHD. Seven commented the gates and/or fencing already installed have reduced conflicts.

The largest number of comments focused on pedestrian/vehicle conflicts on the north side of Lake Hood, where aircraft taxi on a road. The section of Lakeshore Drive north of the fingers where visibility can be problematic was specifically mentioned as being a problem by 7 people. Other frequent conflicts noted included dog conflicts, tourist/pedestrians trespassing on slips/leases, and vehicle/aircraft conflicts. On Lake Spenard the conflicts were mostly related to tourists/pedestrians climbing on aircraft, people/dogs/vehicles trespassing on slips, or swimmers/skaters on the Lake. In many cases the respondent was not very specific about location, but commented on a type of conflict.

Table 12: Specific Areas Where Pedestrian/Vehicle/Aircraft Conflicts Are a Problem

Location or Type of Conflict	Frequency of Comment
Pedestrian conflicts, some involving bikes, children and dogs	22
Dog conflicts in general	10
Tourists/pedestrians trespassing on slip, aircraft or leasehold	10
Cars on taxiway or not yielding to aircraft on road	9
Conflicts near curves in road by fingers (poor visibility)	7
Gates and/or fencing have helped	7
Parked vehicles block access to slips or leases	6
Pedestrians on Hood Strip taxiway	4
Gates do not work well	2
Pedestrians/dogs/vehicles at transient area on Lake Spenard	2
Dog conflicts at Spenard Beach	2
Tour buses	2
Ice skating or swimming	2

Survey respondents were asked for specific solutions to reduce conflicts between pedestrians/vehicles and aircraft at LHD. Forty-seven people submitted additional written solutions to reduce conflicts (Appendix K) as summarized below:

- **Enforcement and Education.** Some specific suggestions included use of airport police, wildlife officers, and volunteers to educate and/or enforce existing rules. Other suggestions included fines, and using cameras to document violators.
- **Signage and Marking.** Specific suggestions included better signage and flashing lights at key areas, as well as better marking and widening of existing pedestrian surfaces.
- **Better separation.** Specific suggestions included reducing or eliminating conflicts by building a separate trail away from aircraft operating areas, fencing off aircraft operating areas, or other means of keeping non-aviation traffic from mixing in areas used by aircraft.

Top 5 Current or Future LHD Needs

Survey respondents were asked to identify the top 5 needs for LHD. One hundred seventy-nine respondents identified LHD's top 5 needs (Appendix L) as summarized in Table 13.

Table 13: LHD Priorities

Top 5 LHD Priorities	Number of Responses
More float slips and tiedown areas (nearly all had this as their first or second priority)	88
Reducing weeds and ensuring water quality of the lake (nearly all had this as their first or second priority)	54
Availability of private and commercial hangar spaces	45
Availability of electric power to tiedowns or other areas	36
Management of facility and leases, proper planning, oversight issues	34
Infrastructure items (dredging, tiedown design, redesign of taxiways and accesses, slip design and erosion control, airport expansion, access to ANC, bathroom, pilot lounge, etc...)	34
Maintenance, tie down maintenance, snow removal, etc.	31
Security of private property	29
Reducing conflicts between the public, pedestrians, and vehicles	19
Paving unimproved areas, dust control, paving runway, etc.	18
Ensuring the public, pedestrians and vehicles have reasonable and easy access to LHD	14
ATC issues/traffic control/protection of airspace	12
Keeping prices and costs to use the facility reasonable	9
Support business development	7
Fuel availability and pricing	7
Pilot or public education efforts	7
Attract/keep aircraft maintenance related businesses	7
Vehicle parking expansion and other parking issues	6
Develop an aircraft wash pad	6
Noise concerns	5
Need longer wheel runway	5
Access to or development of storage sheds	5
Overall appearance of facility	4
Other - Café/camping/helicopter support/general safety/signage/public viewing area/limit non aero or commercial activity/reduce wildlife and bird hazards/overall environmental health concerns/lighting/oil recycling/weather reporting/trees/sustainability/insects	24

Additional Comments, Concerns, or Suggestions

Survey respondents were asked for any final additional comments, concerns or suggestions. One hundred seventy-nine people provided additional comments (Appendix M). The additional comments were very diverse but generally repeated prior comments already made. Most frequent additional comments are shown in Table 14.

Table 14: Additional Comments, Concerns, or Suggestions

Additional Comments, Concerns, or Suggestions	Number of Responses
No other comments/thank you	19
Generally happy with LHD	10
Improve management of floatplane slips	5
Maintain Hood Strip with good gravel surface	3

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Appendix E	Responses to Question 8: What would you build? (i.e., aircraft parking, hangar, offices, etc.) Additional comments included.
Appendix F	Responses to Question 13: Aircraft Parking/Hangars: The LHD Master Plan will consider if additional aircraft parking is needed. Please rank where aircraft parking is needed most. Additional comments included.
Appendix G	Responses to Question 14: Floatplane Parking: The HD Master Plan may consider options to increase floatplane parking. Please rank the following methods of increasing floatplane parking by importance. Additional comments included.
Appendix H	Responses to Question 15: Airport Facilities: Please rank the need for the following LHD improvements. Additional comments included.
Appendix I	Responses to Question 16: Airport Services: Please rate the need to improve services at LHD. Additional comments included.
Appendix J	Responses to Question 17: Have you experienced conflicts between pedestrians/vehicles and aircraft at LHD? Additional comments included.
Appendix K	Responses to Question 18: Do you have any specific solutions to reduce conflicts between pedestrians/vehicles and aircraft at LHD?
Appendix L	Responses to Question 20: What do you consider the top 5 current or future needs for LHD?
Appendix M	Responses to Question 21: Do you have any additional comments, concerns, or suggestions?

Lake Hood Seaplane Base Master Plan Update Pilot Survey

Lake Hood Seaplane Base (LHD) is updating its Master Plan, a 20 year airport development plan. To help us plan for future airport improvements, we are asking you to share your concerns, ideas, and suggestions about LHD, both present and future, by answering the following questions in this Lake Hood Pilot Survey.

No personal identification is required to participate. You can complete the survey online by going to the project website, www.lhdmasterplan.com, and clicking on the survey link.

Paper surveys can be returned to:

LHD Pilot Survey

DOWL

4041 B Street

Anchorage, AK 99503

lhdmasterplan@dowl.com

Completed surveys are due by February 9, 2015.

If you have questions about this survey or the master plan process, please contact Tom Middendorf or Leah Henderson at 562-2000, or lhdmasterplan@dowl.com.

Thank You!

We sincerely appreciate your input. Your responses will help improve the facilities and services at Lake Hood.

Lake Hood Seaplane Base Master Plan Update Pilot Survey

1. Do you operate an aircraft or business at LHD?

- Yes
- No

2. Do you...

	Yes	No
Have a lease?	<input type="radio"/>	<input type="radio"/>
Have a floatplane slip?	<input type="radio"/>	<input type="radio"/>
Have a tie down?	<input type="radio"/>	<input type="radio"/>
Use a combination of slip, tie down, and/or lease?	<input type="radio"/>	<input type="radio"/>
Use a transient slip?	<input type="radio"/>	<input type="radio"/>
Use a transient tie down?	<input type="radio"/>	<input type="radio"/>

3. If you are not based at LHD, where do you base your aircraft or business?

4. Are you on a waitlist for a LHD slip?

- Yes
- No

5. Are you on a waitlist for a LHD tie down?

- Yes
- No

Lake Hood Seaplane Base Master Plan Update Pilot Survey

6. Are you interested in leasing and developing LHD land?

- Yes
- No

7. For what purpose would you develop land at LHD?

- Private
- Business

8. What would you build? (i.e., aircraft parking, hangar, offices, etc.)

9. What is (are) the make(s) and model(s) of your aircraft operating or potentially operating at LHD?

Lake Hood Seaplane Base Master Plan Update Pilot Survey

10. How are your aircraft configured? Please choose all that apply. (If you have multiple aircraft configured differently please explain how in "other")

Wheels

Floats

Skis

Other (please specify)

11. If you operate at LHD, why did you choose LHD over other airports? Please check all that apply.

Price/cost

Airport policies

Proximity to residence or business

Availability of lease space

Aviation traffic

Weather reporting

Security

Variety of operating surfaces

Airport facilities

Airfield maintenance

Price of aviation fuel

Ease of access

Type of airspace

Control tower

Regulations

Other (please specify)

Lake Hood Seaplane Base Master Plan Update Pilot Survey

12. LHD Capacity: What do you think about the amount of current and future airplane activity at LHD?

	Too high	Just right	Room for growth
Today	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Future activity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Comments

Lake Hood Seaplane Base Master Plan Update Pilot Survey

13. Aircraft Parking/Hangars: The LHD Master Plan will consider if additional aircraft parking is needed. Please rank where aircraft parking is needed most?

	Most Important	Somewhat Important	Least Important
A. Conventional hangars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. T-hangars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. Pull-thru tie downs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D. Pull-thru tie downs with electricity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. Tail-in tie downs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F. Tail-in tie downs with electricity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
G. Gravel tie downs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
H. Gravel tie downs with electricity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I. Float slips without taxi access to Hood Strip	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
J. Float slips with taxi access to Hood Strip	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
K. Commercial floatplane slips	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
L. Transient wheeled parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
M. Transient floatplane parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N. Segregated helicopter parking/helipad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
O. Other (describe below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other/Additional Comments (please indicate associated letter from above)

Lake Hood Seaplane Base Master Plan Update Pilot Survey

14. Floatplane Parking: The LHD Master Plan may consider options to increase floatplane parking. Please rank the following methods of increasing floatplane parking by importance.

	Most Important	Somewhat Important	Least Important
A. Build more slips	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. Build more dry dock parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. Add docks for floatplane parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D. Add floatplane parking at other airports (please list suggested airports in Additional Comments below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. Add a high density floatplane storage hangar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F. Other (please describe in Additional Comments below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Comments (please indicate associated letter from above)

Lake Hood Seaplane Base Master Plan Update Pilot Survey

15. Airport Facilities: Please rank the need for the following LHD improvements.

	Most Important	Somewhat Important	Least Important
A. Lease lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. Tie downs closer to runways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. Float storage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D. Fueling facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. Longer gravel runway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F. Pilots lounge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
G. Floatplane ramp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
H. Aircraft wash	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I. Security (cameras, fencing, lighting)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
J. Access to ANC via Taxiway V	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
K. Storage facilities at wheeled tie downs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
L. Vehicle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
M. Add/improve pavement (please specify location in Additional Comments below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N. Improve LHD water quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
O. Other (please specify in Additional Comments below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Comments (if referring to an option above, please refer to letter)

Lake Hood Seaplane Base Master Plan Update Pilot Survey

16. Airport Services: Please rate the need to improve services at LHD.

	Most Important	Somewhat Important	Least Important
A. Aircraft maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. Aircraft fueling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. Snow removal	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
D. Hood strip maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E. Lake ski strip maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
F. Taxiway/apron surface maintenance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
G. Lake weed control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
H. Shoreline erosion control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I. Full service FBO	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
J. Tie down/leasing management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
K. Security (airport police)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
L. Wildlife/bird control	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
M. Aircraft oil recycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N. Other (please specify in Additional Comments below)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Comments

Lake Hood Seaplane Base Master Plan Update Pilot Survey

17. Have you experienced conflicts between pedestrians/vehicles and aircraft at LHD?

- Yes (please provide more detail below)
- No

If yes, please identify some specific areas where this is a problem.

18. Do you have any specific solutions to reduce conflicts between pedestrians/vehicles and aircraft at LHD?

19. What is your level of concern with conflicts between pedestrians/vehicles and aircraft at LHD?

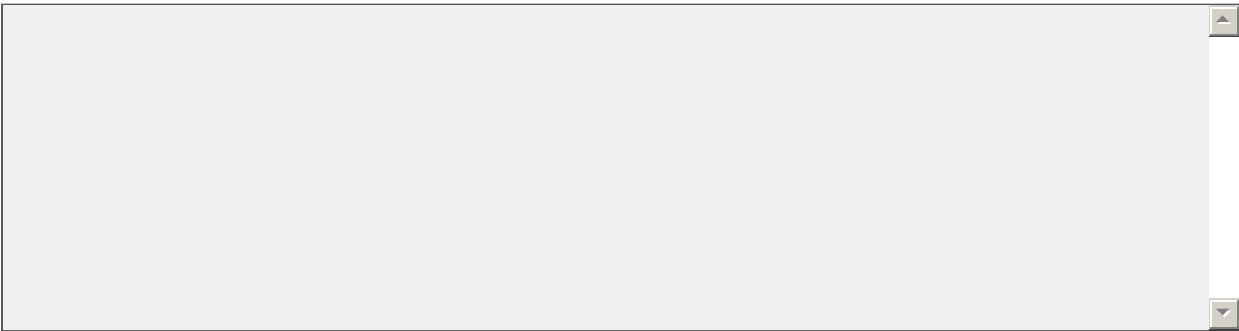
- Not concerned
- Somewhat concerned
- Very concerned

Lake Hood Seaplane Base Master Plan Update Pilot Survey

20. What do you consider the top 5 current or future needs for LHD?

A large, empty rectangular text box with a light gray background and a thin black border. It has a vertical scrollbar on the right side, indicating it is a multi-line input field.

21. Do you have any additional comments, concerns, or suggestions?

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22. Can we add your contact information to the project email list? Members of the project team may contact you to clarify your answers from this survey.

- Yes
- No

Please provide name and email or phone number.

A horizontal text box with a light gray background and a thin black border. It has a vertical scrollbar on the right side, indicating it is a multi-line input field.

Question #11 - If you operate at LHD, why did you choose LHD over other airports? "Other" answers.

Aircraft Maintenance

My mechanic is there

CAP maintenance

Ease and availability of maintenance

Water slip

Lake Hood is your only choice. And it works just fine.

Only float plane tie downs around.

Float operation

Float pond

Lake access

It is the only publicly owned float plane airport in the Anchorage Bowl There is no other choice. P.S. Why did your survey not inquire if the reason for being at Lake Hood was because there was no other choice?

Float tie down

No other available float plane facilities in the area

Floats

Float operation

Floats

It's the only float plane base

Only float plane base in Anchorage.

Lake access

Only float plane facility in town

Float pond

Floatplane

The only float/water available in the immediate Anchorage area, without having to own a house.

To operate on floats and ease of access to the gravel strip

best seaplane base out there. There just are not enough slips to meet the demand.

Seaplane access, maintenance facilities

Friends

Friend is tied down there. Mutual support.

Where my friends are located.

Partner with two other people.

To be tied down near friends.

Social aspects and hangar availability.

Aviation Community, Prefer Gravel Strip Over Pavement, Proximity of Emergency Equipment and Personnel, Taxiway V allows precision instrument approach/departure capability, Good contingent of Maintenance Options

Love working with the air traffic controllers at LHD. They are very professional. They know and understand general aviation traffic. Such a pleasure to work with compared to MRI controllers.

Because I can make as much noise as I want anytime of day or night, running engine diagnostics loudly at midnight if it suits me. Additionally, I can fly as low as I want over the Turnagain neighborhood at anytime of day or night with no regard to the residents safety or quality of life and with complete impunity from any regulatory authority.

I enjoy having an uncontrolled taxiway. Also, I like the professionalism of the controllers. Mostly the laid back friendly atmosphere of the airport in general.

Appendix B - Question #11

<p>Downfalls-cost is more than most areas (Birchwood, Fairbanks, etc), policies-being an old time Alaskan, there are way to many rules and they continually get bent for airport management buddies, changing times, catering to the 'Big' air carriers, wait times and availability are to long, way to much traffic, weather reporting is exceptional, I appreciate the new camera and roving police presence, airport facilities-unlike Fairbanks there is no camping areas or showers etc, maintenance - commercial operations come 1st which is understandable but changing the rules to fit airport lack of understanding and empathy of small aircraft operations is unacceptable, ex: but maintenance plows down to the gravel instead of running the groomer around it so they take away the best ski flying of the last 3 weeks of spring due to management lack of understanding, maybe the airport manager and the head of Alaska Airmen's association have a conflict of interest, the tax on aircraft fuel for general aviation is a direct result of lack of flying hours per year average and needs to be looked at, access, airspace are good, tower is exceptional, regulations need to be changed to allow for the fog, low ceilings which do no affect flying but close the airport to VFR flying etc.</p>
<p>My tie-down is in Echo, but I fly out of ANC because it has instrument approaches, and long runways, which are both additional safety benefits.</p>
<p>I USE LHD FOR TRANSIT PARKING WHEN I FLY OUT OF ANC</p>
<p>I have had my slip for over 30 years.</p>
<p>We need more hangers at Lake hood, the supply is far greater than the demand. I would develop hangars if land became available.</p>
<p>Available land for hangars</p>
<p>Proximity to hotel guests and tourists</p>
<p>The gravel runway is a must.</p>
<p>A well maintained gravel strip is very important to me.</p>
<p>Gravel runway</p>
<p>Gravel Strip, no mode C required (even though I have mode C)</p>
<p>Charm!</p>
<p>space.</p>
<p>Enjoy the flying community. Ease of public exposure to aircraft operations.</p>

Question #9 - What is (are) the make(s) and model(s) of your aircraft operating or potentially operating at LHD?
Cessna 180
Beaver
C185 / Goose
Cessna 182M, Citabria GCBC
c150, c170, pa18
C172N
Cessna 185
Cessna 180
Maule M-6
NA
C-182 Aeronca Champ
PA18, PA12
cessna 185
Piper cub Cessna 180
Cessna 170B
cessna 170 & 180
Piper Pacer, Piper PA12, C172
Maule M-7
Cessna C-182
cessna 180
C172 C182 C185 C206 GA8 DHC2
Piper Cherokee 235B
Cessna 206
Piper Supercub
Aeronca Sedan
C180 PA18
Crow 200 - experimental
PA-18
Cessna 185, Cessna 206, Super Cub, Beaver.
Cessna 185 and 180
Taylorcraft BC-12D
Cessna 152, Taylorcraft wheels and floats, Cessna 172, Cessna 150
PA-12
Cessna 180
Piper PA-18A, floats, wheels, skis
Cessna 185 & PA 18
None
PA-18
7gcbc C-172

Appendix C - Question #9

c180, c170
Piper Producer on straight floats
C-180
single engine land and sea
Cessna 185 Piper Pa-12
Aeronca 15 AC
Husky A1, Piper PA-12, Starduster Too
N/A
Piper Supercub
Piper Cub, Piper Cherokee six, Robinson R22 and R44
c-172, pa18
Dehaavland DHC2
180 Cessna
Maule M-7 235
C180J and an LSA floatplane
Two PA-12s: one on wheels/skis & one on floats
super cub and c185
CHAMP
Aero ca 15ac
Cessna 185 Piper Super Cub Helicopter
Husky A1B
Piper J3
piper pa14
Experimental Glastar on conventional gear
Cessna 182 Piper PA-14
C180
Cessna 180
Cessna 185
PIPER PA22-150
Cessna 206, DHC2 Beaver, PA-31 Navajo
185 Cessna
185 and 206
Piper PA-12, PA-18
PA-18 Super Cub

Appendix C - Question #9

Cessna U206G Floats
C185
Backcountry SQ2 Experimental
C-180
Piper PA-12
Cessna 182 Amphib
A 185, 206 and potentially a Beaver
Twin engine amphibian
C185, AC500, DA42, B55, G44
Pa-18. C-180
Piper PA-18A-150
Piper PA18 Super Cub, Piper PA 28 Archer
DHC-2, Goose
PA-18 Supercub
Cessna 185
PA18 and Experimental Cub
Cesna 185
Cessna 182
Cessna 170, Piper Supercub
Cessna 180
C-172
Cessna 182
PA-18 FBA-2C1
Super cub and mauled
Cessna 206, Maule MX7-235, wheels & skis
C-206 C-207 PC-12
Cessna 180 Cessna 185
Piper PA12
PA-18 C-180 C-206
Maule M5
Scout 8GCBC
pa-18 cessna 185
7ECA
Cessna 180
PA-18 and C-180
Cessna 180
Piper PA-18-150
Cessna 170

Appendix C - Question #9

Cessna 180
piper pa 18
Maule M7 and Piper PA -11
Piper pa-12 cessna 180
Cessna 172 through Cessna Caravan / Quest Kodiak
C-172 PA-12
Piper PA-18-150
CESSNA 180
piper Pa-18
C185
C185 on floats
c 206
Cessna 172
Cessna 206 Cessna 185 Piper PA-12 Piper PA-18
PA11S
C170
piper pa 12
Piper PA-12 and one Experimental amateur built
Cessna 185
Aero ca 15AC Sedan
1979 Piper Super Cub on floats
Pa 18 piper
PA-18
Piper super cub. Cessna 185
C180, c170
Cessna 170B on Hood Strip
Aviat Husky, Piper PA-12, Van's RV 7, Starduster Too
Champ 7EC
Piper PA-18
pa 12, c180
C-185, DHC-2
PA 18
Pa18
Cessna 185 on straight floats
PA20
aeronca 7-AC
Piper Navajo PA-31
206 and Beaver
PA12
Husky

Appendix C - Question #9

1977 7GCBC
Piper PA-18
Cessna 185, Aviat Husky, DeHavilland Beaver, Piper Super cub, Cessna 172, Piper Cherokee 6
Experimental Super cubs
PA28-180
PA-22-160
Piper pa 14
DHC-2 Beavers, Cubs Floats, wheels, skis
Cessna 170b and Cessna 172c
Cessna 206 & Piper PA-12
Cessna 180
cessna 185 & piper super Cub
I do not own an aircraft.
Interstate Arctic Tern S1-B2
cessna 180 and 150
pa-18
Cessna 180 Cessna 185
Cessna 180J
PA-18 ; C-185
Pa18
PA 18
C-206
Cessna 172
Cessna 180 and J3 cub
C-180 PA-12
Super Cub
Cessna 182,
Light sport cub and amateur built RV9
Super cub and 185
Cessna 185
Cessna 180
1974 Cessna 185/aerocet floats
pa20
Piper pa12, plan for DHC2 next year
Piper PA-20
Cessna 170B
Cessna 206

Appendix C - Question #9

Cessna 185
Piper PA-14
cessna
C185F
Piper PA-22, Taylorcraft, Homebuilt
Cessna 170B on wheels & Experimental PA18 mostly on floats.
Pa-18 Cessna 180a
Cessna 172
Pa-12
Maule m6 235 floats/wheels Taylorcraft f19 floats/wheels
Cessna 185, Piper Super Cub
Piper PA-18-150 Cessna A185F
Aeronca Sedan, Piper Super Cub
S-4 Interstate experimental C206
PA 12
Piper Seneca III
PA-18A
Aviat Husky
Super hawk on floats
Backcountry SQ2 Experimental
PA-18
Cub and 185/206
C180 Pa-12
super cub
Piper cub, piper Cherokee six, Robinson R44
TaylorCraft, F-19; Maule 235 M-6
Cessna 180
Cessna 180, Piper Cub
C-180
N/A
Cessna 185 and Piper PA23-250 Aztec.
C180
Stinson 108-2/Cessna 185
Cessna 180, pa18
Cessna 180
pa18
Cessna 206 7367C
185 pa18 206 dhc2
PA 18. Cessna 180
BEAVER AMPHIBIAN CESSNA 206 CESSNA 185 TWO PA-18 SUPER CUBS

Appendix C - Question #9

Piper PA18
Piper PA22/20
Cessna Caravan ,Piper Cubs
Piper pa22/20
Dehavilland Beaver
Cub, 185 cessna
C172
Cessna 185 and Piper PA-18
Boeing-Stearman C-180 PA-18
Taylorcraft f19 currently; Potentially a Cessna 180 in the near future
Piper PA-18 Cessna 185
Experimental float plane
Cessna 180
c206
C185 & PA18
Cessna 180
N/A
Piper Supercub PA-18
C-172TD
PA-12, PA-18, SM1019
PA-18 C-206

Question #12 - Lake Hood Capacity: What do you think about the amount of current and future airplane activity at LHD? Additional Comments
I believe there is room for growth. I don't believe the airport is by any means saturated. Sure there are some busy periods, like the 0800-0830 that the commercial operators take off during the summer months on the water. That can be at any airport.
Lots of Old Pilots around, It's a big % of Slip lessees, Likely less activity 15 years from now.
With the aging out of pilots and few young one filling in we will see a steady decline in private flying.
While recognizing the importance of GA to the community and to the state — and that Lake Hood Seaplane Base is the world's largest airport — this facility is located directly adjacent to a fairly densely populated residential neighborhood. This close proximity results in impacts to the residents — primarily noise from take-offs, landings and touch-and-go exercises. However, because the airport is located withing the highest value remaining wetland in Anchorage (Turnagain Bog), development of wetlands have resulted in other impacts from GA development and activity as well, including water quality issues and effects on hydrology in the watershed area. Currently, there are wait lists for float plane slips and this is the only public airport within the Anchorage Bowl that can accommodate these planes. But Merrell Field has tie-down space available. The LH Master Plan Update should review its focus with regard to leasing around the perimeter of the lakes and give priority to float plane use over tie-down-related facilities that preclude float plane use. But the total number of plane slips and tie-down spaces and operations should not generally increase from the current numbers, due to the negative impacts associated with this facility on the adjacent neighborhood and on high-value natural resources that directly provide benefits to the neighborhood. Based on the above, one could argue that the shoreline along Spenard Beach Park should then be converted to float plane slips. However, it is essential that the Master Plan acknowledge the benefit of having this public space along the lake, which not only has provided the Turnagain and Spenard areas for many decades a popular, highly-used park, but contributes to the fostering of appreciation for the close relationship the Lake Hood airport has had with the community.
I have seen a slowing of activity at the LHD complex over the last few years. If this is in fact a trend then it needs to be addressed in any planning for future development.
Could use more slips and hangars
I think the airport has to think about growing.
On a sunny summer Friday afternoon or Sunday evening it can be excessive. But in the big picture that is only 10 days a year.
It is busy in the summer, but manageable.
Busy summer days are a challenge for pilots & controllers alike- it would be helpful to think about how radio congestion might be alleviated - it might be time for a "ground" frequency for taxi instructions or more than one controller or something.
need more float slips
I think that at times it is very busy on the weekends. I have installed ADS-B in my airplane and that is very helpful to see traffic. It will be better when when it is mandatory for everyone. .
There is too much wheel aircraft traffic. There is too much development of land for hanger space which has resulted in blocking the development of more permitted float plane tie down slips. There is plenty of wheel plane tie down space available elsewhere in the Anchorage Bowel. The LHD airport port has spent monies maintaining, developing and encouraging more wheel plane active while neglecting to address the shortage of float plane slips and float plane parking, and neglecting to provide maintance to the existing float slips tie downs. The lack float plane maintance has resulted in the erosion of the float slips. The increase in wheel plane, helicopter and commercial Aircraft Operations activates has

Appendix D - Question #12

<p>resulted in the noise over the adjoining neighbor hoods to increase exponentially over what it would have been if the seaplane use was increased instead of the airport concentrating on just increasing the wheel plane and commercial uses.</p>
<p>I do not have an understanding of the future airplane activity. The Anchorage area traffic is congested and I like going in/out of LHD because it seems better suite for the smaller planes that I fly.</p>
<p>We need to make sure we consider growth in the Helicopter arena as well as float planes and wheel planes and room for hangars.</p>
<p>The airport operations "creep" has eroded the quality of life in the historic Turnagain neighborhood. In addition to the complete disregard to homeowners with respect to noise, it is time to take a hard look at the safety violations with respect to altitude restrictions over a residential area that occur dozens of times daily on a busy summer day. These pilots would be banned in other locales, such as the Santa Monica airport, also located in a residential area.</p>
<p>Operations are down because of fuel costs</p>
<p>I believe that the current activity at LHD is acceptable. I also think that the airport should expanded the echo area, and with that new parking area. Hangers could built in alpha area and leased to the public at an affordable rate. I think a survey should be conducted to see the reception of the public to hangers at lake hood.</p>
<p>Occasional very busy periods but manageable.</p>
<p>It seems like LHD was busier when gas didn't cost so much. Current activity level, except on rare occasions, is pretty mellow.</p>
<p>Live next to ball park and love airplane noise. I like to look up and see who's flying by.</p>
<p>Summer use can be too high depending on weather and during hunting season. Winter use is low and there is room for expansion during this time.</p>
<p>Summer activity is the biggest congestion, have had a few times this year where Lk hood strip closed. It'd be helpful to give alternate directions for folks to land at Ted Stevens</p>
<p>Certain times of the day and the beginning and end of the weekend are crowded. Also crowded at the Power Line Bend sometimes.</p>
<p>MOVE ALL FLOAT OPERATIONS TO POTTER MARSH CONSIDER THE POSITIVE EFFECTS OF THAT IDEA</p>
<p>There's definitely too many planes that don't move from their tiedown.</p>
<p>The power line bend area can get down right scary on a nice summer day.</p>
<p>steps must be increased and continued to assure a healthy GA community</p>
<p>Not sure I understand this question. I believe that there is capacity for additional Activity/Operations. In order to increase activity, additional parking facilities/hangars are required and some of the planes that do not move need to be moved to the least desirable locations on the field.</p>
<p>Seasonal use sees high use periods and low use periods. On average I like the load we have now.</p>

Question #8 - What would you build (i.e. aircraft parking, hangar, offices, etc.?)
FBO
hangar
hangars
aircraft hangar
hangar
hangar
Hangars
Hangars
Hangar/Restaurant
Hanger
FBO, Pilot Shop, Coffee Shop, a place for pilots to buy pilot supplies and socialize...
Hangar
Hangar and parking
hangar, office, store
hangars
More aircraft hangars
Hanger, Parking and offices
Hangar
Hangers
Small storage units for pilots
Hangar
Hangar
T-Hangar, repair hangar, parking.
Hangar
Hangar
A hanger combination office
Public float plane tiedowns for use by the general public
Hangar & Offices
hangar, office and dock
Office, Hanger
Hangar
Aircraft hanger and parking
Hangar
Hangar, office, waiting area, vehicle parking
Hangar
hangar
Hangar
Small hangar
Hanger
Combined facility with commercial hangar, aircraft parking, offices, and cafe/restaurant for general aviation traffic and employees on LHD
Landscape, festival grounds, infrastructure for hotel.
Hanger/offices
Hangars with Offices
Hangar

Appendix E - Question #8

Hangers
Hanger and office
Hangar
Hangar complex (multiple individual hangars - condo-type)
Hangar and office space for a flying service.
Hanger/Offices/tourism-based store
Hangar's
Hangar/Office/Parking
office / hangar
hangar
Aircraft hangar and/or T hangars
Hangar, parking
Hangar
Hangar
hangars
Hanger, aircraft parking
Hanger - possibly several
Hangar/s
Aircraft parking, hangar.
Hangar
Hanger
Hangar
Hangar
Parking and hanger
Hangar
Resturant
Hangar with the option of seasonal flower processing and shipping operation.
Hangar
hanger
HANGAR FACILITIES FOR SALE OR LEASE
hangars
Hanger
Hangar
Parking/hangar/ and offices on adjacent land as well as leased land
Hangar
Hangar.
Hangars with office/conference space and possibly an FBO.

Question #13 - Aircraft Parking/Hangars: The LHD Master Plan will consider if additional aircraft parking is needed. Please rank where aircraft parking is needed most? "Other" answers.
Float slips with electricity. I would use it during the ski season.
Can't expand slips (variety of reasons) Have to live with that. Currently OK on wheel spaces and Merrill Field has lots of wheel spaces.
If your office would Enforce the rules in place in regards to float slip tie downs the float list would be quite small. We all know people that bend the rules in regard to even having a float plane but still manage to hang on to a spot and let friends use it or rent it out. Get out of the office drive the fingers, write down N numbers and do some investigating. I'm surprised there hasn't been a lawsuit about this. The State takes money to keep you on a list for a float spot but doesn't do near enough to insure that it is a fair system.
The current number of people on the waiting list for a wheel tiedown spot should be indicative of what is needed to be added to accommodate those owners(on the wait list) but there is no need to go above and beyond what is currently available to people. We don't need pull through parking or electricity at each tiedown. If one wants electricity at their spot then they can put it in at their own expense or go on the wait list for a spot that already has it. The main goal should be to add more basic tiedowns to narrow the wait list. They don't have to be paved, pull through or with electricity. For floatplane tiedowns there doesn't seem to be many options to expand the number of spots. Expand and improve the current public ramps to allow for easier access via a trailer or dolly method might work for some. If a commercial operator would take that on as an on demand side business (taking planes between the water and their tiedown spot in a wheel area), it might catch on.
A multi year wait for a float slip is really bad. It's also extremely disheartening when a person on a waitlist for a float slip forgets to pay once, and is dropped off the list without any notice. I think the airport could implement a lot of changes regarding the wait for float slips and the processes to be on a list. This issue is a huge source of frustration for many aviators in Anchorage.
I really can only speak to A-D. I'd definitely like to get into a hanger, but hangers in Anchorage are almost as expensive as apartments now, so I can't justify it. I'm in echo on the change-list to get by the fence, but a pull-through with electricity would be next-best to a hanger.
Cannot think of anything currently, but know there are some really smart people that know how to plan for the future that must be listened to...
I would like to see the parking spots on LHD Strip paved and have electrical power available at all spots. If not paved, then at least redo/level the surface of all spots so that they do not accumulate water during times of heavy rain and/or Break-up.
More float plane slips are the most important! It would be nice to have a land tiedown in front of float plane slip, so you could have power to both.
O: Storage for pilots
t hangers on lake hood shoreline for existing float slips
Commercial hangar space for longterm or short term rental would be nice.
Hangar space for winter storage is vitally important
All float slips as they become available should only be assigned to persons who have risen to the top of the LHD float plane tiedown wait list. Persons wanting a to use a float slip for commercial purpose should have not be allowed to acquire one unless they risen to the top of the LHD float plane tiedown wait list.
Seaplane ramp for twin engine amphibians, they require a concrete or similar ramp that goes deeper in the water than the existing west ramp. Ramp for wing span to 60 feet, including tip floats on the end of wings.
You need to upgrade the parking adjacent to the strip. It traps water in the tie-downs. Planes are frequently frozen during winter. Consider paving the strip tie-downs and adding electricity at the same time
Additional space for T-hangers and private hangers are of most need.
No charge for ice tie downs when all ready have and pay for tie down at Lake Hood.
Dust control!!!
P. Transient wheeled parking adjacent to strip.
J: Facilitating access to the wheel strip from the south side of Lake Spenard should be a priority so those leases can enjoy the same opportunities as the other areas around the lake.
Ski accessible tie downs on Lake Hood or Lake Spenard shoreline with electricity

Appendix F - Question #13

I think some kind of hangers would be a positive improvement. stricter regulation on current float slip leasers, to keep the people that fly in the water and the people fly once or twice out of the whole float season out.
Electrical access for float slips. Adjust fees according to amenities. Issuance of available tiedowns in a timely manner. Modify regulations to allow appropriately rated family members to assume lease of tiedowns or floatsips. Modify regulations to allow student pilots to lease tiedowns.
I have strong interest in hangar space but the cost of lease and fees has been very high...a more affordable solution would be helpful.
M. Docks for trailered float plane usage. Float slips with lifts. Fuel Pump access at any hour. Transient tie downs at the North and West ramps. Wind blockage in slow canal when taxiing for a SE takeoff. Wind blockage from winds coming out of the Southeast at airmans point.
Add electricity to all tie-downs.

Question #14 - Floatplane Parking: The LHD Master Plan may consider options to increase floatplane parking. Please rank the following methods of increasing floatplane parking by importance. "Other"

D. Would like to see more float parking, but don't know what other Anchorage area lakes that could be used
Clunie Lake, Six Mile Lake, Fire Lake, Mirror Lake, maybe Otter Lake
Live with what we have.
Convert the 'Special Use Area' just east of the Upside Down DOT building to aircraft use. Remove the auto parking and replace with a ramp for float planes on trailers. This land should be used for Lake Hood and not competition with private vehicle parking just down the road.
Enforce your rules already in place. Weed out the law breakers and give the spot to the next person on the list.
Lake Hood needs more parking for floatplanes, period. If more airplanes fit on a dock than would in individual slips, then docks should be built. People just want their planes in the water so they dont have to trailer them.
Big Lake
Merrill Field, campbell
D. Consider outside the box ideas incorporate 6-mile lake to civil use.
Make a flat plane base on that lake on military land just west of Birchwood Airport.
Lake on JBER.
D. This question is out of place. This is a master plane study of Lake Hood. Lake Hood is part of the State of Alaska International Airport System. Alaska International Airport System has no authority to fund looking into the development of airports other than those in the International Airport System. Other possible float plane airport locations have been study in the past, as part of the State Wide Aviation Airport master planning process. As far as I am aware the State Wide Aviation Section has NEVER put any resources into SERIOUSLY looking into looking for other locations to develop additional float plane airports and resolving the float plane slip shortage in the Anchorage bowel which has been a known problem for more than 50 years.
Support amphibian seaplanes, easier access from ramps to taxi area and tie downs.
Water Lane at Birchwood
Rebuild the older slips on the south and east shores of Lake Spenard which are barely useable and among the least desired slips on the lake. Some of the slips on the northwest shore of Lake a hood need reconstruction similar to what was done the past couple of years
CheneynLake
any airport with lake or river access plus have fuel av.
We need transient float plane parking in Lake Hood.....accessible to where the services are.
improve what is out there
Wasilla, fire lake, areas just outside of anchorage

Public parking on Big Lake
Man-made lake facility east of Campbell Airstrip? Public facility in Wasilla / Palmer area. Public facility in the Point MacKenzie area if Knik Bridge project is implemented.
D. If Wasilla airport had a float pond that might alleviate some of the parking pressure at LHD. F. Add another set of fingers with float slips.
Increase speed to get float plane slip. 10 year wait is ridiculous.
Construct new lake near Birchwood/Ekluntna
Any of the local lakes large enough for safe ops by SuperCub or C180
D. Improve existing slips so they are protected better from erosion from heavy floatplanes taxiing too fast. Also, the ground around the slips need to be leveled so when on wheels, the plane can be easily parked and taxied out of the Tiedown by one person. Many are difficult to impossible for one person to man handle the aircraft into or out of the Tiedown.
Willow, Wasilla, Trail Lake, Kenai, Soldotna, Seward, Nome, Homer
B Allow lifts for float planes at slips.
Add floatplane parking at other airports. BIRCHWOOD SELDOVIA Add a high density floatplane storage hangar STOP COMPETING WITH PRIVATE ENTERPRISE !!
Provide tie-down anchors installed by maintenance staff.
If dry dock is pursued, a business that can put/pull planes would be desirable and a significant dock facility at the west ramp. Maybe there could be an incentive for this service.
Campbell Lake

Question #15 - Airport Facilities: Please rank the need for the following LHD improvements. "Other" answers.
Moose and Raven control. I've had my rudder ripped open by a bull moose at LHD. Also the Aviation Museum quite often has open dumpsters. They serve food which attract ravens to the open dumpsters and then the ravens light on area airplanes and peck on them.
M. Built an aircraft camping area similar to Fairbanks. It appears from the picture of the airport that at the end of runway 32 there is be an abandoned road that goes from Lake Hood Dr. to Postmark Dr. This might be a possible location?
Fix water drainage problem across from international terminal, and add power to tiedowns in that area. (M). We need more float plane slips!
Better drainage on Taxiway H so that puddles and potholes don't form.
North Shore area of Lake Hood need dredging.
Bit more by fuel area would help, sometimes when crowded you have to power up in gravel to move into position. more at run up close to LHD strip north TO end would be helpful as well.
have a way to get from wheel tie down on skis in winter to lake for takeoff and landing. Lake has never ending overflow issue when parking plane on ice in winter
Lake Hood Strip is scheduled for a multi- fatality accident, is substandard in length and is a noise problem. leave the existing strip open for those on ski, wheel ski. Add a 5000 foot runway starting behind the maintenance bldg going out toward N. Lights Blvd. The west ramp has a hole off the end of ramp, known to management for over 10 years.
E. Longer gravel runway: The state minimum standard for a runway is 2,500 feet while busy Lake Hood Strip is only 2,200 feet. For safety the runway needs to be lengthened. When there is high gusty winds or super slick ice, the extra length could prevent an accident. Over the years a number of planes have run off the short runway and been damaged. The runway needs to be widened with a paved option running parallel with the gravel. At present the gravel surface has so much use that aircraft are damaged by the lose rocks some of which have lodge in the elevators and nearly caused an accident. I often avoid the strip and take the long taxi to the big paved runways at Anchorage International. That puts me at risk of being blown over by jet blast and some times delays at considerable costs the heavy jets. But when the strip is a muddy mess with lose rocks that would be easily picked up by my wheel skis (& the lake surface is too rough), I have to use ANC. I. Security (cameras, fencing, lighting): The new security cameras are still not working after years. That shows a great lack of concern for security by airport management. The airport needs more fencing & gates to keep people from accessing aircraft ramps, taxiways, and the strip. With many years of no enforcement of the airport rules (not even written warnings), the public mix in with operating aircraft and climb on parked aircraft for photos freely. They often break into the cockpits to look around or for photos. The Airport Police always state at meetings how many patrols they do, but since they actually do nothing to curb the public use of ramps, taxiways, and will only ask people to no go on the runways their is little compliance with signs. Thieves and vandals have easy access 24/7 to the airport and with so many recreational users mixed in among the planes (restricted areas) they do not stand out as not belonging. The Airport Police advise all tie down permittees to never store anything of value in the small buildings since they are broken into all the time. The Airport Police on their patrols rarely if ever check people out around the planes to see if they belong. I have been active on the airfield over 20 years and have never be checked out no matter if I am out late clearing snow of my plane or in the middle of the night in a wind storm. I know that if a person just waves at the Airport Police no matter where they are the "patrol" just keeps rolling on. When the airport accepts federal aviation improvement grand money they sign a contract that assuring that they will provide a safe and secure airport with rules that are enforced, but at Lake Hood none of that happens. When the one gate, called Bog Gate, is actually closed (not consistantly) at night, potential crime and vandalism is discouraged. Criminals and vandals do not like to go down a dead end with only one way out to do their bad deeds. The aircraft owners out on the fingers have less thief or vandalism since those areas are one way in and out. So when Bog Gate is closed at night all the aircraft near the gate and especially on the west side of it (the strip parking area)

become 'one way in and out' and thus crime is reduced. Now airport management is proposing to leave the gate open all the time so they can respond faster. In the history of the airport we know of no crime or act of vandalism ever solved by airport police so I do not see any merit to this plan. The airport police often drive above the speed limit in their FAST dash around the lake once a shift which they call a patrol. They are going so fast that to take their eyes off the road to check someone out would not be possible without risking an accident. This their patrols are token efforts that seem not to result in any positive benefits to aircraft owners. To greatly improve security and thus reduce thief and vandalism, the airport should close all four vehicle entry points at night. Have one entry with a code activated gate and a security camera that actually works for pilots who have a need to go to their planes at night. There is no need to allow urban cut thru auto traffic nor should recreationists jog or walk on active taxiways at night. Three of my really close calls while taxing was at night with joggers in all dark clothes coming head on in the blind forward view of a tail dragger. They had to duck away from my prop at the last minute and then duck under my wing struts. J. Access to ANC via Taxiway V: This access is essential when the strip is muddy & rocky or with abundant loose rocks when I am on wheel skis or at other times I do not want to risk rock damage and a mud bath. Many times in the spring the lake surface is too rutted to be safe for wheel ski operations when the strip is a muddy mess. Then the only option not risking rock damage and a mud bath is to take the long taxi to ANC runways and dance with the big jets. The solution would be to have a G.A. paved runway option as Fairbanks has. In the summer the strip is often so torn up by heavy use and especially heavy aircraft with wing spans greater than 50 ft. avoiding the landing fees at ANC, that it becomes too risky to use for a smaller plane. Airport rules state the strip and connecting taxiways are limited to use by aircraft with wing spans less than 50 feet, but like all other rules of the airport they are ignored and not enforced. The 50 ft+ wing span heavy cargo planes greatly increase the need to maintain the strip gravel runway, but that doesn't happen. L. Vehicle parking: I have counted over 100 vehicles parked all winter towards spring (you can easily tell by the snow accumulation on and around them) on tie downs alone. There are probably at least 50 more long term parked vehicles on lease held areas of the airport. Every five years tie down permittees sign a contract that states they are allow to park a vehicle only when they are out flying their aircraft and that their areas are to be keep free of junk. At the professionally managed Merrill Field a person needed a vehicle parking spot is allowed to park in a designated spot for \$40 a month. There are two problems with all the dead or semi dead vehicles parked all over Lake Hood. First is that people driving around the lake tend to drive where they see other vehicles regardless of the signs saying some areas are restricted to aircraft owners only. This puts tourists and others mixing with operating aircraft. The second problem with looking like a auto salvage yard is that it visually sends the message that no one cares which promotes the do anything you want which is what goes on every day at the airport. The solution is simply to enforce existing rules and move the junk off the airport. People should pay the commerical rate to store their RVs and little used vehicles. The dead vehicles should be sent to the auto salvage yards. The state should not be in competition with really low rates (as in free) with auto storage business just east on International Airport road. M. Add/improve pavement: As the last LHD Master Plan projected Delta Parking and the connecting gravel taxiways need to be paved. Delta Parking area with two float plane rams is one of the busiest areas of the entire airport. All spring, summer, and fall aircraft are being hauled in and off the lake on float trailers, or special hydraulic trucks. Pilots switch between wheels and skis both in the early winter and spring. When ever there is lots of water the surface of Delta becomes a muddy mess since the heavy vehicle traffic including the heavy equipment DOT uses to haul off the aquatic weeds, is 'pumping' up fine sediments to the surface. The sub grade on the south end of Delta is of a poor quality with way too much silt and a high water table. During dry spells all these fine sediments at the surface become clouds of blowing dust that works its way into aircraft interiors, instruments, and engines. The dust control efforts of DOT are at best half heated and large edges are completely missed. Aircraft parked there are often surrounded by ponded water since there is no proper slop for it to move off. The connecting taxiways are also muddy messes in the spring and during any prolonged rainy spells. Aircraft parked at the strip are often surrounded by surface ponded water since the entire area needs to be regraded. I will send photos in a separate email to show this problem.

Tie-down anchors have failed, and at my location are not spaced properly for a tail wheel airplane (granted this is probably a one off).

Appendix H - Question #15

M & O. Improvement of the road surfaces on the fingers plus access to the gravel strip to make safer taxi ways.
Integrity of buried tiedowns. Pavement electricity, and lighting at the gravel strip tiedowns.
Improve current airport operations for noise and safety with respect to residential neighborhoods prior to any planned expansion of these activities. No expansion without looking at impacts comprehensively for all affected entities.
Open up lots for lease, especially for hangar building. If t hangars are the most efficient and cost effective, then encourage those.
O. LHD primary function should be as a FIXED WINGED float plane airport. It should have sufficient permitted float plane tie down slips, and float plane dry storage, to accommodate the needs and demands of float plane OWNERS {Not just pilots} in the Anchorage Bowel. It should have sufficient resources and the will to maintain its existing float slips, float ramps and routs of access from the waters of the lake to float plane dry storage areas.
float plane slips !!!
A. Leased slips on the south southeast side of Lake Spenard need some back fill and refurbishment. M. SE side of Lake Spenard does not have a walking/bicycle path. O. Many tourist walk the lake during the summer. I would like to see a designated spot on the south side of channel or Lake Spenard for tourist to stop and take pictures and include some informational signs about the lake and it's operations.
Lease Lots = Need more lots with good soil/utilities Tiedowns close to runways = adequate... Need more tiedowns on pavement with power. Float storage = Good / working Fueling Facilities = Good Longer Gravel runway = No. It is plenty long as it is. Pilots Lounge = Not needed Float Plane Ramp = we have 2.. What would we do with more? Maybe add a dock Aircraft Wash = Got one. Works good. Security = there is alot of cameras.. You should record the activities and achieve for 30 days or some reasonable duration. No need for more fence. Access to ANC via V = It is very important to me.. This is a safety issue for me and one of the reasons I base at LHD Storage facilities at wheeled tied downs = would be nice.. Vehicle parking = Like for long term parking or to park your car at while you fly? Seems to be working. Pavement = Only a few areas I can think of that need pavement.. North Ramp, South Side of Spenard accros from Coast Hotel, Near Museum. Not a high priority Water quality = would be nice
Please DO NOT PAVE the runway!
PLEASE DO NOT PAVE THE RUNWAY! PLEASE do NOT pave the Runway!
Do not pave the LK Hood Strip but pave the taxiways and tie-down areas. It would be appreciated by many if the rules for parking vehicles around Hood Strip were enforced better. There are vehicles, trailers and motor homes left for months taking up spaces in the limited parking along the road parallel to Hood Strip. It is getting to the point that it is difficult for HS users and passengers to find a place to park - particularly during the summer flying season when the signs say 96 hr max parking. Obviously, some folks are using this lot for their own vehicle storage area or for reasons I doubt that the lot was intended for.
Pave parking near gravel strip
(L) The vehicle parking near Alpha pad can get awfully muddy!
The taxiway that runs parallel to the dirt strip on the west side needs to be paved or have adequate drainage to avoid mud and puddles.
pave some of the gravel roads to the finger tie downs on lake hood
Add larger paved run-up areas at LHD strip.
Pavement on taxiways only, leave the runway gravel. The dust control used this last summer really helped.
Pave taxi ways at strip

Appendix H - Question #15

paved parking and transient parking with electricity near LHD strip would be very beneficial to fostering more flying.
For dust control etc... Pave the corner at Sportsman's Air Service or lease it to them so that they can pave it and/or build on it.
All fingers and road east of lake spenard park " around trans parking" to Wisconsin St should be paved. Also I think a guard rail should be in place along Wisconsin St to protect planes in the finger along there.
Pavement around fueling areas & some way of reducing dust in remaining areas, i.e. taxiways & LHD strip.
M. Need to pave the rest of the Lake Hood Taxiway to the approach end of Runway 32 and build a paved runway next to Runway 32. Rock damage from Runway 32 has caused a lot of damage to my airplane! The last time the state worked on the runway they left a large quantity of large rocks loose on top of the gravel. Snow removal at the tie-downs at Echo Parking and the fingers at Lake Hood is not timely. Snow removal should be performed at least 1 day after a major snowfall! I own a business and every snow fall we receive (esp. on weekends) is not provided at all so I can not fly with my clients. I pay for a commercial spot and I expect commercial services!
M. Asphalt parking/taxiways at strip, raise grade of landing strip to be above mud/water at breakup
M-The curve next to the automatic gate needs to have the pavement widened for pedestrian traffic. Traffic is too close to pedestrians. Wind protection for strong Southeast winds on Gull Island. A nice restaurant in the Lake Hood facility would be nice. N-Water Weed Cleanup is needed in the Lake itself. Restrooms on the South Shore of Lake Spenard and a Pilot Lounge or shelter.
pavement parking with power has been great over at echo parking. Would like to develop hangars within or adjacent to paved parking areas.
M. Repave Bravo Parking and add Electricity. Provide Tie-Down anchors that drain or have vertical extension so ropes do not freeze into the tie down. N. Completely remove Elodea weed from lake. Harvester just makes a mess and fills slips with cuttings that rot and cause poor water quality, stick to footwear and floats and get transported all over the State. It's unbelievable this cannot be corrected in one year! O. Park the harvester and kill the Elodea weed. The weed gets on float water rudders and causes pilots to loose steering control. Very dangerous and results in a lot of aircraft damage when coming into slip at a skew because of limited steering control or worse a collision with another airplane. Please google "how to kill elodea weed in lake" and click top hit.... I would suggest the chemical option that has an "excellent" performance rating. Then please explain why we can not get this done?
Pave the strip tie-down area. Allow storage sheds in wheel areas as is currently allowed in float slips
Remove or widen the gap in the low fence at south end of Lake Hood Strip. It does no good in my opinion (cars just drive through it anyway) and it is a hazard to aircraft. When taxiing to the strip, the grade is downhill and you're trying to turn 90* and not get hit by a speeding car. The fact is that many drivers don't know or don't care that aircraft have the right of way. To add having to 'thread the needle' of that fence opening in a nose high taildragger is hazardous. When taxiing from the strip to parking (in my case in finger two) you are again trying not to collide with a speeding car, in a nose high taildragger and have the additional obstacle of the narrow gap in the fence and then having to make an uphill 90* turn onto the road.
i'm at the annex and constantly vehicles park along the pull through taxi way blocking it. also a float slip renter was allowed to build a storage shed that blocks most of the annex pull through taxi way from the south. if most of the pull through taxi way from the north is blocked by a vehicle then we become tail in spots.
More paved parking with electricity
O. Try to make additions that are affordable relatively speaking for everyone. Example they are selling hangars in condo units on Soldotna airport for \$250,000 + this is a ridiculous price and there are better uses for the land.
cameras monitored, not fencing it is costly and unattractive. (L)
It would be nice to be able to have a shed by wheel only tie downs. Why don't they allow sheds on the strip at Merrill?

Appendix H - Question #15

Figure out Weed control costs (chemicals ?) Is it cost effective ? Is it a every year thing ? Weeds are a issue... and we do spread them....
The water quality improvement led to another, maybe more serious problem with the weed infestation. These weeds compromise safety in that when entangled in the water rudders, airplane steerage is lost, especially in windy conditions. It's only a matter of time when two planes come together due to this weed problem. There are chemicals on the market that eradicate weeds without harming anything else in the lake. The airport needs to get up to speed on this and get rid of those ridiculous floating weed cutters. They don't work close in to the tiedown slips where the problem is the worst.
Lake Hood water quality and the brown remains on every one of our floats is of prime importance. It takes me 3 hrs/yr to clean Lk Hood scum from my floats.
N. Not sure what has been happening in the lake but it stinks and my floats turn orange.
Too many weeds in lake
Weed control is needed. weeds often tangle and restrict water rudder use and control of aircraft. Dredging of fingers is needed as it's getting very shallow near shore.
Deal with the increasing amount of algae/water plants in the lake
Weed control needs to be addressed- this past season it was difficult to turn in some areas of the lakes due to weeds fouling water rudders. This ain't a duck pond, it's a floatplane base. Do what it takes...
kill the weeds, the 3/4 M weed cutter cuts the weeds, then what it misses are blown down to East part of Lake by the hotel or into the fingers. Float rudders catch these weed and take all over the state. If fish and game can kill fish they don't like, why can't the airport kill some weeds every couple of years? If you catch and drag a raft of weeds, and they hang on, when you land the next time you will not have full control of your plane because the rudders are not effective because they are jammed up. We need a source of telling the Lake Hood tower wind direction and speed for Lake Spenard as winds from the South cut thru the middle of the channel. Most all planes could over fly the Hood Lake and land in Spenard with room to spare
Need to improve the lake raking of the weeds in the lake. It was very bad this year, on the North shoreline in lake Spanard.
Eliminate invasive grass from water
N. better weed removal. My slip is so weed choked you can hardly turn the plane around
LH water is toxic and leaves stains on floats that are sometimes difficult to remove
The LHD water quality must be improved!!!! The lake must be cleaned!!!! The use of the States weed cutter machine is ineffective. This machine is merely a mulcher...it propagates more weeds! The lake is stagnant, appears to be dead, in some areas where there is no waterfowl control, dead waterfowl are still frequently found from the water pollution. The polluted waters damage our floats also...it doesn't take but a week or two to have the awful stain attach securely to our floats and cannot be removed. The water is too unhealthy for our dogs also. The lake must be drained and cleaned. Fresh water and drainages must be improved...Runoffs from ramps, surrounding areas and Ted Stevens Int'l Apt must be contained. Make it illegal for continuing pollution to the lake..ie: dispose of drained fuel, oil to proper containment sites. We(all of us) need to quit contributing to the polluting of the lake. Businesses, private planes, Anchorage Int'l runoff, etc...we're all responsible. Maybe an area at a time can be closed off, and cleaned. Start with transient, then move private aircraft into these areas while their areas are cleaned...lots of thought needed on this.
Kill the weeds!
The weeds in the lake need to be killed. Three times last summer the weeds on my float rudders caused my float plane to lose directional control. One of those times caused my float to strike the edge of a slip head on, causing damage to the float. This is a health life safety issue.
Weeds are becoming a HUGE problem in the lake and you are NOT handling it. Please fix this!
Use herbisides to kill weeds in the lake in the summer time. The "Lake Rake" does a marginal job an spreads vegetation into the float slips.

Appendix H - Question #15

Lake Hood water is a cesspool. Either someone has been dumping their septic system in to the lake or there is a leak in the city system. The late season clean up efforts were great, but the sewage content of the lake should be assessed. I think it could be Hazmat. Steve Jones 301-6993

As the water quality improves the aquatic vegetation also becomes more vigorous. While the current control equipment serves well, additional method of removing/controlling the band of vegetation that exists outside the capabilities of this equipment and beyond the shore capabilities of the lessees and land owners. This will become even more important when the aggressive invasive Elodea species finds its way to Lake Hood Seaplane Base. We should be fully prepared to deal with this issue.

Anything to improve dust control. Weed control, not cutting but use of herbicides. No fish in the lake, get rid of the weeds.

Addressing water quality issues should be an ongoing process for Lake Hood and the other affected waterways (Turnagain Bog, Jones Lake, Hood Creek, Cook Inlet). Since I don't own an aircraft, I would look to pilots and leaseholders to provide input on most of the above items.

It is a fine airport. I think it is perfect.

Question #16 - Airport Services: Please rate the need to improve services at LHD. "Other" answers.
- Keep the aircraft maintenance companies happy. If they leave, the planes will leave. - Develop better way of managing "Use your tiedown/slip or loose your slip" - The wait list is a deterrent and also forces people to hold onto their spot longer than they should. I see many aircraft tied down and parked in prime locations and the plane never/very seldom fly.
Three of my mechanics have retired and been replaced by wealthy owners who purchased the hangars for private purposes. This is the death knell of GA and needs serious consideration. Soon there will be none left at Lake Hood.
Up grade aircraft wash facility, maybe another one.
B-I use International Aviation for fuel. Very good support from them and timely response to request. Very much appreciated. I sometimes use the fuel dock next to the West ramp. This is hard to get in and out of plus there should be a dock next to it so if someone is there we can tie-up and wait to get fuel. I'd like to see a floating dock and a deeper berth. Strong winds out of the Southeast make handling a large plane difficult in there. better dock and tie-up facilities would help a lot. F- a larger paved pad to perform runups at the gravel strip ends would be helpful. N-A nice restaurant/coffee bar would be nice within the Lake Hood Facility.
Automobile fuel availability at the dirt strip 80/87 auto fuel at a reasonable price.
More Lighting in tie down area Including float tie downs.
The Lake Hood runway, taxiway, and parking area maintenance is almost non-existent. I hardly see an airport police patrol around the Lake especially at night!
Way too much money is spent trying to groom the lake. With that expensive and heavy Bombardier (?) you don't groom until late in the year and can't get close to the tie downs. All you need is a Utility snowmachine (Yamaha Viking, Skidoo SWT or WT, Arctic Cat Bearcat, Polaris Widetrack) and a \$450 groomer. I reckon you could buy four and still not come close to the cost of that behemoth you have now. And you could get going right after the first good snow. Finally, operation costs would be a small percentage.
Tiedown Integrity
The gravel strip parking is in DIRE need of grading. The tiedowns are now below grade and do not drain adequately. Maintenance added crushed asphalt to the taxiways thus causing this problem. The gravel strip parking also needs electricity.
Aircraft maintenance is good but becoming increasingly expensive to operate at lake hood making competition amongst mechanics hard. Snow removal, taxi way, security, aircraft fueling options are all excellent. Many float slips could use maintenance as far as fill to level out or provide more space for parking/float storage in the winter, etc. this additional fill if retained correctly could add slips to the lake.
D. Hood strip maintenance: As stated before DOT does not keep up with the high volume use of the strip and allows heavy greater than 50 wing span aircraft chew it up due to no enforcement of any airport rules. This results in rock damage to aircraft and potentially an accident when a rock jams an elevator. A parallel paved runway is needed to keep up with the heavy use since the gravel surface will not hold up without super frequent maintenance which is too costly in the long run. E. Lake ski strip maintenance: This is the first winter the airport is doing a good job grooming the lake surface. It seems that is only and side benefit of a very low snow year. In winter with normal snow fall the lake surface frequently becomes so rutted as to be unsafe. It often is the worse lake surface a pilot could find anywhere to land on skis. At lodges working snow machines are used to pull home made rakes behind them to pack the snow. Maybe DOT should ask for volunteers to use snow machines when they do not have the man power nor will they pay over time to groom the lake surface. F. Taxiway/apron surface maintenance: As stated before Delta & the connecting taxiways need to be paved which would involve regrading the entire parking area to deal with ponding of water, mud, & dust. G. Lake Weed control: The present use of the Lake Rake is only a marginal way to reduce the safety hazard of aquatic weeds clogging float plane water rudders and thus their ability to be controlled by the pilot. I have had to call the tower and tell them that I had lost directional control and was being blown into the active water lane by the wind due to clogged water rudders. Great rafts of cut weeds seem to wash up onto pilots slips causing them considerable trouble coming and going to their tie down spots. With high nitrates levels washing into the lake from the urea anti road ice chemicals applied to the main runways and roads in the winter, the growth of the aquatic plants is greatly accelerated. When this abundant plant growth dies in the winter it generates foul water

<p>quality and stinks like a sewer in early summer when it decays. There are other pollutants in the lake which combine with the organic products to result in ugly permanently staining of the bottom and sides of aircraft floats. Since Lake Hood-Spenard have a limited and man altered water shed, the airport had to install deep high volume water wells to help maintain the water level so aircraft could continue to operate and not run aground in dry years. During dry years there is no net out flow from the lakes since evapo-transpiration is much greater than water input. During those time short lived hebicides should be apply to kill back the aquatic weeds. By the time fall rains return and the lakes again export runoff the chemicals would be long degraded.</p>
<p>Even if a small amount of herbicides did go out with the runoff, the outflow of vast amounts of primarily treated human (over 300,000 in Anchorage) sewage and every chemical humans put down their drains all goes into Cook Inlet already. The inlet has so much glacial silts flocculating every days that any pollutants are quickly buried in the mud. That is why Anchorage city is given a permit to only have the most basic primarily sewage treatment. J. Tie down/leasing management: The tie down wait list is not fairly managed. The abuses found in the 1995 Legislative Audit are all back in force and an honest person will wait many long years to ever be assigned a spot. The most common abuse is to claim a plane is being leased when it is really a mask for either a renting arrangement or a buddy deal. There are dead people still hanging on to a float slip and management does nothing to sort the abuses out. There are many people who no longer live in Anchorage still holding onto a slip and using the black market to pay for it. There is one lodge that holds a prime slip in the fingers and only uses it rarely for a short over night visit and for off season vehicle storage. There are other abuses but with no enforcement of any airport rules the policy of airport management nothing will change. There is a rubber boat repair shop, aluminum fabrication shop, a rapid mail out service, a consultant two story office building, an administrative office, and a part time auto fix up and resale operation on airport leases. None of which fly aircraft commercially, repair aircraft, or sell aircraft parts and this should no be enjoying the super low 9 cents a square foot least rates that are specially intended for aviation. This is a violation of FAA's requirements, but since local FAA & DOT are all 'friends' nothing is done to correct the abuse. K. Security (airport police): The airport police do not function as professional police, but act more like contracted night watchmen with no powers only doing non functional 'patrols'. . Airport Police to our knowledge issue no written warnings, no tickets, or solve any crime. They do not record crimes, map them, and make them available to the public as Anchorage Police Department and UAA Campus Police do. This won't change until upper airport management decides to actually run a professional airport. If they can't figure out how to do that they only have to copy what Merrill Field does. L. Wildlife/bird control: The USDA contractors do a good job scaring off birds around the airport. Moose control is very poor and results in aircraft damage as well as a great risk to landing or taking off aircraft at the strip. Some of the wildlife control staff have told me about seeing lose dogs running moose onto the strip. If an aircraft were just touching down or lifting off and got T-boned by a moose people would likely die. The wildlife contractor staff have been instructed not to bother the dog owners who let them run lose which is against the airport rules, but is another of the non enforced of airport rules. Lose dogs should be dealt with by both airport police and wildlife control staff. A couple of summers ago a lose dog had its face chopped off by a PA-18's moving prop. Legally the aircraft owner is required to have the engine completely disassembled and all parts inspected for cracks. That would cost between \$6,000 and \$12,000 depending on the size of engine if nothing is damaged. FAA has found that aircraft engines that fail in flight most often have a prop strick in their past. The new regulations include props running thru tall grass let alone the bone of a dog's head. Several air taxis bring dogs to work as well as many pilots and let them run lose while airport management and the airport police do nothing. M. Aircraft oil recycling: At any professionally managed airport of any size comparable size to LHD, there would be an oil recycling drop off facility. LHD needs one so pilots do not just take the easy way out and add their used oil to their house hold trash. I have seen fenced in tanks for used oil at airports in the Lower 48. They are monitored by a security camera and the pilot has to enter code to access. It isn't rocket science.</p>
<p>NEW FLOAT SLIPS</p>
<p>Lake Hood seems to be pretty well run now, doesn't need a lot of money to be spent on new stuff.</p>
<p>I'm very happy with LHD overall. Having a place to recycle oil would be great. many folks in the valley could pick it up to burn in oil stoves in their hangar.</p>
<p>A parts store would be nice. We have to go to Merril for a Quart of oil on the weekends.</p>
<p>Ensure that we do not close areas needed for the citizens of Anchorage to enjoy the beauty and excitement of watching alaskans fly from the best seaplane, landplane airport in the U.S.A.!</p>

Appendix I - Question #16

Reduce pedestrian traffic and restrict pedestrians to the side of the street farther from float slips. Catch and fine vandals and those who trespass onto float slip lawns. I had three different times where a vehicle tore up my nicely maintained lawn this summer. :(
Like to see a business come in that would sell pilot and aircraft supplies.
More affordable hangar build sites. I'll build my own hangar just need the lease easier to accomplish
ALL of LHD (including Lake Spenard) needs security. ALL aircraft must be safe and secure. Walkers by must not be able to approach or access our aircraft. In Lake Spenard, in several areas, there are unwanted vagrancy, transient, intoxicated people sleeping, hanging out in these areas. Our aircraft must be off limits to these non airport people much like in Lake Hood areas. The southeast corner of Lake Spenard is fenced in and a model location for those aircraft...it's understood that some sort of agreement with all the slip holders of that area, paid for that fencing there. If all of LHD could be like that it would be wonderful...the aircraft are relatively safe and secure and not accessible without permission from the aircraft owners. Other areas need more attention and need to be made inaccessible
from people other than the slip owners... he North side of Lk Spenard, from the Lake Hood gate tdown to the Millenium Hotel...lots of problems here. Also, on the SE corner of Lk Spenard...the proximity to the road is very close to a number of aircraft and there is a constant problem with seedy people roaming through and hanging out in the trees in this area. We need fencing in this area...
The weeds on the lake have already cost me money in repairs. Someone is going to get hurt if they are not completely taken out.
Water cleanup.
Weed growth has been a huge problem interfering with water rudders in the slow taxi channel
G. Weed control??? Park the harvester and kill the Elodea weed. The weed gets on float water rudders and causes pilots to loose stering control. Very dangerous and results in a lot of aircraft damage when coming into slip at a skew because of limited stering control or worse a collision with another airplane. Please google "how to kill elodea weed in lake" and click top hit... I would suggest the chemical option that has an "excellent" performance rating. Then please explain why we can not get this done?
Unless you fill in Spenard Lake and Lake Hood, birds will always be a part of the environment at the Lake Hood airport. Appropriate control is necessary, but the goal should not be to kill/rid all birds and wildlife from this facility. Many residents and visitor alike are not only drawn to the seaplane base to view aircraft, but also appreciate the bird and wildlife viewing opportunities provided in this area.
E. This question is confusing. Lake Ski Strip? is that referring to the Lake Hood Gravel Strip? Or is referring to the WINTER maintaining the frozen surfaces of the Lakes? Lake Hood does not have a Ski Strip per say. Merrill Field for example has a runway that in the winter months is designated as a Ski Strip; Lake Hood does not.
The small building by the runway/Ace fuel facility is very important. I have used this facility occasionally for over 30 years.

Appendix J - Question #17

Question # 17 - If you have experienced conflicts between pedestrians/vehicles and aircraft at LHD, please identify some specific areas where this is a problem.	
	There will always be issues at this location. It is worth not fencing the whole place in. Its no fun operating out of a jail.
Yes (please provide more detail below)	Yes, but I also use the facility as a pedestrian, so I hate to see more rules against that. More education for non pilot users
Yes (please provide more detail below)	Pedestrians / bicyclists on lakeshore taxiway and Lake Hood Strip taxiway who would NOT move out of the way of my taxiing aircraft. Off-leash dogs both around Lake Hood and playing "fetch" in the water at the swim beach. Vehicles driving on the grass and parking (and leaving their car, blocking my access) at my float plane slip. People having table, chairs, BBQ grill, etc. all unloaded from their RV and having a picnic at my floatplane slip.
Yes (please provide more detail below)	Tourists standing on my floats, taking photos.
No	Why not: "if no - share your thoughts also." You can't get a meaningful survey if you bias the results with the question! I like people walking around - this is Alaska for christs sake - not the lower 48. Where else in the world can people experience something like Lake Hood? Of course there are some risks - get over it! Keep the cars off the lake taxiways, but let the people enjoy!
Yes (please provide more detail below)	I've seen some horrible situations where tour buses let people out to take pictures, and people will sit on the horizontal stabilizers to be photographed. I've chased the tourists off and then I get into a pissing match with the bus driver who try's to defend his passengers. Overall though, I think walkers, bikers, runners, mom's with strollers, etc. help contribute to the overall security at LHD. I'd like to see no tour buses. That Little Red bus is always driving 10-15 mph and I can never get around it. This is a bitch when I am running parts for a mechanic that I'm paying \$90/hr.
No	I have had no problems taxiing at LH
No	
Yes (please provide more detail below)	north shore LH pedestrians and joggers with loose dogs
Yes (please provide more detail below)	Crossing Floatplane Dr. at the intersection of Floatplane Dr. either heading towards or away from the gravel strip can be dicey. It's not just vehicles that neglect to yield to aircraft but bicyclists and pedestrians as well.
Yes (please provide more detail below)	Some pilots need to pay attention when getting to and from aircraft. Also some don't watch or control their dogs.
Yes (please provide more detail below)	Yes, a car, but before the gates were added near the strip.
Yes (please provide more detail below)	People walking/ running on Taxiways, dogs with people. also conflicts with tourist that are unfamiliar with airplanes. the gates have improved much of the problem.
No	I have had a plane at lake hood for over 50 years. I believe the problem if there was one has and is being address just fine. No need for additional action at this time.
No	NO I have had more problems with your radio activated gates that I ever had with pedestrians or vehicles.
Yes (please provide more detail below)	The let their kids and dogs run loose. Car do not yield to aircraft.
No	And the individual that urged the Lake Hood authority to put up all the fences (you KNOW who I am talking about) should be removed from the lake permanently and banned from operating there. Not only do we now have ridiculous gates we have to put up with, we have an individual who harasses tourists, aviation enthusiasts here that just want to LOOK at airplanes or take photos, and verbally assaults other pilots and lease holders.

Appendix J - Question #17

Yes (please provide more detail below)	Several years ago my aircraft was hit by a vehicle while taxiing around the west side of Lake Hood at night.
Yes (please provide more detail below)	Pedestrians do not pay attention to taxing aircraft and even if they see you they will not get out of the way.
Yes (please provide more detail below)	Entire area around Lake Hood, with dumb walkers and bikers that think they are on part of the trail system
Yes (please provide more detail below)	Crossing from the lake middle finger to Hood strip at the bend in the perimeter road. I feel this is the most dangerous part of any wheel plane flight.
Yes (please provide more detail below)	Its an airport, not a bicycle, exercise, walk your dog, take a stroll area. People use the main roads, the roads on the fingers and aircraft parking areas as if it is a park. In the summer I have to pick up dog do around my tie down at least once or twice a week. I've had ice skaters recently (no snow this season) at my float tie down.
Yes (please provide more detail below)	Tour buses failure to stop or yield at taxiway Victor
No	Most people are fairly understanding and accomodate aircraft.
Yes (please provide more detail below)	taxiways
Yes (please provide more detail below)	i'm at the annex and constantly vehicles park along the pull through taxi way blocking it. also a float slip renter was allowed to build a storage shed that blocks most of the annex pull through taxi way from the south. if most of the pull through taxi way from the north is blocked by a vehicle then we become tail in spots.
Yes (please provide more detail below)	I have had both pedestrians and private vehicles block both shared taxiway/roadways and dedicated taxiways. The increased signage, and education of general public has improved the problem lately, but each summer a new crop of folks need to get educated.
No	Community access to my LHD air park is extremely important.
Yes (please provide more detail below)	Bicyclists and walkers on Lakeshore taxiway, who don't move to allow a plane to taxi past. (STOP having the MA walk on the airport! It trains people to walk there!) Off-leash dogs playing "fetch" at the swim beach. Pedestrians ON my floatplane!! People having a picnic lunch at my floatplane slip. Cars parking on the grass at my floatplane slip and creating ruts. (and that's after you've made a nice gravel parking pad when the slip was rebuilt!) Cars parking at our leasehold / hangar and blocking hangar doors. Kids that come over from the maintenance shop next door with bikes, 4-wheelers, go-carts, etc. to play on the blacktopped area in front of our hangars. (They run when we come out - but WE risk liability!)
Yes (please provide more detail below)	Taxiing past gate on gravel strip, vs. private vehicles
Yes (please provide more detail below)	People walking on the road instead of the path. Vehicles not yielding to aircraft on the road.
Yes (please provide more detail below)	Often before the gate was installed. Less now.
Yes (please provide more detail below)	Nothing dangerous, but I don't like waiting for fuel behind a classic car.
No	virtually none and Ive been working on the lake and flying (off and on) since 1987. I like to see the pedestrian traffic.
Yes (please provide more detail below)	People walking on active taxi ways and won't get out of the way of the plane
Yes (please provide more detail below)	While taxiing to the run way, people are riding bikes, walking, jogging and pushing baby's!! Public access needs restricted!
Yes (please provide more detail below)	The wheel plane crossing from finger 2 (Sportsman's Air Service) to the strip is a blind corner. Visibility is obstructed by aircraft parked on the corner at AK Aircraft Sales hangar 2. A controllable warning light and additional signs might

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	be appropriate.
Yes (please provide more detail below)	swimmers in lake hood, bikes on the taxiway
Yes (please provide more detail below)	bicycles and pedestrians sometimes don't use the path you paid \$\$\$\$ to build for them. The new gates do reduce the number of them on the taxiways.
No	That said I am a bit concerned with the new segway tours around the lake, seems like it is just a matter of time before a accident with those.
Yes (please provide more detail below)	But I think it is a great way to blend the public with the aviation people.
Yes (please provide more detail below)	People not yielding for aircraft near the fingers when aircraft are taxiing
Yes (please provide more detail below)	1. Automobiles failing to yield to my plane taxiing on wheels on the road near Trail Ridge Air. 2. Vehicles parking on my float slip lawn to watch floatplanes. 3. Dogs (off a leash) defecating on my float slip lawn. 4. Pedestrians throwing trash on my float slip lawn. 5. Pedestrians trespassing onto my float slip and docks.
Yes (please provide more detail below)	Encountered pedestrians walking dogs on lake shore taxiway; motorized gates near Lake Hood Strip appear to have addressed the problem; well done, thank you.
Yes (please provide more detail below)	Pedestrians and vehicles will always be an issue at Lake Hood, but I think its important to keep it open to the public. Fences and signs detract from the beauty of the lake, and the uniqueness of our Alaskan lifestyle. People come from all over the world to walk and take pictures of the planes. On the other hand the largest problem I have had with cars/trucks, occurs when I am operating on wheels coming off the strip to the float slip fingers. In the area of Alaska Aircraft Sales Hanger #2 and Sportmans Airtaxi, the slight blind corner to the East doesn't allow good visibility for either vehicles or planes.
Yes (please provide more detail below)	See question 14. Also, the transient areas on the North side of Lk Spenard...there is a lot of drinking and parking of non user types. My biggest fear when parking in some of the transient slips accessible to the road, was coming to find an airplane damaged after a car drove into the tail! It could very easily happen! This area must only be made approachable by the transient pilots and their vehicles. More oversight needs to be here with security and no through driving for sightseers.
Yes (please provide more detail below)	Vehicular traffic that appear to have no reason to be around the airport. Speeders. Pedestrians near Hood Strip. Tourists on docks and aircraft, DOGS URINATING ON A/C TIRES
Yes (please provide more detail below)	Mostly when taxiing to/from strip to fingers.
Yes (please provide more detail below)	In the past yes, however with many of the changes over the last 10 years much less.
No	I enjoy the walkers and typically, they're polite, aware and well behaved.
No	Never in 27 years
Yes (please provide more detail below)	Dog crap from people walking their dogs around tie downs
Yes (please provide more detail below)	Taxi way north of lake hood
Yes (please provide more detail below)	I cross the road and taxi on the road. Need more signs and designated pedestrian areas.
Yes (please provide more detail below)	When using the road to taxi there is often an encounter with traffic. Cars, people, etc do not expect or see an aircraft on the road.
Yes (please provide more detail below)	But I've found people to be courteous.
No	Not a problem operating on floats.
Yes (please provide more detail below)	Taxi way along lake hood pedd with dog

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more detail below)	
No	I feel that pedestrians are very compatible with operations. We should encourage and embrace community involvement and enjoyment of this GA facility.
Yes (please provide more detail below)	On occasion, but not enough to want a change in pedestrian access.
No	The pedestrians around lake hood are very good about avoiding aircraft in my experience. There is not problem. That automatic gate should be removed/locked open.
Yes (please provide more detail below)	Drivers don't watch for or yield to airplanes. Non-pilots and tourists disregard restricted area signs and drive through tie downs and taxiways. People run their dogs through parking and taxiways watching the dogs, not for planes in front of them. Walkers, joggers, and cars wander through tie downs and DIRECTLY IN FRONT of turning props. A pilot can't see pedestrians moving along parked rows of aircraft when they stay one or two feet in front of the spinners. Vehicles are difficult to see because they're moving faster.
Yes (please provide more detail below)	People often drive through the taxiways near the strip parking and near the fuel shack in order to sit and watch planes at the strip. They drive through tiedowns and between planes. I have also seen people walking through the strip parking area and touching and climbing on planes for pictures, etc... I have also had cars not wait as I was taxiing through the gates (i.e., they did not give way to aircraft).
Yes (please provide more detail below)	Pedestrians allowing children to enter and or get in and play on aircraft.
Yes (please provide more detail below)	Several time every year pedestrians/bikes interfere with my taxi operations causing hazard.

Question # 18 - Do you have any specific solutions to reduce conflicts between pedestrians/vehicles and aircraft at LHD?

Separate them...

Administer fines to people walking on the taxiway.

do a better job defining the bike trial

Follow the requirements listed in the FAA Airport Compliance Manual (September 30, 2009). Page 7-7 c. "Safe Operations. The sponsor should adopt and enforce adequate rules, regulations, or ordinances as necessary to ensure safety and efficiency of aircraft operations and to protect the public using the airport. When a proposed action directly impacts the flight of an aircraft, that action should be coordinated with FAA Flight Standards and/or Air Traffic Control." "7.9. Local Rules and Procedures. One of the most important functions of local regulations is to control the use of the airport in a manner that will eliminate hazards to aircraft and people and structures on the ground. For example, if aircraft are allowed to park too close to an active runway, aircraft themselves become a hazard to other aircraft. Rules and procedures that implement FAA airport design standards will ensure adequate separation of aircraft during ground operations. To keep motorists, cyclists, pedestrians, and animals from inadvertently wandering onto the airfield or areas designated for aircraft maneuvering, the sponsor should install adequate controls such as fencing and signage." Merrill Field has applied for federal airport improvement grants to install fencing and coded gates. They have improved the safety and security greatly over the years while Lake Hood management doesn't even apply for such improvement funds. Merrill Field also honestly reports all their runway incursions which helps them score higher to receive improvement funds, while the management culture of Lake Hood very effectively suppresses the reporting of their more numerous runway incursions. So the only way to have an urban recreational park on top of an airport is thru fencing, gates, and an effective enforcement effort. That effort will initially be more difficult at Lake Hood since it has been allowed to be a free for all for many years 'if' management ever decides to run a professional airport that is both safe and secure. Unless someone gets killed the present management culture at Lake Hood will do nothing significant to change the "open & welcoming" management style that translates into open to all 24/7 with no enforcement which might not be welcoming enough. When some recreationists is killed by an aircraft, the pilot will lose every thing he owns to his legal defense even if he prevails. The state managers will have all their legal bills paid for by the State Division of Risk Management. Thus the people making the decision take no risk while the fee paying pilots risk everything to operate at Lake Hood.

I don't want to restrict people from walking around the field. I think it's a good thing that adds to our community's quality of life. Nor are you going to restrict auto traffic around the lake. people need to be more aware of potential conflicts though. The fish and feather guys seem to drive around a lot and should be put into play by stopping and talking to people who are 'outside the lines' when walking or when they see a driver not being observant of airplanes. I'm way more afraid of running into a kid or car than I am of hitting a bird or muskrat. The airport police need to step it up too when it comes to potential conflicts. I have never seen a car stopped for speeding around the lake.

STRONGER SIGNAGE. This suggestion has been ignored several times. Hopefully an outside source can convince airport management that safety is their first priority over public recreation. It is an airport, after all.

designated bike/ walking path... wider than current bike paths; probably away from taxiways and roads. lots of people like to walk and ride around the lake.... but with cars bikes walkers dogs and airplanes... risky area for all.

Reduce the amount of non-airport traffic, I think the airport should be an airport not a sightseeing park for tourists and joggers.

Appendix K - Question #18

First education, then enforcement. If I had an unlimited budget I could rebuild the airport such that everything flowed appropriately.
Keep the pedestrians on the bike path. That is what it is for!! A red light should be added to the intersection leading from the Lake Hood taxiway to Runway 32 at Lake Hood! Also one is needed at the intersection of the road near the east end of Victor!
severe signage. "pedestrians do NOT have the right of way". "propellers remove heads" "enter at your own risk". you get the pic
More signs
Better policing by airport police. Possibly use of volunteers - with identifying jackets or T-shirts, something like that, who can POLITELY point out the appropriate areas for people to use, remind about cleaning up after dogs / keeping dogs on leash, etc.
No, it's good enough and we just need to tolerate the freedom we have without further State or Fed involvement
Tour buses should not be able to let their people out to walk around airplanes. Most of the drivers are not savvy about the fragility of our birds. When they are driving and bull shiting their passengers they should drive the speed limit or pull over.
more citations
Complete the bike path around the lake
I think pedestrian-vehicle is more of a problem than aircraft conflicts. Put a nice walking path and a small foot bridge at from near the pilot shack/ACE fuel to the NW to the taxi way.
Perhaps painting designated places to walk / run. Maybe around the perimeter of the the strip?
Separate them.
No.
Have a pedestrian walkway that is fenced in.
Start giving tickets to the idiots with head phones that can't hear cars or planes behind them
No entry to area if you are not an aircraft owner.
limit access
enforce no vehicle parking on annex pull through taxi way and require the shed to be moved.
Better marked pedestrian paths. Safety patrols (could be a combination of volunteers and airport security) helping keep pedestrians in safe areas. I don't feel we need to keep everyone out, or be nasty about it, but a lot of people don't realize that they're straying into an inappropriate place. Or that jogging on the taxiway with headphones, for example, is NOT a good idea.
More 'aircraft have the right of way' signs around the gravel strip.
More clearly define walking/bike path. LHD is a wonderful place for people to stroll around. I would find ways to encourage this.
better security
Keep the general public off the airport.
The wheel plane crossing from finger 2 (Sportsman's Air Service) to the strip is a blind corner. Visibility is obstructed by aircraft parked on the corner at AK Aircraft Sales hangar 2. A controllable warning light and additional signs might be appropriate.
lake hood is an airport facility not a tourist trap. Fence the entire area and have security gates with key code access
No.
no
1. Reduce/remove pedestrian access. 2. Activate the weather cameras and use them to fine trespassers & vandals. 3. Add security cameras and/or encourage private slip owners to install cameras. 4. Keypad

Appendix K - Question #18

security fence for the Northern side of Lake Hood.
Some kinda sign designed by a NON-pilot for a NON-pilot that communicates that aircraft and vehicles share the Taxiway.
See questions 14/15.
Relocate bike / walking path to the perimeter fence on the east side of the gravel strip and airport police to enforce this change. Restrict pedestrian and pet access to west side of Hood strip road and parking areas.
Designated bike trails are the only idea.
Wig wags at vehicle entry points
No
Walking path away from taxi way
Keep pedestrians and non-owner cars away from tie downs and taxiways. And off the fingers.
Without closing off the airport, you can only do education, signing, and enforcement.
Clearly marked, dedicated pedestrian walkways. Signage, "keep off the aircraft".
Light enforcement as previously done with officers on bikes during summer months, particularly weekends and nice weather evenings.

Question #20 - What do you consider the top 5 current or future needs for LHD?
- Good contingent of qualified maintenance providers - Additional paved parking with power - A way to decrease the wait list on lake hood. (additional slips, strict management)
1 Correct mud situation at strip during freeze/thaw 2. Weed control 3. Pedestrian control 4. Snow hauling from Lease holds
1 Pedestrian access 2 Bicycle access 3 Open access 4 Open access 5 Access
1 pedestrian/bike paths 2 float slips 3 hangars 4 tourist activity place 5 moose by N Lights Drive
1 Tee hangar leases 2. Weed control 3. Bank stabilization 4. Security 5. Wash bays
1) more float slips 2) small concrete pads on taxiways for aircraft run up, so no gravel damages props 3) more, affordable hangars 4) do away with that unnecessary gate 5) more float slips
1) fencing off LHD and Lk Spenard 2) water quality/cleanup of LHD 3) runoff and containment 4) security cameras and police patrols and a phone number they're readily reached at. 5) access of aircraft for users only. Enforce the walkers in the aforementioned areas: questions 14/15.
1) Kill the Elodea weed! 2) Control the water elevation by letting more water escape when it rains and holding water in the lake when it does not rain. Currently my slip is flooded for days after each rain event 3) Construct a aircraft wash bay (covered/heated) that can be used earlier and later in the season. For example my C185 is completely covered in airport dirt as of November 12. It's 44 degrees outside but the wash station is shut down. Putting wing cover on will severely abraid the paint due to fabric covers trapping the dirt against the plane. 4) Provide float storage during winter months. 5) Provide slightly more vehicle parking.
1) mechanics 2) weeds in lake 3) length of float list 4) lower cost hangars
1) More appropriately manage leasing, so that priority along the lake shorelines is given to float plane slips/use rather than to wheeled aircraft tie-down parking, businesses and use. 2) Provide the Municipality of Anchorage Parks Dept. a long-term use agreement for Spenard Beach Park. 3) Retain the remainder of Turnagain Bog (both wetlands and associated uplands) in its undeveloped, buffer state, to ensure the protection of high value functions they provide the Lake Hood airport and the adjacent neighborhood. 4) Rehabilitate the roads currently in disrepair within the Lake Hood airport area. 5) Higher degree of discussion and education with pilots and leaseholders regarding use impacts (primarily noise) on the Turnagain and Spenard neighborhoods.
1) Pave the Lake Hood taxiway 2) Build a Paved runway next to Runway 32 at Lake Hood 3) Snow Removal Improvement 4) Security at Airport increased 5) Keep pedestrians off the Road, Taxiways and Runway
1) Sportsman's Air Service should be allowed to lease and develop the gravel corner they are located on. 2) The wheel plane crossing from finger 2 (Sportsman's Air Service) to the strip is a blind corner. Visibility is obstructed by aircraft parked on the corner at AK Aircraft Sales hangar 2. A controllable warning light and additional signs might be appropriate.
1. A nice restaurant/coffee bar. 2. Restrooms on the South Side of Lake Spenard. 3. Docks for trailer float planes at the West Ramp. 4. Better pedestrian clearance at the curve next to the automatic gate. 5. Cleanup and tidy up things a bit would improve the overall appearance. 6. Wind break on gull island and other places for strong SE winds. 7. Lifts for float planes at slips.
1. Airspace. The choke point between Point McKenzie and the Boat Hull increases mid-air potential. 2. Better weed control. 3. Grooming of the lake during ski season. 4. VOR/GPS approach to the lake. 5. A Starbucks at the lake business office. (This has the best chance of getting funded)
1. More float slips needed or monthly parking 2. Weed control, my water rudders are constantly hanging up with debris 3. Water quality 4. transit parking at both Lake and Gravel Strip desperately needed 5. Erosion
1. Need more float slips / parking 2. Need Mogas for sale. 3. more focus on pilots, less focus on tourists/pedestrians/cars. 4. pull through tie-downs 5. storage at tiedowns
1. Need more land available for lease to build hangars 2. Need more float slips
1. Pave the taxiways and tiedown areas. 2. Provide more vehicle parking. 3. Provide electricity in the tiedown areas.
1. Reducing the expense of operating at LHD to encourage business and private aviation growth. 2. More float slips that have room for shed/storage within walking distance, a wheel tiedown, and taxi access to LHD strip. 3. More lease lots for commercial aviation support services (maintenance, rental hangars,

parts/fuel vendors, cafe/restaurant, public vehicle parking, pilot lounge/FBO/Public GA Passenger "Terminal" for transient operations that could include a public/tourist viewing area that is controlled and safe for people and planes, etc.) 4. More lease lots for private aviation use (conventional hangars, T-hangars, convenient private vehicle parking. 5. Weed control / invasive plant protection for lake.
1. Surface water control at LHD Strip. 2. Make electrical power available to all parking spots at LHD Strip. 3. Pave parking spots at LHD. 4. Improve/upgrade/replace pilot shack at LHD to include restroom, bigger lounge. 5. Make it easier to contact Field Maintenance when trying to report a problem/concern to this department. My personal experience is that I usually get the telephone run-around and end up frustrated.
1. Additional floatplane parking/mooring 2. Keeping rates reasonably low. 3. Ease of access, no fences or cumbersome combination locked gates keeping general public out. 4. Environmental controls, i.e. noise, dust, wildlife & water weeds. 5. Additional landplane parking areas.
1. Better enforcement of the existing rules to shorten the wait list. 2. Evaluate present bird control. Traveling around the lake setting off nose makers to chase birds to the other side of the lake appears to be a waste of time and money. 3. Present policy of not allowing landings in opposite direction of water channel in use aggravates the noise issue. An east landing has far less noise impact when the west route is in use and has been easily handled by the Lake Hood controllers for years.
1. clean out the vegetation growth in the lake 2. repair/replace aging tiedown anchors 3.
1. Dust suppression at strip 2. Second wash pad 3. Electricity accessible for preheat for ski planes tied down along lake shore
1. Educate pilots new to LHD about procedures used to keep traffic moving smoothly. 2. Control weeds. 3. Get more accurate and timely weather to the tower operators. All too often the "official" weather, particularly the winds, is at odds with what we are experiencing on the water.
1. Electricity at tie-downs 2. Re-paving of A & B tie-down lots 3. T-Hangar Options 4. Water Quality 5. Land Lease for private development
1. Less pedestrian/automobile traffic. 2. Strong snow load bearing & affordable T hangars 3. Easier rules for slip improvements. (I'd like to replace my slip post and build a shed). 4. An updated .pdf (or booklet) of the VFR arrival/departure procedures and area frequencies 5. Security cameras and Fines for trespassers, vandals & littering
1. Management, policies, and regulations. 2. Services, lighting, and Electrical access. 3. Pedestrian safety and access. 4. float slips / expedited reassignment of spaces / tiedowns 5. airport security
1. More float slips 2. Better management of current float plane slip holders 3. Better proof that current tie downs are occupied by aircraft that are in annual and are flying on a regular basis. 4. More public ramps to the water way. 5. Removal of the "upside down" building and more lake dredging for additional float slips.
1. More float slips. 2. More tie downs with electricity. 3. Remove weeds from lake! 4. More float slips with access to strip. 5. More land for personal hangars.
1. Parking with electricity. 2. Maintenance Hangars. 3. Fuel availability. 4. Security. 5. Weed control in the lake.
1. Pedestrian Control. 2. Electricity at all parking spots. 3. Security. 4. "T" Hangars. 5. Pilot Lounge.
1. Reduce the vehicle/pedestrian/aircraft unsafe interactions and mixing. 2. Improve airport security and actually enforce the rules. 3. Greatly improve the water quality and control the aquatic weeds in the lake. 4. Length the strip and add a paved parallel paved runway. 5. Resurface Delta and Strip Parking areas so water drains off them and pave them to reduce mud and dust.
1. Slip reconstruction 2. Weed control 3. Slip assignments-reduce empty slip numbers due to leaseholders not qualified or not following the rules. 4. Better maintenance-for example, timely dredging, tiedown installation, removal of trees threatening slips. 5. Better snowplowing in winter so airplanes can reach the gravel runway from slips/tiedowns
1. Slow channel/commercial finger weed removal 2. Keep Lake Hood a classic airport
1. the lake water cleanliness 2. renewing the land at current slips 3. adding more slips 4. walk/bike trail designated completely around the lake 5. security camers
1. Better communication with people who have leases or tiedowns or float slips. It seems that all of the planning meetings happen on weekdays, in the early afternoon, when the majority of people can't make it, because they're at work. 2. Better "policing" (in a nice way) of people walking / biking where they shouldn't be. 3. Better marked and convenient pedestrian walkways, to allow people to safely be in the area.

Appendix L - Question #20

4. More float slips, if possible. I would be very cautious, however, with any consideration of creating large docks or floats to create more slips. This would make operating on the lake too hazardous in windy conditions. 5. I think the limited space should be used for aviation-related pursuits. Something like the potential hotel to be built on airport grounds (in the TSAIA master plan as an option) would be a mistake in my opinion.
1. Hangers 2. floatslips 3. tie downs with electric 4. better regulation of floatslips to decrease "buddy" deals or "back-door" deals where current leasers basically re-lease the slip to their friends or others.
1 Float slip management--stricter adherence to requirements 2 More float slips 3 Tie down maintenance 4 Electric at tie downs 5 Transient parking regulation enforcement
1-More float slips 2-More & less expensive hangar options 3-Improved/increased security 4-More tie downs 5-Weed control/reduction
A replacement for the LH strip. Longer. need not be paved.
add more slips save some lake front land for operators build hangars off shore line
Additional float plane lake in Anchorage area
additional float slips electricity at tiedowns to compete with other airports water quality of Lake
Additional float slips/ parking Additional access form float slips to strip More wheel tie downs with electrical service Weed control in lake More commercial services for repair maintenance
Additional floatplane slips
Additional floatslips
Additional hangar spaces. Building a nice bike path circumventing the lake; we need to keep the local community enjoying the airport, therefore protecting its future. It's nice seeing moms with strollers and little boys just watching the airplanes. What about a running race/event around the lake for revenue and to get the community involved? That might turn into an anchorafe tradition!
Additional lease lot areas or area for condo hanger developments. Continuation of the shoreline stabilization at float slips.
Additional tie downs on the lake. Obviously this will not be easy buy a long term solution is needed.
Additional tie-downs for both wheel and float aircraft. Reasonable rental rates for facilities for our mechanics and small maintenance shops. Maintain and/or improve taxiway access to Anchorage International.
affordable hanger space electricity tie-downs nearer to ANC (e.g. in Charlie)
Allow development of 100 airplane Hangars would be a good start. People are moving to the Valley just to get into a hangar. Hangar at hood will run you \$750,000 and up. You can own your own property and a decent hangar and home for \$450,000 in the valley. There is a market to capture. Paint booth with Fabric repair shop. Bringing in some experimental kit builder shops would really promote GA in the area. A ski strip off the lake
Availability of float plane slips. Cost of including electricity to float plane slips. Rising cost for mechanics on the lake.
Availabilty of Lease Lots for future Hangars - Private
Better security. Dust control on the gavel strip and taxiways. Lighting in parking areas. Electricity at wheel tie downs. Better visitor parking.
Better tie down monitoring. There were float planes on the bank all summer, and were never put in the water. There are people whho would like to use these slips.
-Build more slips -Find out why the lake smells and turns floats orange and fix it. -Float storage would be nice -would be nice if the water was deeper around the West end fuel dock so you can turn around your airplane without it running aground.
Capacity Availability of float tiedowns
Clean the lake is the most important. Its fithy
clean up the algae problem in the lake. Make it more friendly for helicopter ops Make transient float plane space on the lake hood end. get more land/hangar space available on land that is affordable to build on. (the land near the 14 end of the strip is deep peat-bogs)
Clean up the lake. Make slips not being used available on temp basis. Allow airplane owners with out medicals to keep space provided they can have other pilots fly their airplanes with the owner present. Provide a fueling facility on the lake. Improve slips.
Closer regulate the use of the float plane slips. Take away someone's spot if they no longer have an airplane, or just let their friends use their spot.

Communications with public and surrounding neighborhoods outreach to boards and community council Pounding the idea of good neighbor operations of Aircraft into the pilot community. Getting instructors to make a point of this during BFR's and check ride preparations taking care of the lakes water and shores vigilance in this busy airspace by all appreciation of what have and of those who work at providing it
Continue with slip 'build out' and shape existing float tie downs.
Continued good management and maintenance at the lowest possible cost to the State without unnecessary regulation.
Easy access Pedestrian and bike access all the way around lake more hangars, t hangars or covered a/c "ports"
Electrical service at wheeled tie-downs to allow more practical, safer and cleaner pre-heating in winter. More hangars where a plane can get de-iced/dried/warmed in winter time More float plane slips or docks to shorten the time a person spends on the wait list More or larger fenced in wheel tie-downs (like Alpha parking area) so that the wait list isn't so long.
electricity @ tiedowns closer airstrip parking for wheeled planes longer runway
electricity at tiedowns
electricity for gravel tie downs proper drainage of water in gravel tie downs - lakes occur in some tie downs lower monthly fee for float slips
Erosion control additional float slips
Erosion control Float slip dredging Security (aka lack of airport police patrols)
Erosion control Security Fuel prices Maintance of runway and taxiways Sustainability
Expanded number of float slips Reconfigure operations for more efficient use of space
FBO services on the Lake, Security Patrols, Weed control and erosion, dredging of slips, insect control
Float parking Wheel parking Field maintain Snow removal (faster) Security
Float plane parking, more mechanics and businesses, hangers with lake access
Float plane slips , weed control , keeping lease fees reasonable,
Float slip Gravel tie downs
Float slip availability
Float slips
Float slips for those that really use them. Land, not swamp, that can be leased out. Leases that are really sale of land based on how system works.
Float slips with wheel access Hangers Drive through parking with elec Strip access More vendors on field
float slips. managing the list in a transparent way. it seems like there is still a lot of insider trading going on.
Floatplane docks/slips. Get the float slip wait list down. Address safety concerns with pedestrians & aircraft. More hangars.
Floatplane slips. It's ridiculous to be waiting 8-12 years for a slip.
floatslips, more restrictive requirements for floatslips, more enforcement of requirements for floatslips, better responsive maintenance for strip,
Fuel on Lake Spenard Improved snow plowing. Stop leaving a birm in front of my plane. Erosion control on slips
General avation hangars! Continued security presence. Water quality.
Get rid of mud on taxiway. Autogas availability at the dirt strip.
Hangar leases Land prepared and readied for hangars
Hangar space near gravel runway
Hangars Hangars Hangars Hangars Hangars
Hanger space More float slips Electricity at strip tie downs More float slips More tiedowns near strip
Hanger space, More slips for float planes, storage at your tie down, power for tie downs at LH strip.
Hangars Float slips commercial use opportunities
Hangars, more float spots, ability to attract mechanics, better relations with residential neighborhoods, resolving the underwater weed issue.
Hangars,electric power for the tie downs at Z41
I like Lake Hood the way it is. It would be nice to make sure that we have room for more people to use it without changing its character too much.

I think the most important thing is to ensure LHD can continue to operate in, or similar to, it's current state without growing "too big" or without adding additional rules or complexity.
If it ain't broke don't fix it. This place runs ok and meets the needs of it's users. More tiedown spots would be nice but no one is waiting 19 years like i did for a spot so i can't get too worked up about that. I sure don't want to run into a person or car while I'm taxiing so that's a problem that needs to be addressed on a continuing basis. I'd like to build a hangar but it's not like the state makes it easy by publicizing leases available to the public. Lets make some ground available for the individuals who want to put up a small hangar. This is an airport, let's put some hangars up. The weeds in the lake are a big problem that there is a solution for, called chemicals. Get with the experts and they'll have a remedy that is used safely in other places with the same problem. I want to keep the strip as is (length and gravel are ok) but a better quality of gravel surface would help reduce the gauging on ski bottoms and tire cuts caused by the big rocks that come to the surface. Airplane noise seems to be a problem with the surrounding neighborhoods. One simple solution is for the state to replace noisy 2 bladed props with a 3 blade setup that is much quieter. You could start with mine.
Improve existing float slips on w.side of lake spenard Weed control Erosion control Limit the number and scope of commercial activities to maintain priority to individual users ie private citizens in a non commercial application
It's operating just fine now. Ongoing Maintenance of course. Figure out some Weed alternatives. Get some clever Signage, (thats not so boring as to be invisible.) Really look at some aerials before embarking on expensive shoreline erosion project, query cheaper alternatives.
Keep General Aviation a primary focus at LHD. The pilot in command is decides if lake surface is usable. The airport management can advise only. Control lake water quality, water levels, and weeds. Keep lake ice usable in spring as long as practical. Avoid water flow onto lake in spring.
Keep things affordable. Make all lease arrangements fair. No airplane no medical no fly for long period = no lakeside tiedown. Don't cave in to TSA requirements - have adequate surveillance but don't lock out the neighbors/kids. Allow the airport to be used for public recreation like walking/biking but have boundaries for safety. Assess the water quality and if necessary build a deicing station on ANC airport that recycles deice fluid if it is determined this is what causes the brown sludge on the floats and invasive water plants.
Lengthen gravel runway Keep tie-down/lease costs low Vehicle/pedestrian/animal vs airplane safety, lots of walkers and runners! Increase run-up paved areas Plow snow ASAP
Less non airport traffic
Less waiting time for slips More affordable aircraft hangar or cover. More transient slips More transient tie downs
Maintenance and safety
More Float plan Slips, More space for lease hold development
MORE FLOAT PLANE SLIPS
More float plane slips better road maintenance (paving) Better relation ship between airport manager office and lease holders dedicated security for tie down areas (Instead of occasional drive through) Clean up the trashy float slips (junk shacks ,garbage, overgrown) get a building and lot code. Make every body clean up their slip site. make landscaping a requirement to hold a lease.
More float plane slips. A ten year waiting list is ridiculous (really).
More float plane spots/slips
More float slips More hangars Better float slips Noise abatement from airtaxis (Sportsman Airservice) Pedestrians/vehicles
More float slips More tie downs, preferably NOT gravel (to reduce damage to aircraft when windy) Reduce pedestrian infringement on runways / active taxiways. (This includes off-leash dogs and people / dogs swimming at the swim beach). Better control of lake weeds Move Lake Hood User Group meetings to an evening or weekend time so that those who have jobs are more likely to be able to attend.
More float slips and electric at wheel tie downs!
More float slips but also something to keep the sky's safe during maximal summer airspace usage!
More float slips for lease, more float transient parking, better accessibility
More Float slips, Commercial hangar space, more wheel parking, ski parking with electricity.
More float slips, more electrical tie downs, better gates to secure airplanes, cheaper fuel, better airplane wash and oil dispensary

more float slips, or making people use the ones they have more often a better way to get from wheel tie down on skis in winter to lake for takeoff and landing without wheel/skis or dollies Lake has never ending overflow issue when parking plane on ice in winter longer gravel strip instrument approach
More float slips.
More float slips. Additional wheel parking with electricity Additional Hangers Good snow removal and maintenance of runways and taxiways
More float slips. Stop the subleasing.
More Float slips; Floats slip access to Strip; More tie downs w electrical service; Through the Fence access to LHD.
More float spots and weed control. Weeds are a bonifide hazard, not just a mess. They have the potential to cause a collision between airplanes due to loss of water rudder steering.
More float spots, weed control in the lake, more grooming of the lake in the winter
More floatplane slips Lake weed control Security patrol
MORE FLOATPLANE SLIPS 1 TO 5
More floatplane slips, more tie downs with power, storage facilities at tie downs
More powered parking Pull through parking More float slips Diversified gas supply options Continued maintenance
More slips Weed control Water Qual improvement More transient slips Protection of our few arriv/dep routes
More slips for float planes
more slips, more slips,
More slips, access to strip from slips, weed control, electric at slips, faster snow removal on taxiways
More tie downs both wheel and float
More water slips More electric tiedown
Noise complaints from neighbors Aircraft Security More floatplane parking
North Shore Lake Hood needs erosion control, float parking spaces need to be uniformly spaced and redesigned for better access and parking. Slips are full of weeds
Open up land to build hangars. Protect the current Lake Hood airspace. Keep the current level of access for all users (airplanes have priority, but welcome anyone that can follow the rules).
PARKING
-Pave all gravel roads. -Weed control in lake. -Security, more cameras covering all parking to reduce theft. Police pressance not fences. -Gaurd rail along Wisconsin St before any more cars end up in the lake. Now that this finger is owned by LHD you are very vunurable here. It is only a matter of time before a plane gets damadged! -Enforce curent rules regarding minnimum slip usage and requirments to reduce sub leasing.
pave the strip parking area
Paved runway.
Power at strip tie down Pave strip taxi ways Improve snow removal response at strip Improve winter lake snow grooming Better and more cold weather wash facility
Protection of leased space designated for commercial operators only.
Protection of the approach/ departure paths from development or conflicting uses Access for the general public, to keep the facility as part of the community rather than a segregated off-limits area Do not develop land on the lake not directly used for aircraft (such as the state building by the west waterway Control the deicing fluid contamination present in the spring Educate pilot better on the arrival & departure procedures
Renovate the parking at Lake Hood Strip. It is a waste of money to do Alpha and Bravo. Those areas are too far from the strip and should be used for planes that are not flying. Put electricity in the strip tiedown area and take care of the drainage problems at the strip parking area. Then, do Alpha and Bravo parking.
Safety: more consideration should be given to landings directly into low angle sun during summer operations. This is worse now that opposite direction operations are no longer permitted. Very dangerous. Weed control Reduce operating costs by using new methods ie blow snow from Hood Strip onto the buffer land to the north. No hauling no loader work. would not require snow dump modifications as the snow in local.
Security, improved slips, improved road surfaces on the fingers, safer access to the strip, improved lighting around the lake/taxi ways

Appendix L - Question #20

Security, not allowing general public access to aircraft areas. Dust control. Water weed control.
shoreline erosion on north shore awareness and obeying of slow taxi areas on north shore LH
SOMEHOW ?? ADD MORE TRAFFIC SIGNS WARNING VEHICLES OF PROPER DRIVING AREAS. THIS IS AN AREA OF "INNOCENT" ABUSE.
Space, space, space space, space
Stop cutting down the trees that make this a wonderful feature of AK. Make sure that the LHD waiting list includes - LSA, the likely intro of no medicals required - and kicking off the people who are obviously passing their slip to their descendants. Police the slips and make sure that the leases keep their slips clean, tidy and free of debris. Honor the people that keep their slips clean, tidy - have grass, cut it, have flowers, clean snow etc etc... Most important - deal with the weeds.
Subletting of float slips not following rules. Relieving congestion on Lake Hood. Refurbishment of lake tie downs. Quicker removal of snow on Hood dirt strip. Lake Hood water quality.
T Hangers, more float slips, educational area for youth, an eatery within the LHD area, pilot shop.
T-Hangars More float plane slips electrical at tiedowns
The pilot is responsible for take off - landing decisions. The tower cannot restrict the lake for overflow or perceived thin ice. Continue to supply accurate information to the pilots. This is an airport, people that move next to an airport will see and hear airplanes. Keep General Aviation the focus at LHD.
The tour bus issue--not to let passengers out of the bus. A good a/c washing facility that stays functional later in the fall. Duck hunting in late Oct.--we get lots of mud sometimes. Electrical outlets at the strip. Gravel spread to fill low water catches along the north end of Lk Hood. Good lighting and security for all parking areas. We've been pretty lucky in Echo parking on theft, but that goes in cycles. I'd like to see a closed gate at the entrance with an access code as Merrill has. Closed gate at Echo=#1 Tour bus issue=#2
Tower support File availability and price Maintainable facilities Security Fairness in leasing services
Traffic control air and ground small fuel tanks and trailers
Traffic control!!!!!! More areas to lease space for hangers Less confusion when lake is reported as closed. I get that landings are usually at my own risk. Is the lake closed or just possibly unsafe.
Transient camping
Vehicle parking, especially at the public ramps. Electricity access for engine preheat. Tie downs near the Lake for ski plane access (Delta ramp is a good example, lake can be accessed on straight skis--no need to get an ice tie down. Larger tie downs to better store floats and trailers when not in use (like Delta ramp takedowns).
Water quality -- strip timely snow removal -- more improved float slips -- pilot meetings with ATC Making lake hood attractive for all to see
Water quality Float ramp Transient float slip tiedowns Transient float slip time restriction enforcement Tree management at transient float slips
Water quality, road/taxiway maintenance, more hangars/lease lots, attract more aviation interest.
water quality, weed control
We need more float slips
Weed Control Better Airport Management Oil Recycling
weed control Security
Weed control/ water quality
Weed control/removal Dredging/shoreline stabilization lack of Hangars
Weeds in Lake More float plane parking Security
weeds in the water more tie downs more areas for hangars better security bathrooms
Weeds, more tie downs

Question #21 - Do you have any additional comments, concerns, or suggestions?
slip numbers more visible and easily identified. would like to see the float wait list updated more often.
Nope
Be nice to know the ages of the Slip Permittees Most (?) will lose their medicals or be dead in 15 years.
Clean up the float list problem first. People see you are serious and that there are consequences for breaking the rules things will get better and we would have some confidence in your office. Right now that confidence is very low.
Thanks for the survey.
I love Lake Hood. I love its beautiful setting, its unique operations, and the freedom the public has to view operations. I strongly believe, however, that warning signage about pedestrian/vehicle/aircraft traffic concerns needs to be much more strongly stated and more frequently posted.
not at this time
I feel that LHD is very well run overall. I know it's a high, multiple use area with vehicles, bicycles, joggers and airplanes all wanting to use it. I've personally have never had a conflict with other users while in my airplane.
i am very happy with LHD as a base. I would like to see autogas as an option.
Get some sensible cooperative people on the advisory board.
I almost hit some birds after takeoff several times last summer. There is an eagles nest just off the departure end of Runway 32. Something should be down about this before there is a major accident!
I have been flying in and out of SANDLAKE for 40 years. I have enjoyed wonderful cooperation and a great working relationship with ATC over all these years. I greatly appreciate ATCs willingness to work with all the SANDLAKE and Campbell Lake pilots to make flying as safe and convenient as possible in the Anchorage area.
Tee hangars
Lake Hood is more than an airstrip. It is a community airpark. Please keep it open for walking, bikes and airplane spotting.
No
Nope
Minimize gravel on the dirt strip (to reduce prop damage)
Thanks for taking on the master plan!!
Thanks for the opportunity to comment.
What a one-of-a-kind in the whole world place Lake Hood is! Help keep it just that kind of experience for everyone without trying to over-regulate it! (Leave the regulation piece to the FAA - they already are expert at that line of work!)
Spending a lot of \$\$\$ to up grade the float tie downs as was done on the north side of Spenard Lk is totally unnecessary. That looked like a project that was funded by govt and you use or lose it. Keep the strip loose gravel.It's a safety issue with large tires in a cross wind.
Thanks for asking
Move the post Office to the other side of Postmark Road and repurpose the Post Office space into hangars, FBO, tie-downs, fueling station, plane wash, etc.
In general I think that Lake Hood is well run and the preferred airport to be at in Anchorage. I think he Tower does a good job managing pilots that sometimes lack experience. As I said earlier it will be great when everyone has ADS-B to manage traffic.
lets take care of what we have before we expand it
Thanks for asking but my time in Alaska to actively own an airplane is coming to an end. You need to strive to get anyone that wants an affordable place to park an airplane a place to do so as quickly as possible. If you buy an airplane in your 20's - 30's and live in Anchorage you shouldn't have to wait until you're in your 40's and 50's to finally get a slip/tie down to be able to keep the airplane in the same town you live in. Many thanks to you for keeping the Lake Hood seaplane base available for minimum equipped bush aircraft. Please try to work with the FAA to always have access to the seaplane base without having any more equipment than is required today which is basically a communications radio.
The maintenance of the strip is great. We dont need a longer or wider strip as all aircraft that need more length have access to ANC. The condition of the strip tie-downs is ridiculous. My plane would sit in 3-4

Appendix M - Question #21

inches of water regularly. We dont need increases in security or other restrictions. The issue with vehicle/pedestrian conflict is way overblown. The work done on improvements to the float slips looks nice and could be expanded.
Let's make Lake Hood the best airport in the state.
no
How about action instead of surveys
Keep a gravel strip
NO
No
none.
N/A
State LHD operation has become more responsive to the public in the past several years - keep up the good work!
I WOULD LIKE THE TRANSIT [WHEEL] PARKING TO REMAIN CLOSE THE THE ANC TERMINAL
No
Management is doing a good job, thank you.
Do not fence and lock out access to community. Lake Hood is a valuable community asset.
I appreciate the convenience and facilities provided in the Lk Hood complex. It appears to be well maintained. I would not want to see the rules, regulations and costs increase to the point that they become a burden or hardship to citizen pilot.
where can i get a copy of the float lease regulations?
no
LHD is a real gem. Overall good job. Anc treasure that needs to be around for the future.
LHD should be separated from ANC. Merrills operations and projects are more than double that of LHD because commercial airlines won't support projects ergo ANC management doesn't support projects. Separation/autonomy would resolve that to include dedicated maintenance forces.
Vandalism is a big concern especially on the SE short of Lake Spenard. I'd been on floats 2 weeks the first time my aircraft was vandalised to the tune of more than \$1000 repair. My shed has been broken into since. Many of those parking around me have had similar experiences. The reality is that airport police never patrol this area even though we all pay \$105/mo tiedown fees. In 9 years, I've never had airport police stop unless I called them to report something. Regular patrols taking time to stop and talk to people would really help.
no
Have a nice day & good luck with all this!
its a wonderful facility and I think you're doing a great job given the amount of aircraft that need Hood so they can enjoy Alaska on floats.....
Lake Hood is viewed as the playground of the wealthy and privileged. This perception is exacerbated by the way many pilots conduct their flights over the Anchorage community, with little regard to the quality of life for the residents.
The fairness in lease services has improved greatly--
Would like to see some movement in lease options. We are seeing a number of slips that are not being occupied as past owners who have sold their airplane continue to lease their slip. If they are not using the slip would like to be able to lease directly from owner
I would really like an updated .pdf of the VFR arrival/departure procedures and area frequencies. Those ANC/LHD/MRL booklets were very useful to recreational pilots.
Float slips are being misallocated to non owners through plane owner misrepresentations.
There's no reason LHD can't be a model destination general aviation lake. There's no reason it can't be cleaned and the waters returned to pristine. Sure, it's going to cost money, and lots of collective thought but why should we live in a cesspool? We need to get that lake cleaned NOW!
Some kind of allowance from current rules enabling an owner to lease 2 wheel tie downs and more tiedowns convenient to launch ramps.
Develop lease land to build hangars in a way that doesn't require the leaseholder to provide the fill for foundations. There are horror stories of lease land at Lake Hood that required huge amounts of money to stabilize the land for construction. This seems pointless as Internationals 33/15 expansion created large amounts of fill that was hauled away. In summary, just providing the lease land is not enough to

Appendix M - Question #21

ensure success. I realize the state cannot guarantee the suitability of land, but it could at least help with the cost of fill.
Please remove weeds from the lake. Build more waterway for float slips.
No
The stop signs at the end of the fingers on the barricades are too tall. I have a tie down on the end and a wing could hit the stop sign. Lower them or eliminate them all together. Snow removal in the winter is a big issue for those tie downs at the end of the fingers on the lake. It just does not happen all the way to the end of the road to the barricades making it impossible to get an aircraft on wheels out of the Tiedown.
No
No, I've said enough.....
Doing great, don't close anything.
It is a very good facility overall. Tie-down office is good to work with and helpful. Maintenance folks I have talked to and had help me have been very good. Tower operations are top notch. I greatly appreciate having this facility in Anchorage. We use to drive to our cabin which took 5 hrs driving, hiking, boating. With the float plane we are there in 30 minutes. Couldn't do it without the Lake Hood Facility. It makes Alaska, Alaska.
STAY OUT OF COMPETITION WITH PRIVATE ENTERPRISE AT ALL SOA AIRPORTS. ALLOW HANGAR OWNERS TO STORE OFF SEASON EQUIPMENT IN HANGARS, BOATS, 4 WHEELERS, ETC.
No
See previous
Keep encouraging the locals to use the airport for recreation by expanding the bike path and putting information stations describing various aviation subjects (navigation, lighting, etc) or airplanes. That would be great! Also, you guys do a great job on clearing roadways and strip maintenance. Keep it up please!
I feel that management of Lake Hood Seaplane base and TSA Anchorage International are doing a very good job. Thank you
Lake Hood is well managed and the Field Maintenance staff is excellent. Thank you!
No.



APPENDIX C

Alternatives Survey Report

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LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE

ALTERNATIVES
SURVEY
REPORT

January 2016

DOWL in
conjunction with :
RS&H,
Southeast Strategies,
and
Solstice Advertising

**LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE
ALTERNATIVES SURVEY REPORT**

Prepared for:

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January 2016

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Appendix A..... Summary Data

1.0 INTRODUCTION AND PURPOSE

From November 14, 2015 to December 7, 2015, the Lake Hood Seaplane Base Master Plan Update project offered a Lake Hood Alternatives Survey. The primary purpose of the survey was to rate projects included in the Airport Alternatives. These ratings are being considered in the development of a recommended alternative for Lake Hood.

Notice of the Survey was emailed to the project email list and was discussed at the November 18, 2015 public meeting, September 30, 2015 Advisory Committee meeting, and during presentations to various aviation groups and community councils. It was offered electronically in Survey Monkey.

Appendix A of this report shows the entire survey results in graph and table formats along with detailed written comments on each of the four alternatives.

2.0 RESPONDENTS

Ninety-nine people completed the Survey from November 14, 2015 to December 7, 2015, but many respondents did not answer all of the questions. The survey was completed by the following:

- 55% Permittee
- 6% Leaseholder
- 17% Waitlist
- 21% None of the above

3.0 SURVEY OVERVIEW

Tables on the following pages list the “high ratings”, “low ratings”, and “do not want” project ratings, ranked by the percent of times the project was selected by the raters. Raters were also invited to submit written comments on the projects. The written comments, found in Appendix A, were very diverse and did not follow any particular themes.

The airport staff and planning team express their gratitude to the 99 people who submitted survey responses.

Table 1: Highest Ratings

Project Identifier	Project Description	Percent “High Priority” Ratings
A1	Maintain existing facilities (area wide)	55
B12	Continue erosion control/slip dredging projects	48
D10	Continue land acquisition	37
C8	Fencing, cameras & lighting security/safety upgrades (area wide)	34
D11	Explore more ways to make lease lot development affordable	32
D6D	Expand floatplane parking/lease areas in Lake Spenard	31
D6B	Expand floatplane parking/lease areas in Lake Spenard	28
C3	Expand concrete run-up areas	27
D5	Expand slip/lease area west of Hood Strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	26
D4	Add floatplane ramp	21
D5A	Expand slip/lease area west of Hood strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	21
D6C	Expand floatplane parking/lease areas in Lake Spenard	21
D8	New lease lot/tie down space west of Echo Parking	21
B11	Repair/replace existing floatplane ramps	20
C4	Pave, drainage improvements, lighting & electrical service for runway 14/32 tie downs	19
D2	Replace pedestrian path on west side of Runway 14/32 with new path on east side	19
D9	Permanent pumped toilets	19
C2	Pave parallel taxiway for runway 14/32 & fingers	18
D3	Extend taxilane to more slips on Lake Spenard	18
A3	Aircraft, auto, pedestrian enforcement, education, signs, flashing lights & markings (area wide)	17
B3	Selective deepening of waterlanes/taxi channel/fingers	17
B1	Rehab runway surface, improve drainage & replace lighting	16
C1	Enhance viewing areas at Spenard Beach & next to DOT&PF building	16
D6A	Expand floatplane parking/lease areas in Lake Spenard	15
A2	Identify and mitigate aircraft & structures from aircraft taxi routes	12
B2	Widen E-W waterlane; lower & resurface Gull Island	12
B7A	Construct connector taxilanes & pedestrian path	12
B5	Address runway protection zone conflicts with lease lot management	11
B7	Construct parallel lakeshore taxilane, road & pedestrian path with connectors	11
D1	Fencing & gates for Runway 14/32	9
C5	Pave & drainage at delta tie downs	8
B8	Construct parallel road & taxilane on commercial finger	7
C6	Lighting, electric service & fencing at transient slips	7
C7	Paint compass rose	7
B4	Address runway visibility zone conflicts through modification of standards	5
B6	Realign taxiways H & H3	5
B9	Resurface/reconstruct portions of lakeshore taxiway	5
D7	Transient helipad at Lake Hood	3
D12	Boathouse expansion	3
B10	Resurface/reconstruct taxiway V	1

Table 2: Lowest Ratings

Project Identifier	Project Description	Percent of “Low Priority” Ratings
B10	Resurface/reconstruct taxiway V	44
B5	Address runway protection zone conflicts with lease lot management	41
B9	Resurface/reconstruct portions of lakeshore taxiway	41
B6	Realign taxiways H & H3	40
D12	Boathouse expansion	40
A2	Identify and mitigate aircraft & structures from aircraft taxi routes	39
B1	Rehab runway surface, improve drainage & replace lighting	39
B2	Widen E-W waterlane; lower & resurface Gull Island	39
C6	Lighting, electric service & fencing at transient slips	38
C7	Paint compass rose	37
D7	Transient helipad at Lake Hood	37
A3	Aircraft, auto, pedestrian enforcement, education, signs, flashing lights & markings (area wide)	36
B7	Construct parallel lakeshore taxilane, road & pedestrian path with connectors	36
B7A	Construct connector taxilanes & pedestrian path	36
B8	Construct parallel road & taxilane on commercial finger	36
D1	Fencing & gates for Runway 14/32	35
D8	New lease lot/tie down space west of Echo Parking	35
C1	Enhance viewing areas at Spenard Beach & next to DOT&PF building	34
C5	Pave & drainage at delta tie downs	34
B3	Selective deepening of waterlanes/taxi channel/fingers	31
C3	Expand concrete run-up areas	26
D5A	Expand slip/lease area west of Hood strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	26
B11	Repair/replace existing floatplane ramps	25
C4	Pave, drainage improvements, lighting & electrical service for runway 14/32 tie downs	25
D3	Extend taxilane to more slips on Lake Spenard	25
D4	Add floatplane ramp	25
D5	Expand slip/lease area west of Hood Strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	25
D6A	Expand floatplane parking/lease areas in Lake Spenard	25
D9	Permanent pumped toilets	25
D10	Continue land acquisition	24
C8	Fencing, cameras & lighting security/safety upgrades (area wide)	22
D2	Replace pedestrian path on west side of Runway 14/32 with new path on east side	22
D6C	Expand floatplane parking/lease areas in Lake Spenard	22
D6B	Expand floatplane parking/lease areas in Lake Spenard	19
D11	Explore more ways to make lease lot development affordable	18
B12	Continue erosion control/slip dredging projects	17
C2	Pave parallel taxiway for runway 14/32 & fingers	16
D6D	Expand floatplane parking/lease areas in Lake Spenard	16
A1	Maintain existing facilities (area wide)	10

Table 3: Do Not Want Ratings

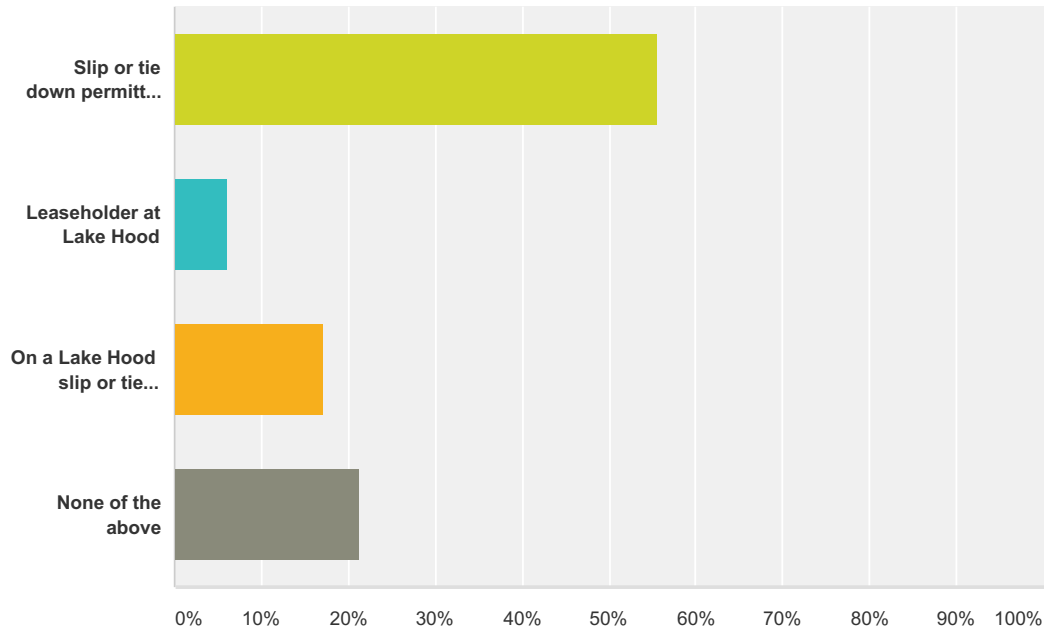
Project Identifier	Project Description	Percent of “Do Not Want” Ratings
D1	Fencing & gates for Runway 14/32	38
B8	Construct parallel road & taxilane on commercial finger	37
C2	Pave parallel taxiway for runway 14/32 & fingers	37
D6A	Expand floatplane parking/lease areas in Lake Spenard	35
D6D	Expand floatplane parking/lease areas in Lake Spenard	35
D2	Replace pedestrian path on west side of Runway 14/32 with new path on east side	32
D6C	Expand floatplane parking/lease areas in Lake Spenard	32
D7	Transient helipad at Lake Hood	31
D6B	Expand floatplane parking/lease areas in Lake Spenard	28
B7	Construct parallel lakeshore taxilane, road & pedestrian path with connectors	27
C7	Paint compass rose	26
B2	Widen E-W waterlane; lower & resurface Gull Island	25
B6	Realign taxiways H & H3	25
B7A	Construct connector taxilanes & pedestrian path	25
B5	Address runway protection zone conflicts with lease lot management	24
B10	Resurface/reconstruct taxiway V	24
D4	Add floatplane ramp	24
D12	Boathouse expansion	24
C1	Enhance viewing areas at Spenard Beach & next to DOT&PF building	23
C6	Lighting, electric service & fencing at transient slips	23
D5	Expand slip/lease area west of Hood Strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	22
B9	Resurface/reconstruct portions of lakeshore taxiway	21
C5	Pave & drainage at delta tie downs	21
D5A	Expand slip/lease area west of Hood strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway & road	21
A3	Aircraft, auto, pedestrian enforcement, education, signs, flashing lights & markings (area wide)	19
D3	Extend taxilane to more slips on Lake Spenard	19
D9	Permanent pumped toilets	19
C4	Pave, drainage improvements, lighting & electrical service for runway 14/32 tie downs	18
B4	Address runway visibility zone conflicts through modification of standards	17
C3	Expand concrete run-up areas	16
A2	Identify and mitigate aircraft & structures from aircraft taxi routes	13
B3	Selective deepening of waterlanes/taxi channel/fingers	12
D8	New lease lot/tie down space west of Echo Parking	12
D11	Explore more ways to make lease lot development affordable	12
B1	Rehab runway surface, improve drainage & replace lighting	11
C8	Fencing, cameras & lighting security/safety upgrades (area wide)	11
B12	Continue erosion control/slip dredging projects	9
D10	Continue land acquisition	9
B11	Repair/replace existing floatplane ramps	7
A1	Maintain existing facilities (area wide)	1

APPENDIX A

Summary Data

Q1 Are you a:

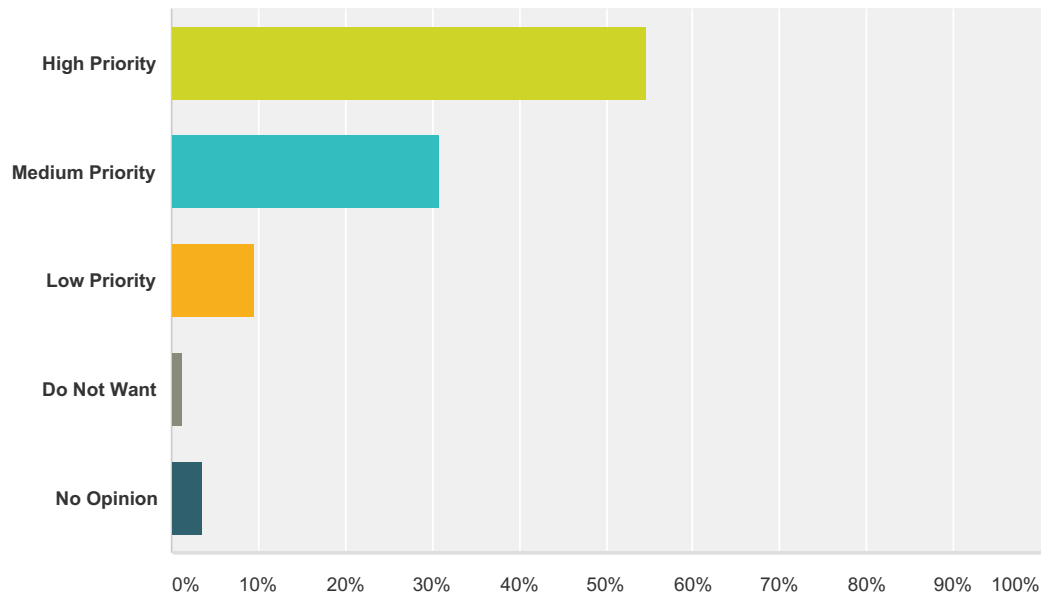
Answered: 99 Skipped: 0



Answer Choices	Responses
Slip or tie down permittee at Lake Hood	55.56% 55
Leaseholder at Lake Hood	6.06% 6
On a Lake Hood slip or tie down waitlist	17.17% 17
None of the above	21.21% 21
Total	99

Q2 Alternative A-1: Maintain existing facilities (area-wide, not labeled on drawing)

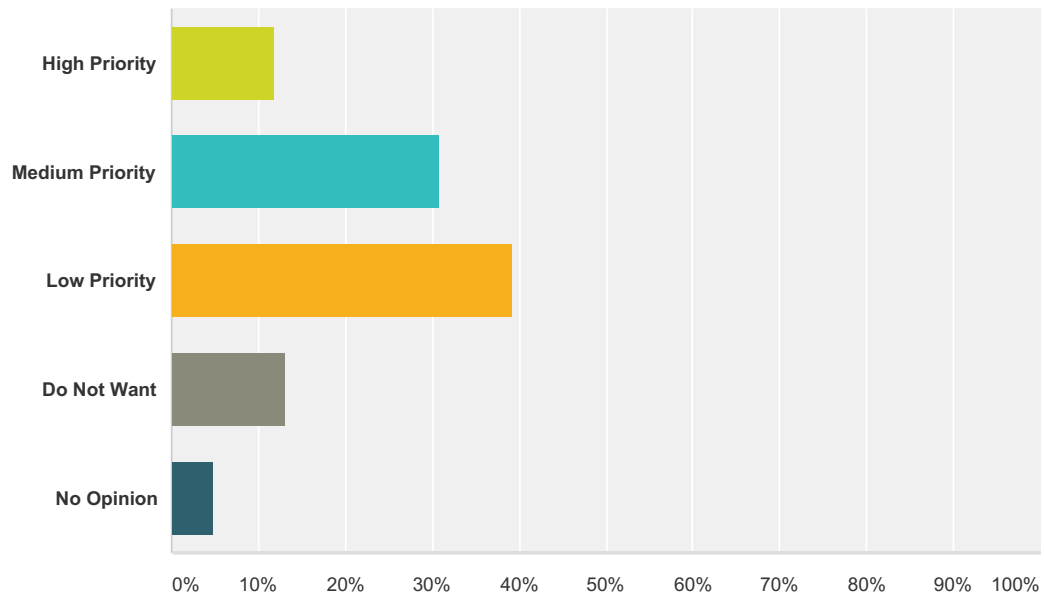
Answered: 84 Skipped: 15



Answer Choices	Responses
High Priority	54.76% 46
Medium Priority	30.95% 26
Low Priority	9.52% 8
Do Not Want	1.19% 1
No Opinion	3.57% 3
Total	84

Q3 Alternative A-2: Identify and mitigate aircraft & structures from aircraft taxi routes

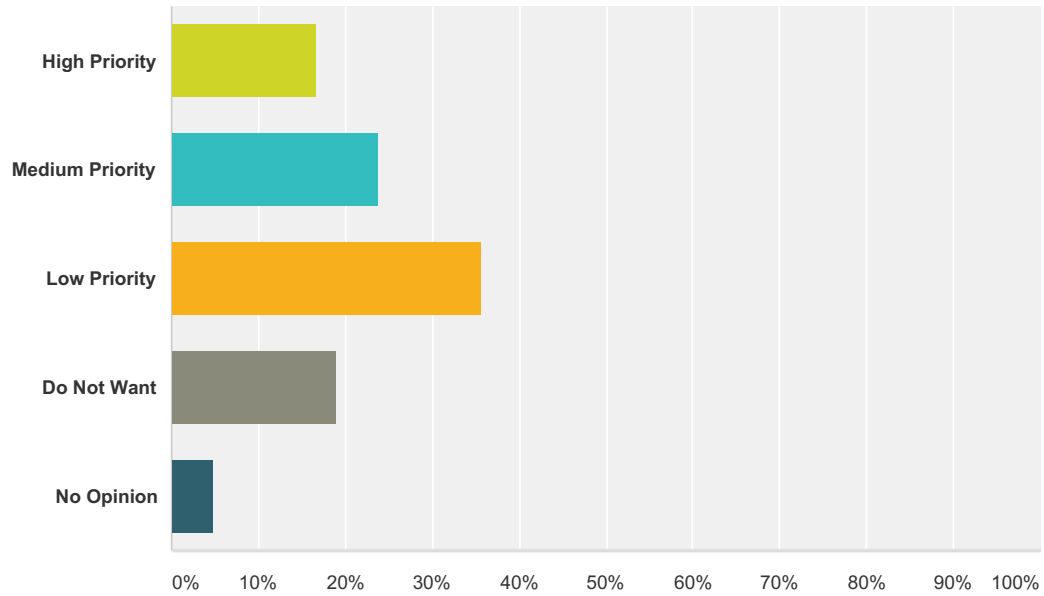
Answered: 84 Skipped: 15



Answer Choices	Responses
High Priority	11.90% 10
Medium Priority	30.95% 26
Low Priority	39.29% 33
Do Not Want	13.10% 11
No Opinion	4.76% 4
Total	84

Q4 Alternative A-3: Aircraft, auto, pedestrian enforcement, education, signs, flashing lights & markings (area-wide, location to be determined)

Answered: 84 Skipped: 15



Answer Choices	Responses	Count
High Priority	16.67%	14
Medium Priority	23.81%	20
Low Priority	35.71%	30
Do Not Want	19.05%	16
No Opinion	4.76%	4
Total		84

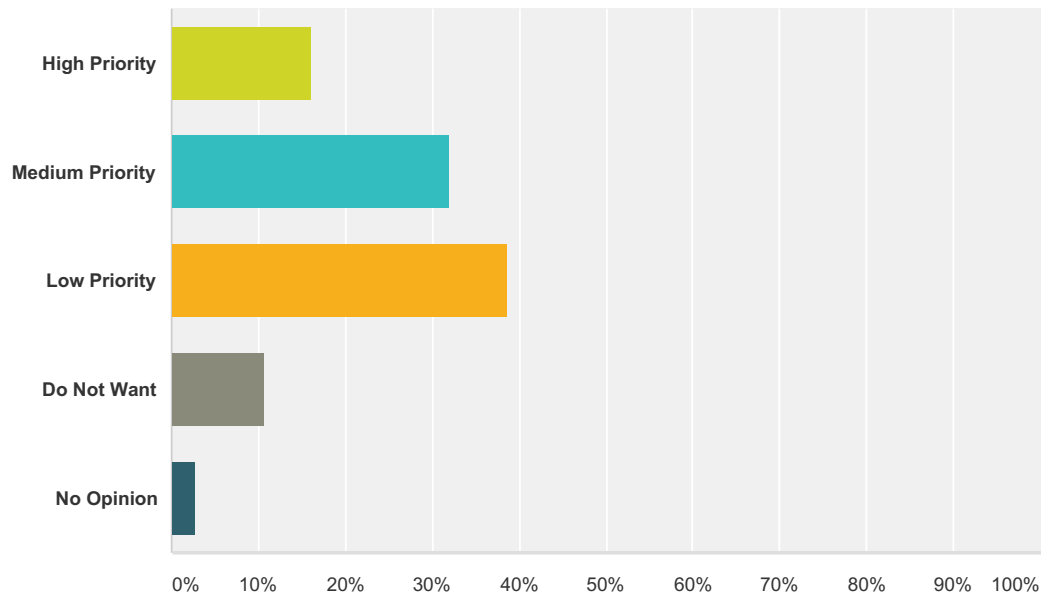
Q5 Please provide below any comments you have regarding the "A" Alternatives

Answered: 12 Skipped: 87

#	Responses	Date
1	Maintaining existing facilities should be the highest priority	12/7/2015 11:55 AM
2	Enforcement of airport rules an obligation airport management is bound to when they accept Federal Airport Improvement grant money, but NO airport rules are enforced. No one checks and people do what ever they want. There have been 'squatters' for the last five years who do not pay a penny to have their planes at the airport. People climb on airplanes and walk in front of ski planes and do not receive even a written warning. Drones have been flown over the water lane and more drones will be coming.	12/5/2015 6:59 PM
3	does not provide for needed growth especially in services	11/29/2015 8:47 PM
4	Current facilities, signs, lights, enforcement is adequate and should be maintained	11/27/2015 11:50 PM
5	Especially improve taxi route access to the runway from the Bog Lake area	11/27/2015 7:20 AM
6	Higher security	11/23/2015 9:01 PM
7	Wish to be able to keep sheds next to Lake Hood slips.	11/21/2015 2:57 PM
8	Always interested in improvements, but not beyond what is necessary. I don't have enough information to know what is necessary currently, and/or what may be necessary in the long term. In my case, I'm satisfied with status quo.	11/19/2015 9:25 PM
9	Besides lumpy pavement, there are no hazards along my route from Charlie parking to runway 14/32	11/19/2015 8:55 PM
10	I'm not even sure what these questions mean. They aren't complete sentences and make no sense. Alternative A-3 has no verb - you adding these? Removing them? Maintaining them? Very poor.	11/19/2015 8:50 PM
11	Widen out the foot paths around the lake so we don't run over some weaving kid on a bicycle.	11/19/2015 6:28 PM
12	Keep the way it is	11/19/2015 4:49 PM

Q6 Alternative B-1: Rehab runway surface, improve drainage, & replace lighting

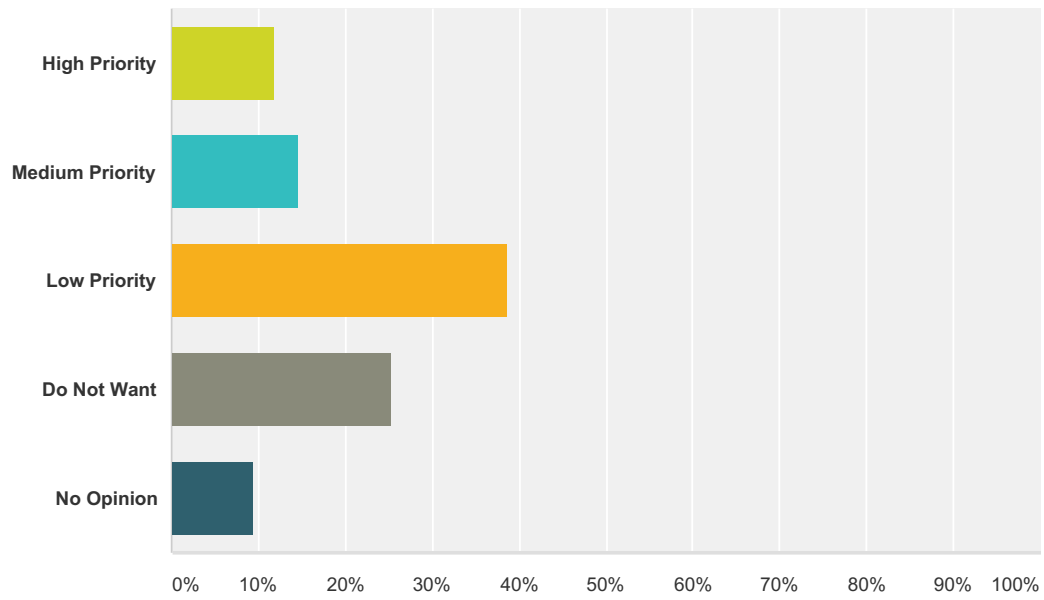
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	16.00% 12
Medium Priority	32.00% 24
Low Priority	38.67% 29
Do Not Want	10.67% 8
No Opinion	2.67% 2
Total	75

Q7 Alternative B-2: Widen E-W waterlane, lower & resurface Gull Island

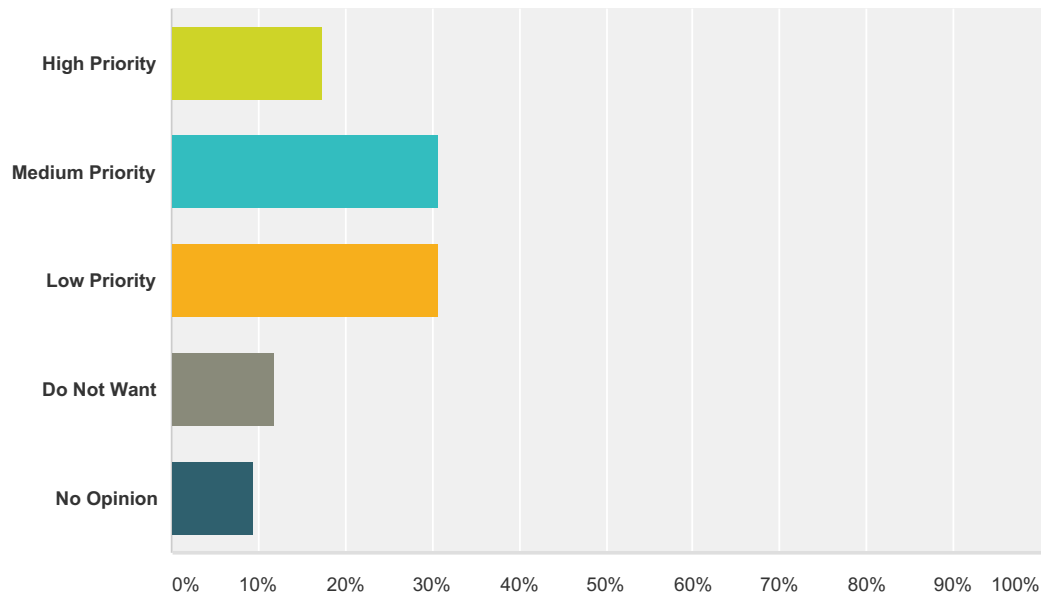
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	12.00% 9
Medium Priority	14.67% 11
Low Priority	38.67% 29
Do Not Want	25.33% 19
No Opinion	9.33% 7
Total	75

Q8 Alternative B-3: Selective deepening of waterlanes/taxi channels/fingers

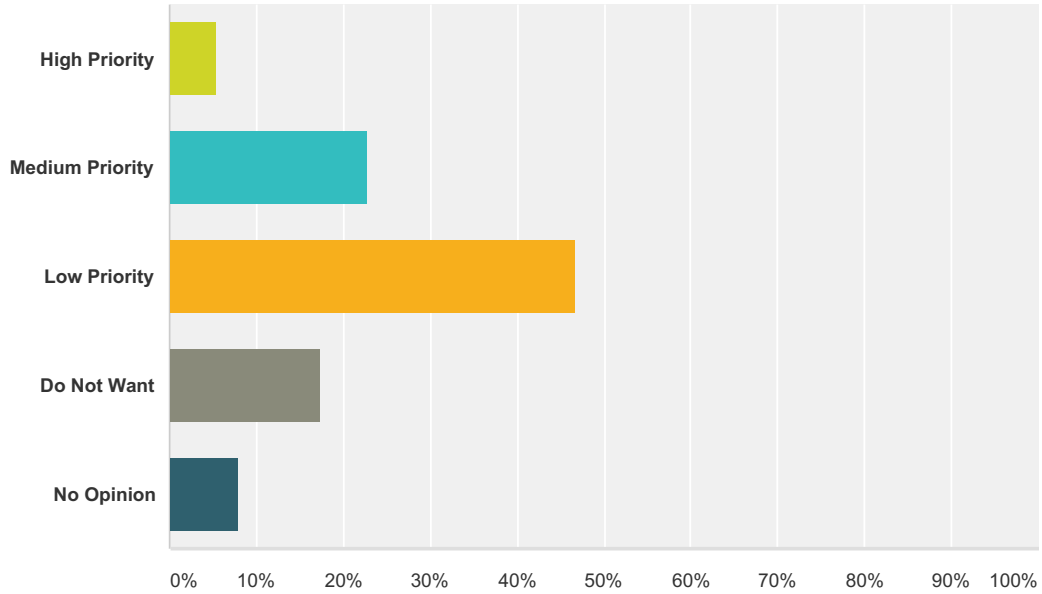
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	17.33% 13
Medium Priority	30.67% 23
Low Priority	30.67% 23
Do Not Want	12.00% 9
No Opinion	9.33% 7
Total	75

Q9 Alternative B-4: Address runway visibility zone conflicts through modification of standards

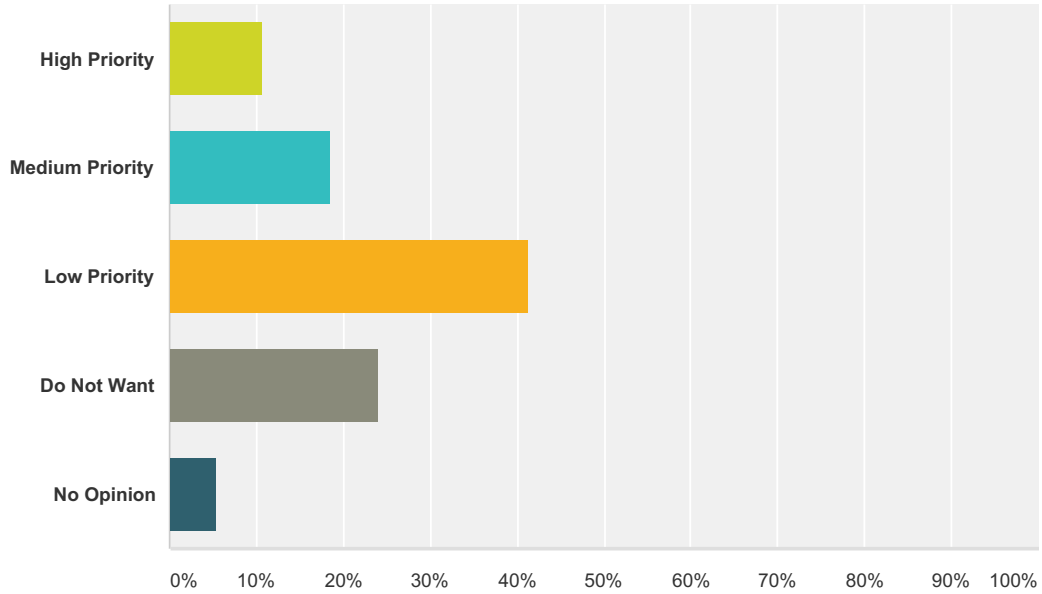
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	5.33% 4
Medium Priority	22.67% 17
Low Priority	46.67% 35
Do Not Want	17.33% 13
No Opinion	8.00% 6
Total	75

Q10 Alternative B-5: Address runway protection zone conflicts with lease lot management

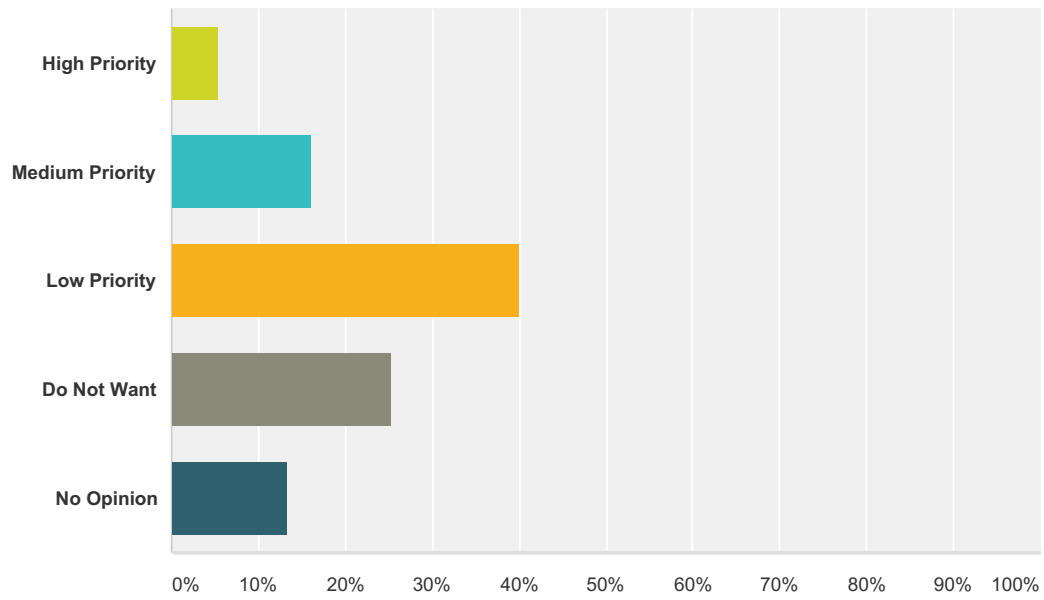
Answered: 75 Skipped: 24



Answer Choices	Responses	Count
High Priority	10.67%	8
Medium Priority	18.67%	14
Low Priority	41.33%	31
Do Not Want	24.00%	18
No Opinion	5.33%	4
Total		75

Q11 Alternative B-6: Realign taxiways H & H3

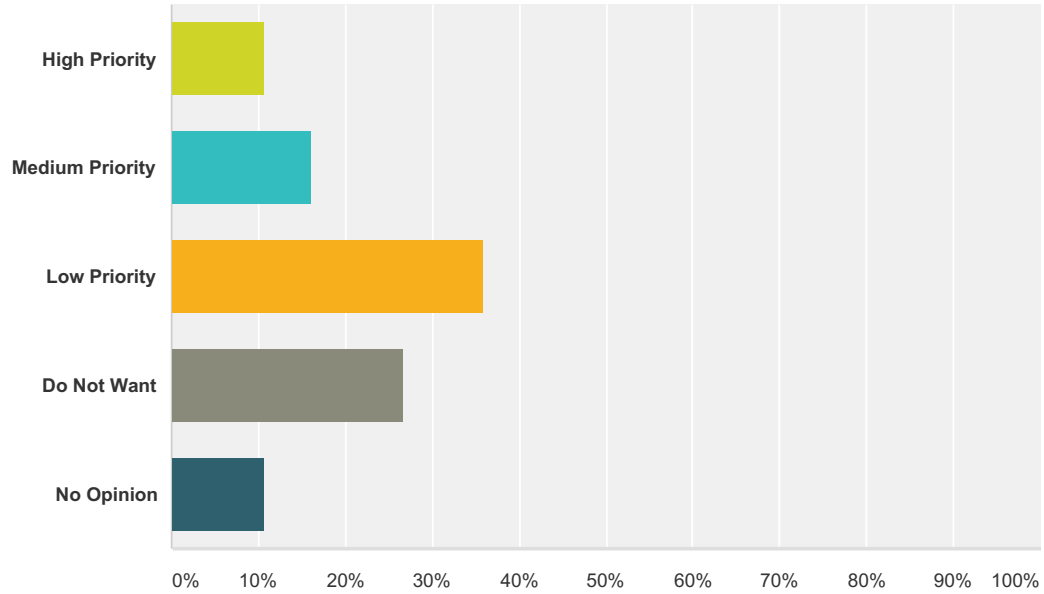
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	5.33% 4
Medium Priority	16.00% 12
Low Priority	40.00% 30
Do Not Want	25.33% 19
No Opinion	13.33% 10
Total	75

Q12 Alternative B-7: Construct parallel lakeshore taxilane, road, & pedestrian path with connections

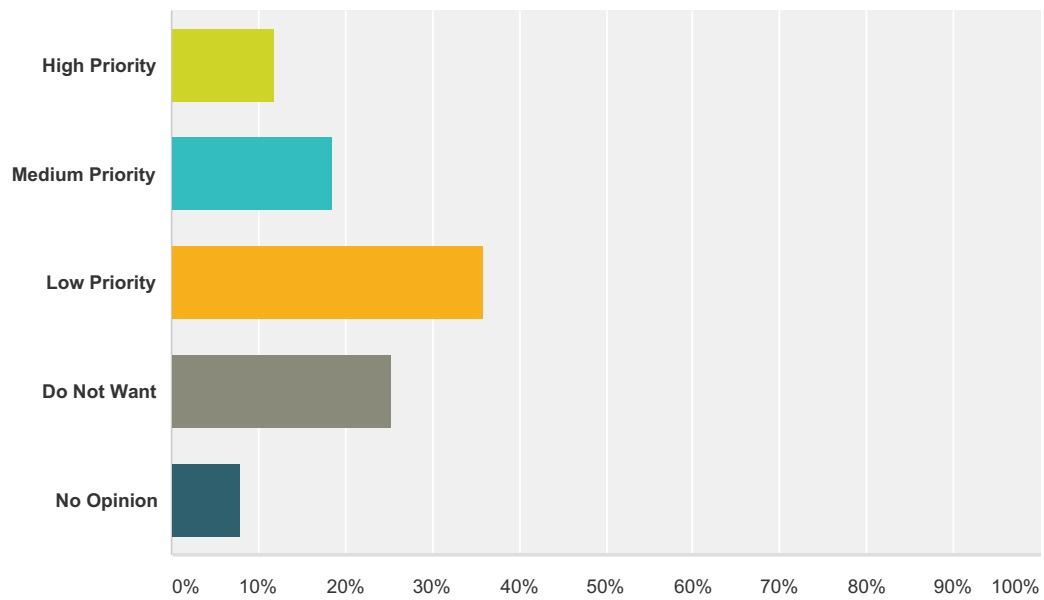
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	10.67% 8
Medium Priority	16.00% 12
Low Priority	36.00% 27
Do Not Want	26.67% 20
No Opinion	10.67% 8
Total	75

Q13 Alternative B7-A: Construct connector taxilanes & pedestrian path

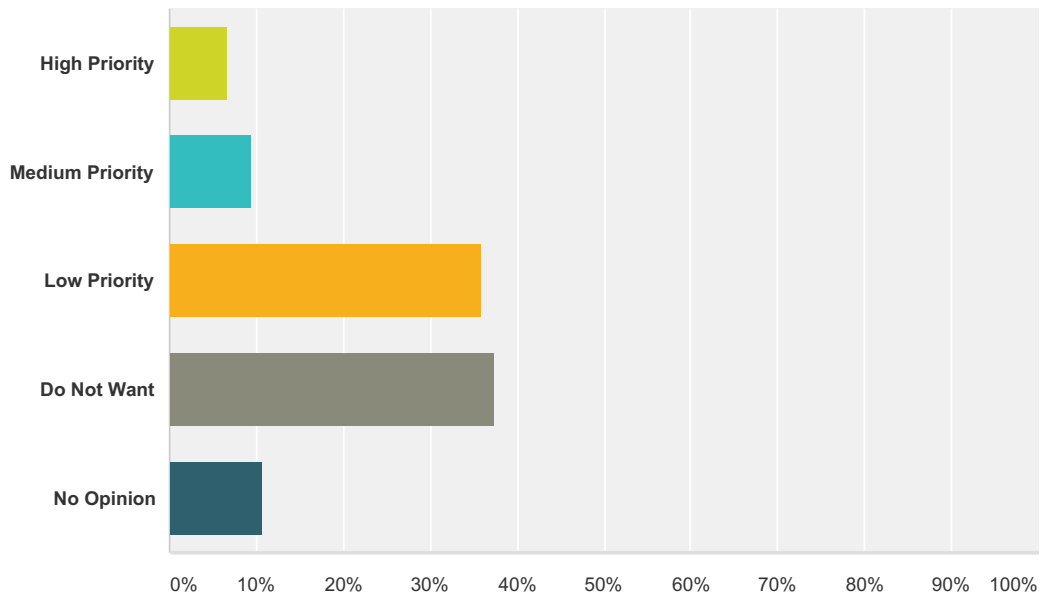
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	12.00% 9
Medium Priority	18.67% 14
Low Priority	36.00% 27
Do Not Want	25.33% 19
No Opinion	8.00% 6
Total	75

Q14 Alternative B-8: Construct parallel road & taxiway on commercial finger

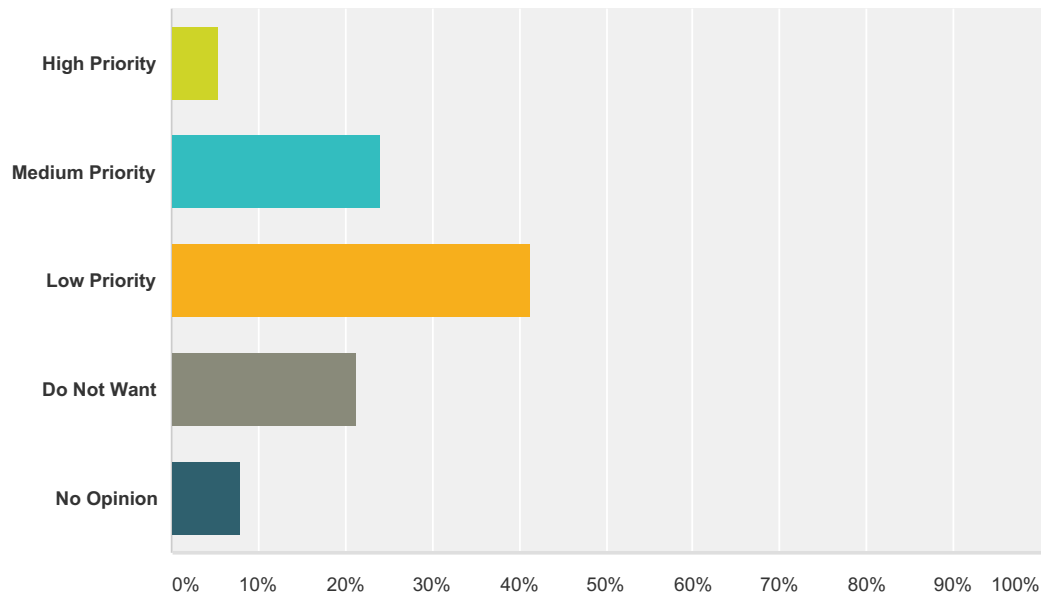
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	6.67% 5
Medium Priority	9.33% 7
Low Priority	36.00% 27
Do Not Want	37.33% 28
No Opinion	10.67% 8
Total	75

Q15 Alternative B-9: Resurface/reconstruct portions of lakeshore taxiway

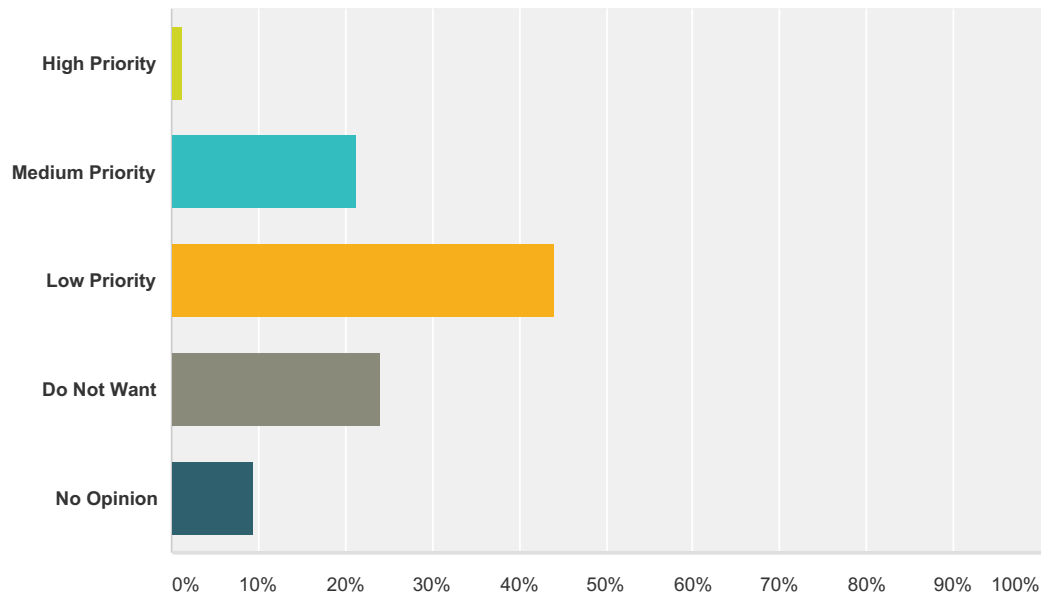
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	5.33% 4
Medium Priority	24.00% 18
Low Priority	41.33% 31
Do Not Want	21.33% 16
No Opinion	8.00% 6
Total	75

Q16 Alternative B-10: Resurface/reconstruct taxiway V (ANC Project)

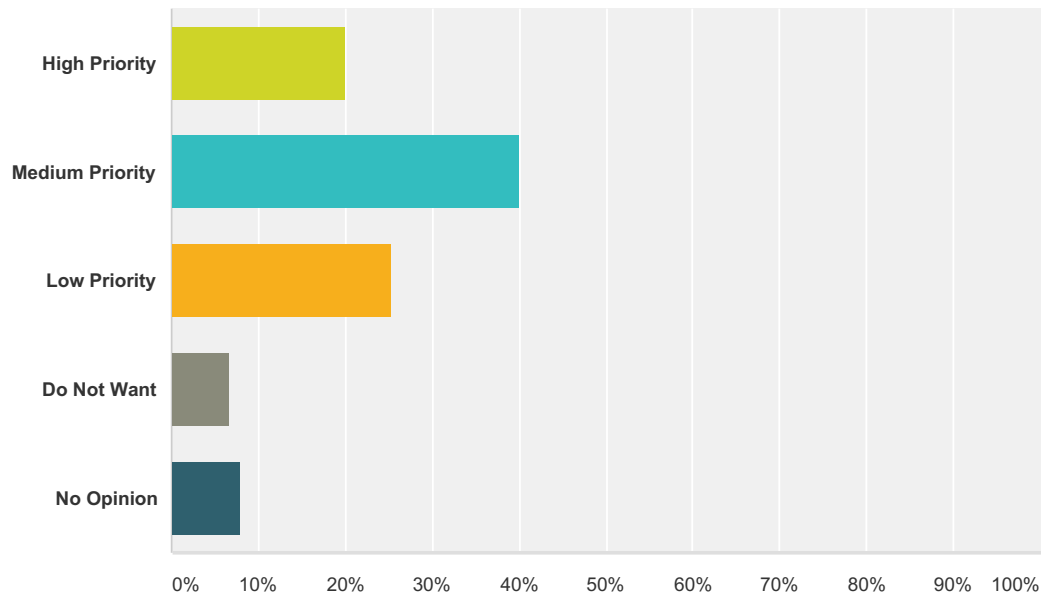
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	1.33% 1
Medium Priority	21.33% 16
Low Priority	44.00% 33
Do Not Want	24.00% 18
No Opinion	9.33% 7
Total	75

Q17 Alternative B-11: Repair/replace existing floatplane ramps

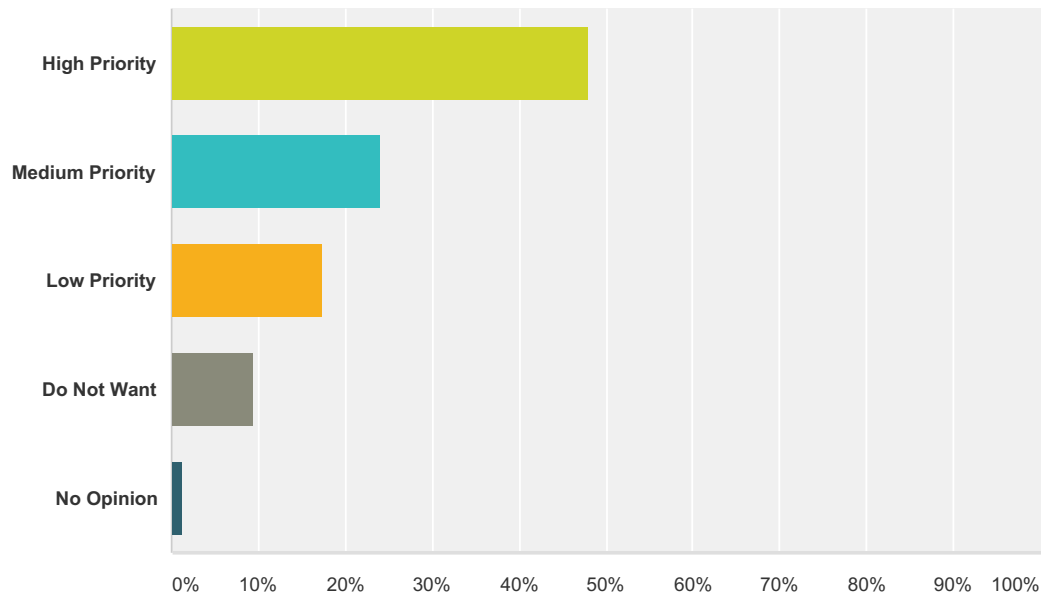
Answered: 75 Skipped: 24



Answer Choices	Responses
High Priority	20.00% 15
Medium Priority	40.00% 30
Low Priority	25.33% 19
Do Not Want	6.67% 5
No Opinion	8.00% 6
Total	75

Q18 Alternative B-12: Continue erosion control/slip dredging projects

Answered: 75 Skipped: 24



Answer Choices	Responses	Count
High Priority	48.00%	36
Medium Priority	24.00%	18
Low Priority	17.33%	13
Do Not Want	9.33%	7
No Opinion	1.33%	1
Total		75

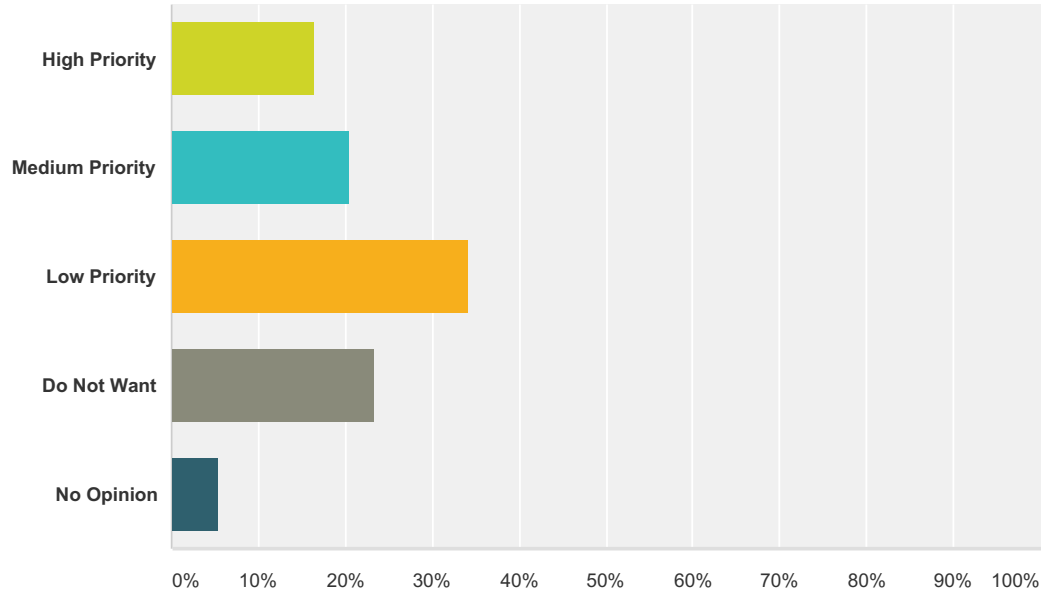
Q19 Please provide below any comments you have regarding the "B" Alternatives

Answered: 10 Skipped: 89

#	Responses	Date
1	Slip dredging should be supported by airport maintenance. also vegetation control should be improved	12/7/2015 1:22 PM
2	With no enforcement and no checking by airport management new construction is taking place with no building plan review and going ahead without a posted building permit. One more example of the decay of airport safety by total lack of enforcement or accountability.	12/5/2015 7:02 PM
3	Don't forget about skiplane ops off the lake, make sure Alt 17 ramps repair/replace works for skiplane transitions	11/27/2015 11:58 PM
4	Weed control should be the highest priority-it's the highest threat on the lake	11/27/2015 7:26 AM
5	Dredging and providing weed control in the lake is the highest priority. Float slips are becoming very shallow.	11/24/2015 4:26 PM
6	I have rented a float slip for 5 years while being on the wait list. I think Lake Hood is a great facility and do not see any reason with our current financial picture to make any of these changes.	11/20/2015 10:10 AM
7	I'd like to see some docks next to the ramps to facilitate high traffic periods getting in and out of the lake.	11/19/2015 6:32 PM
8	Question #9 ... don't understand issues , options this question.	11/19/2015 5:12 PM
9	Most of the "B" projects look like a waste of \$\$	11/19/2015 4:56 PM
10	Keeping it the way it is and small upgrades. Keep costs low	11/19/2015 4:52 PM

Q20 Alternative C-1: Enhance viewing areas at Spenard Beach and next to DOT&PF building

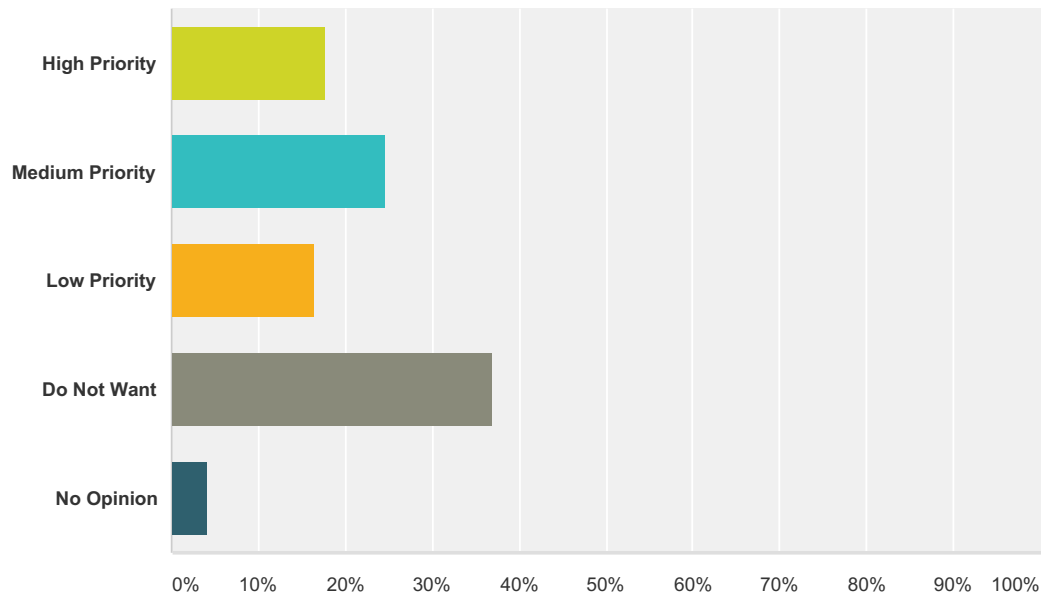
Answered: 73 Skipped: 26



Answer Choices	Responses	Count
High Priority	16.44%	12
Medium Priority	20.55%	15
Low Priority	34.25%	25
Do Not Want	23.29%	17
No Opinion	5.48%	4
Total		73

Q21 Alternative C-2: Pave parallel taxiway for runway 14/32 & fingers

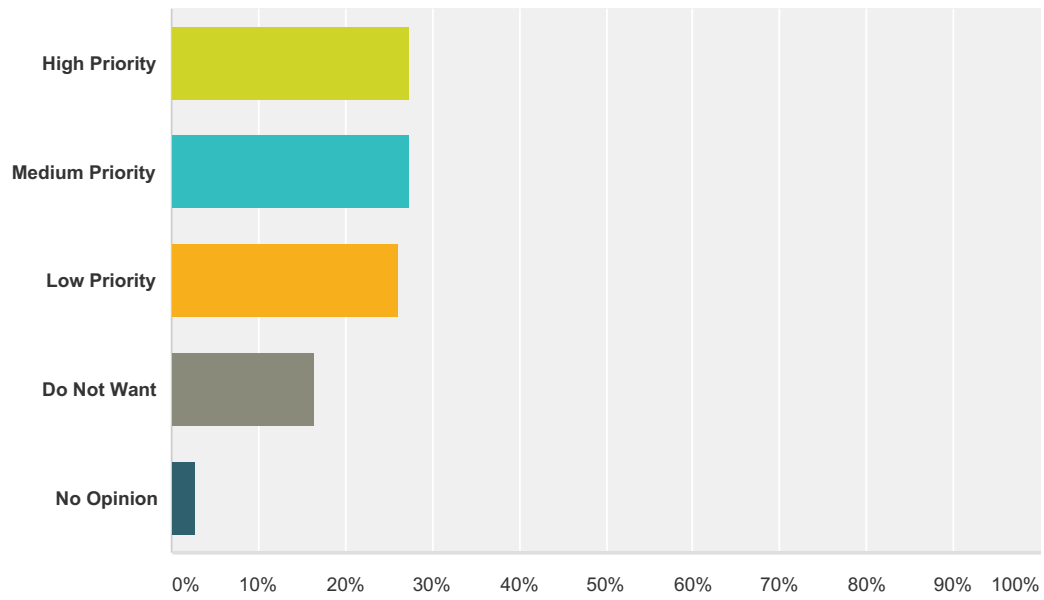
Answered: 73 Skipped: 26



Answer Choices	Responses	Count
High Priority	17.81%	13
Medium Priority	24.66%	18
Low Priority	16.44%	12
Do Not Want	36.99%	27
No Opinion	4.11%	3
Total		73

Q22 Alternative C-3: Expand concrete run-up areas

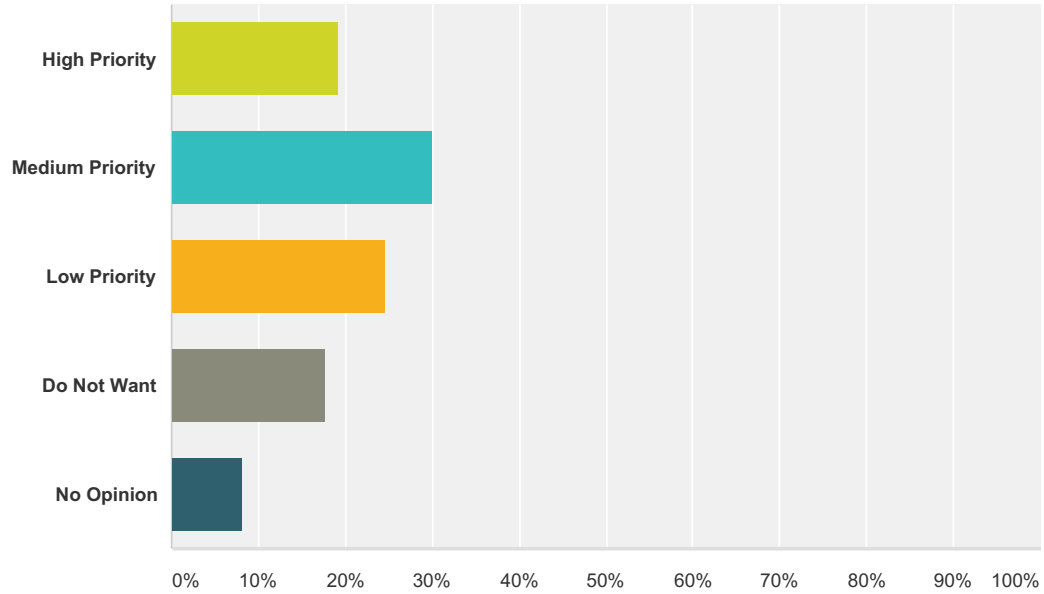
Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	27.40% 20
Medium Priority	27.40% 20
Low Priority	26.03% 19
Do Not Want	16.44% 12
No Opinion	2.74% 2
Total	73

Q23 Alternative C-4: Pave, drainage improvements, lighting, & electrical service for runway 14/32 tie downs

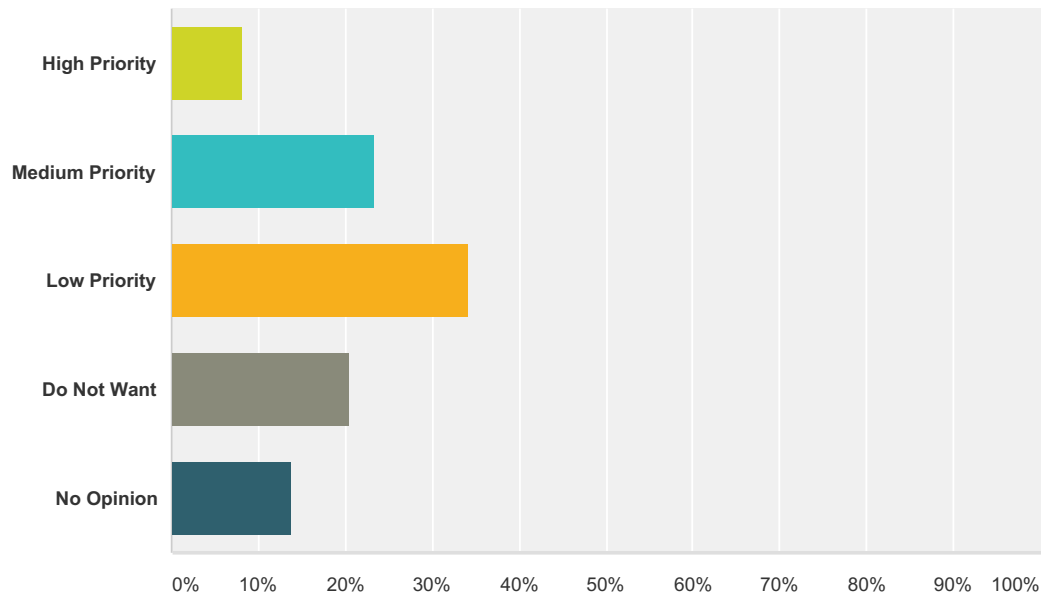
Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	19.18% 14
Medium Priority	30.14% 22
Low Priority	24.66% 18
Do Not Want	17.81% 13
No Opinion	8.22% 6
Total	73

Q24 Alternative C-5: Pave & drainage at Delta tie downs

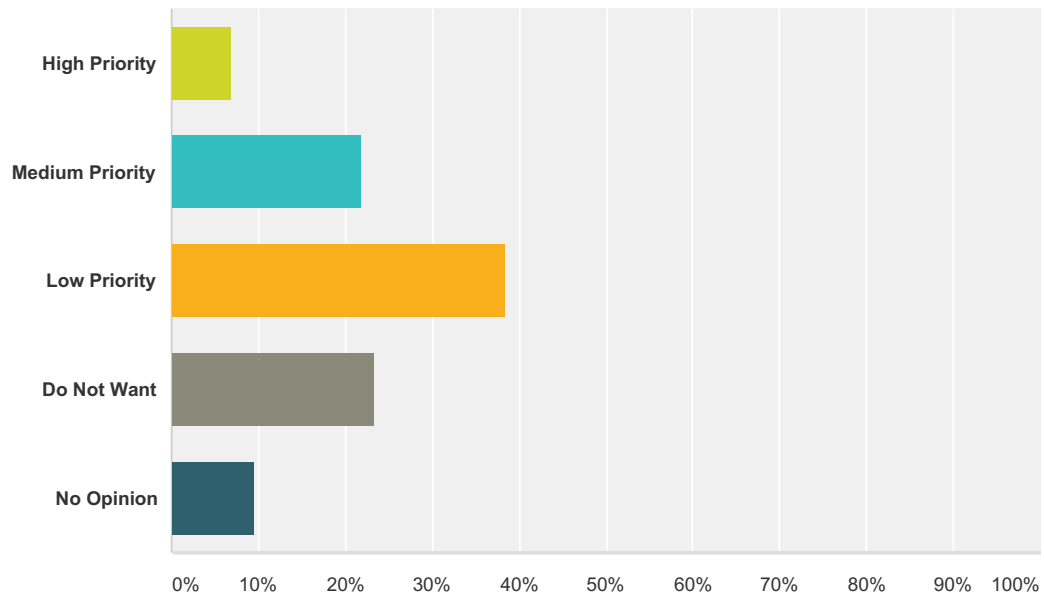
Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	8.22% 6
Medium Priority	23.29% 17
Low Priority	34.25% 25
Do Not Want	20.55% 15
No Opinion	13.70% 10
Total	73

Q25 Alternative C-6: Lighting, electric service, & fencing at transient slips

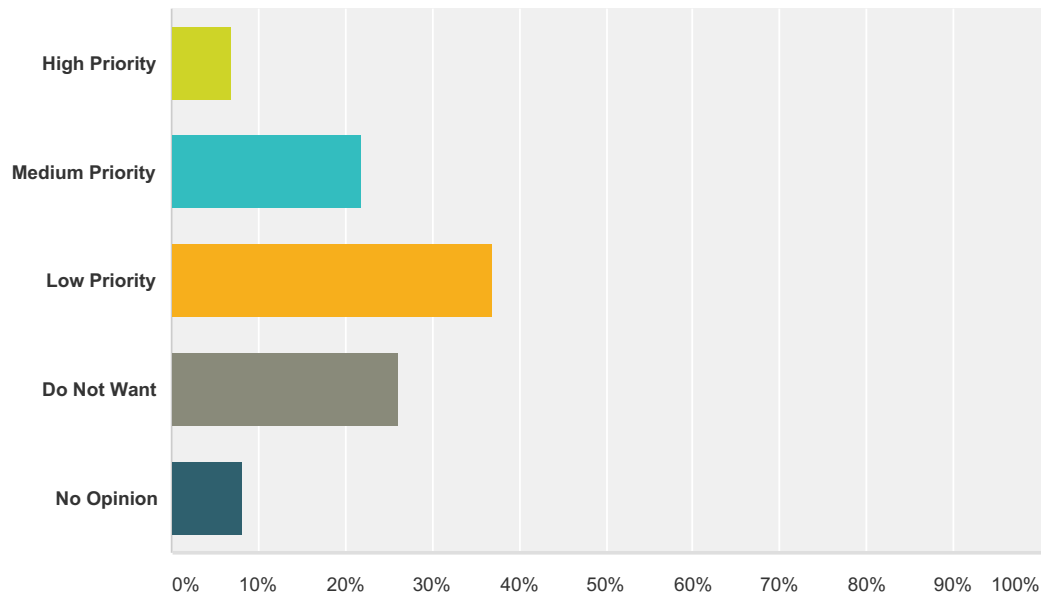
Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	6.85% 5
Medium Priority	21.92% 16
Low Priority	38.36% 28
Do Not Want	23.29% 17
No Opinion	9.59% 7
Total	73

Q26 Alternative C-7: Paint compass rose (location TBD)

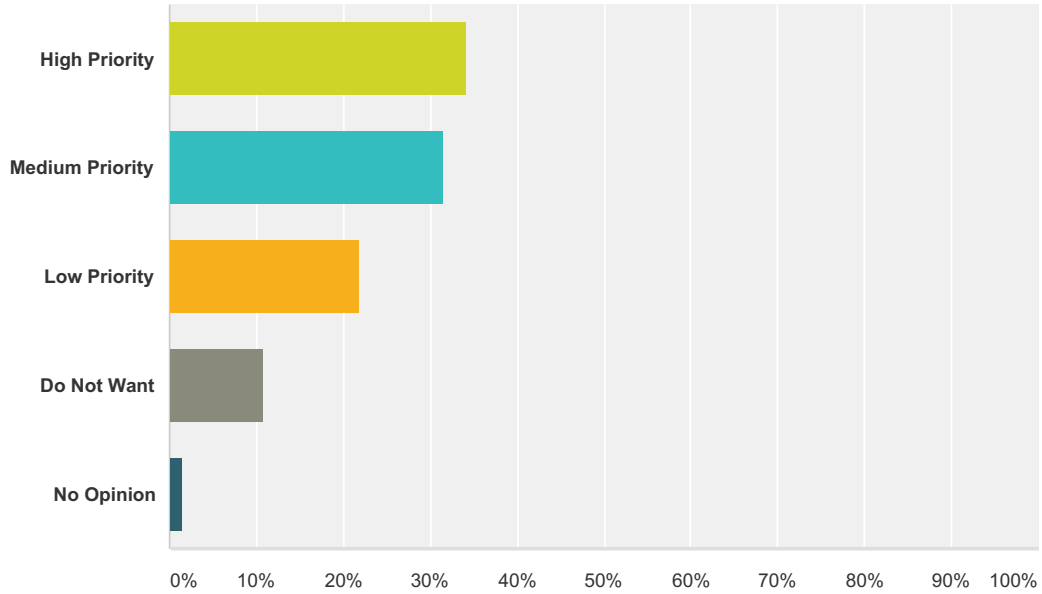
Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	6.85% 5
Medium Priority	21.92% 16
Low Priority	36.99% 27
Do Not Want	26.03% 19
No Opinion	8.22% 6
Total	73

Q27 Alternative C-8: Fencing, cameras, & lighting security/safety upgrades (area-wide, locations TBD)

Answered: 73 Skipped: 26



Answer Choices	Responses
High Priority	34.25% 25
Medium Priority	31.51% 23
Low Priority	21.92% 16
Do Not Want	10.96% 8
No Opinion	1.37% 1
Total	73

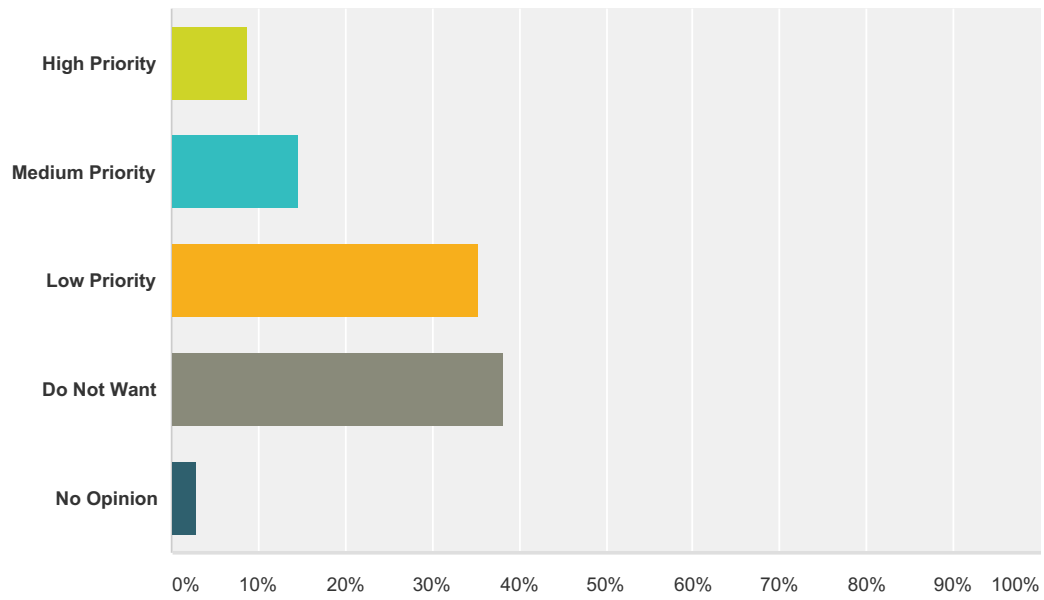
Q28 Please provide below any comments you have regarding the "C" Alternatives

Answered: 7 Skipped: 92

#	Responses	Date
1	At an airport safety and operational improvements that lower wear and tear on aircraft should come way ahead of enhancing visitor facilities. The mud and dust from unpaved surfaces damages aircraft and their instruments. The dust impacts Anchorage's efforts to reduce the particular matter in our air. Anchorage when dusty exceeds air quality standards. Mud off the unpaved areas is spread by vehicles onto paved streets and then blows as dust in to the Greater Anchorage area. The city is trying to pave all roads and alleys to reduce our dust air quality problems and so should the airport.	12/5/2015 7:08 PM
2	cameras if maintained would allow viewing weather conditions before coming to airport	11/29/2015 8:58 PM
3	Paving is hard on aircraft tires	11/27/2015 7:30 AM
4	If something is working.....don't fix it@!!!!!!	11/22/2015 7:09 PM
5	I also fly my wheel airplane into LH regularly (used to be based there) and do not see any reason for the changes.	11/20/2015 10:12 AM
6	I'd like to see a portapotty on the south side. Could put a code on it like the preflight building.	11/19/2015 6:35 PM
7	DOT viewing area probably a better choice than Spenard Swim Beach	11/19/2015 5:00 PM

Q29 Alternative D-1: Fencing/gates for runway 14/32 (location TBD)

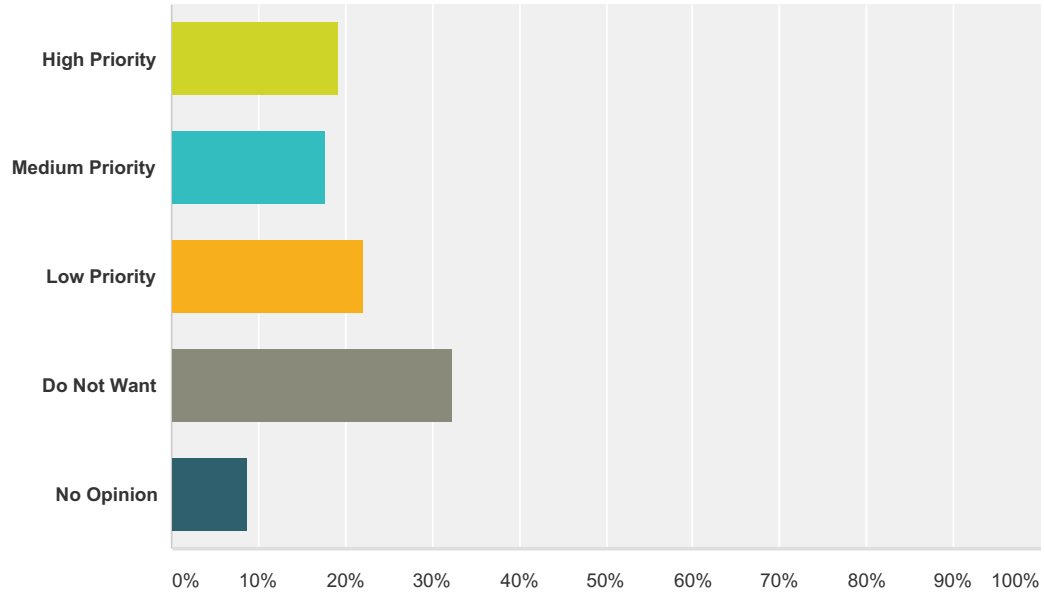
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	8.82% 6
Medium Priority	14.71% 10
Low Priority	35.29% 24
Do Not Want	38.24% 26
No Opinion	2.94% 2
Total	68

Q30 Alternative D-2: Replace pedestrian path on west side of runway 14/32 with new path on east side

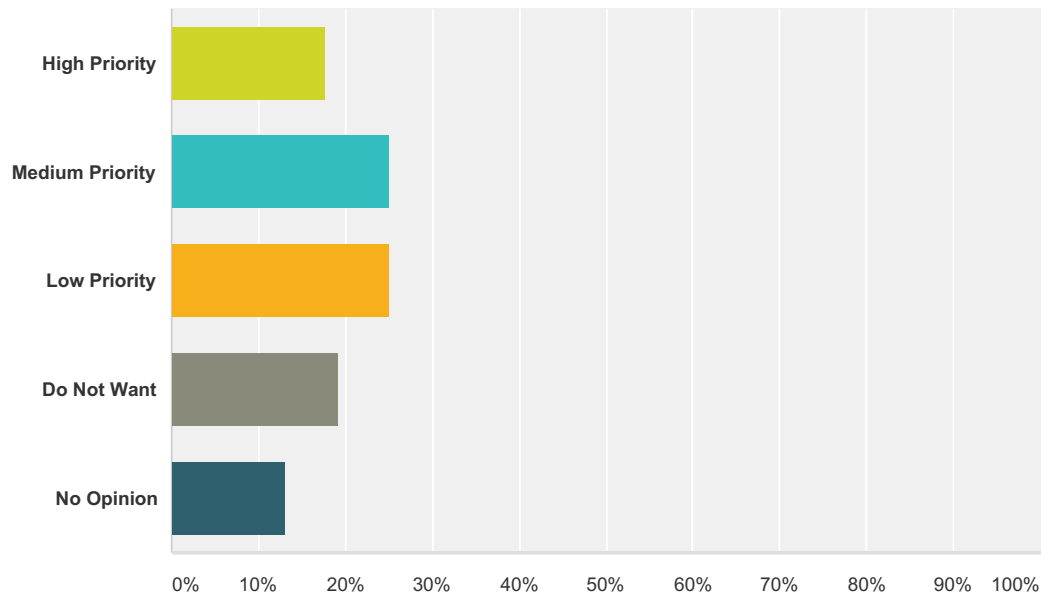
Answered: 68 Skipped: 31



Answer Choices	Responses	
High Priority	19.12%	13
Medium Priority	17.65%	12
Low Priority	22.06%	15
Do Not Want	32.35%	22
No Opinion	8.82%	6
Total		68

Q31 Alternative D-3: Extend taxilane to more slips on Lake Spenard

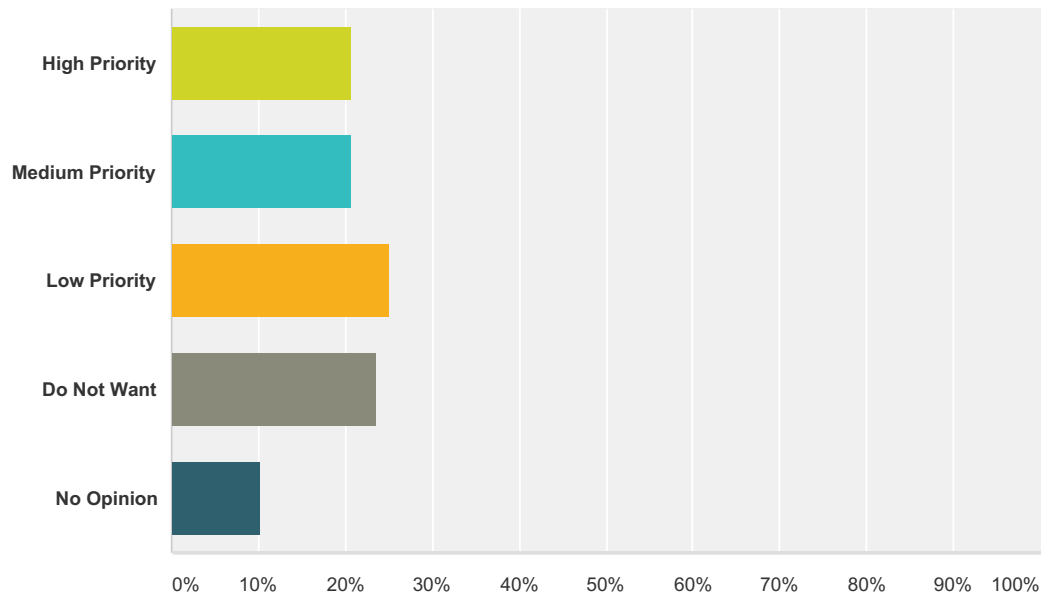
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	17.65% 12
Medium Priority	25.00% 17
Low Priority	25.00% 17
Do Not Want	19.12% 13
No Opinion	13.24% 9
Total	68

Q32 Alternative D-4: Add floatplane ramp

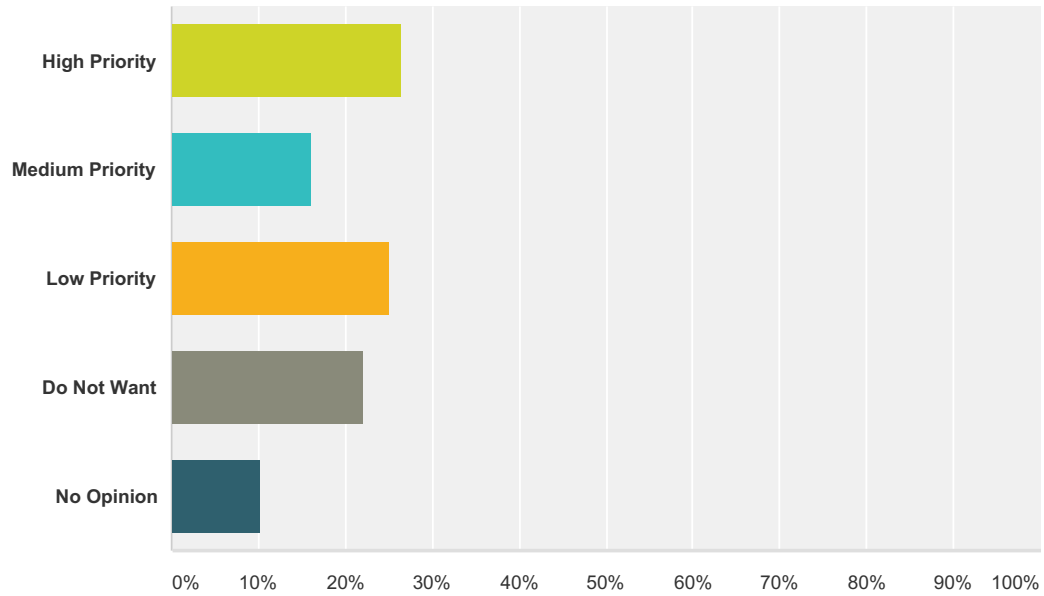
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	20.59% 14
Medium Priority	20.59% 14
Low Priority	25.00% 17
Do Not Want	23.53% 16
No Opinion	10.29% 7
Total	68

Q33 Alternative D-5: Expand slip/lease area west of Hood Strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway, and road

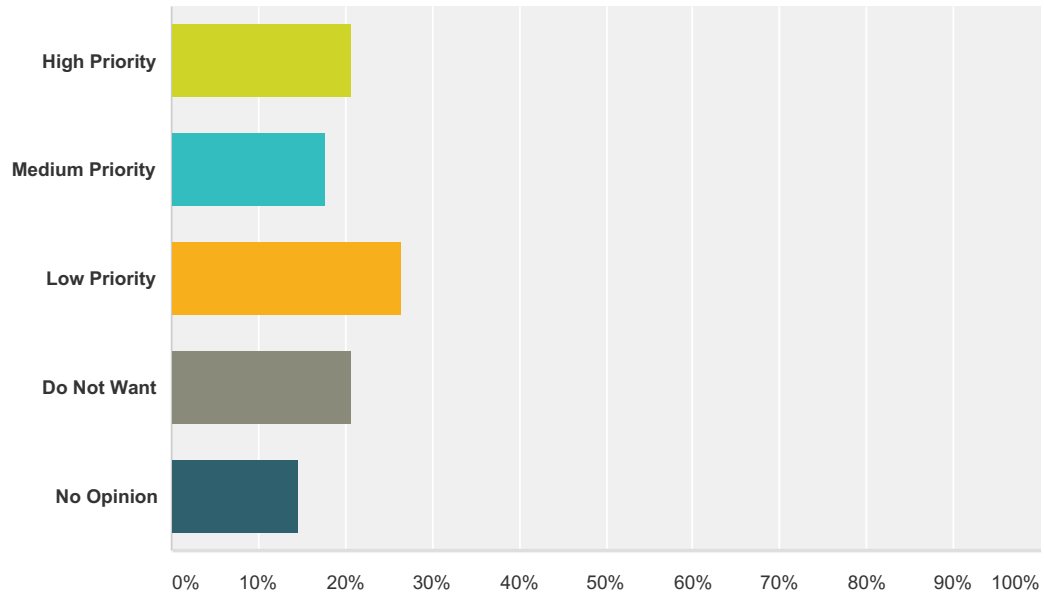
Answered: 68 Skipped: 31



Answer Choices	Responses	Count
High Priority	26.47%	18
Medium Priority	16.18%	11
Low Priority	25.00%	17
Do Not Want	22.06%	15
No Opinion	10.29%	7
Total		68

Q34 Alternative D-5A: Expand slip/lease area west of Hood Strip, relocate tie downs to east of Hood Strip with lease area, parallel taxiway, and road

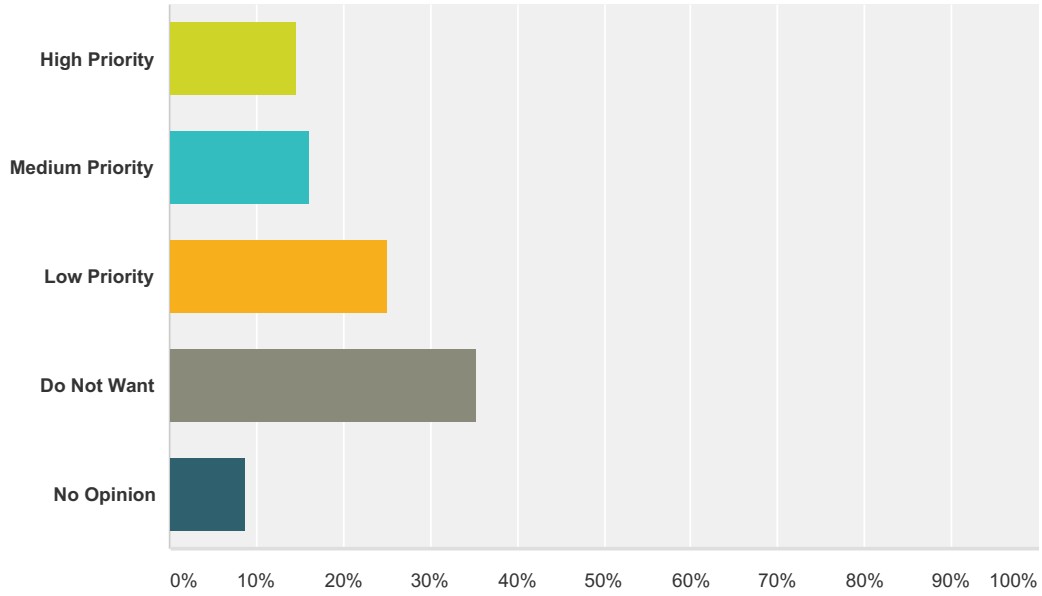
Answered: 68 Skipped: 31



Answer Choices	Responses	Count
High Priority	20.59%	14
Medium Priority	17.65%	12
Low Priority	26.47%	18
Do Not Want	20.59%	14
No Opinion	14.71%	10
Total		68

Q35 Alternative D-6 example A: Expand floatplane parking lease areas in Lake Spenard

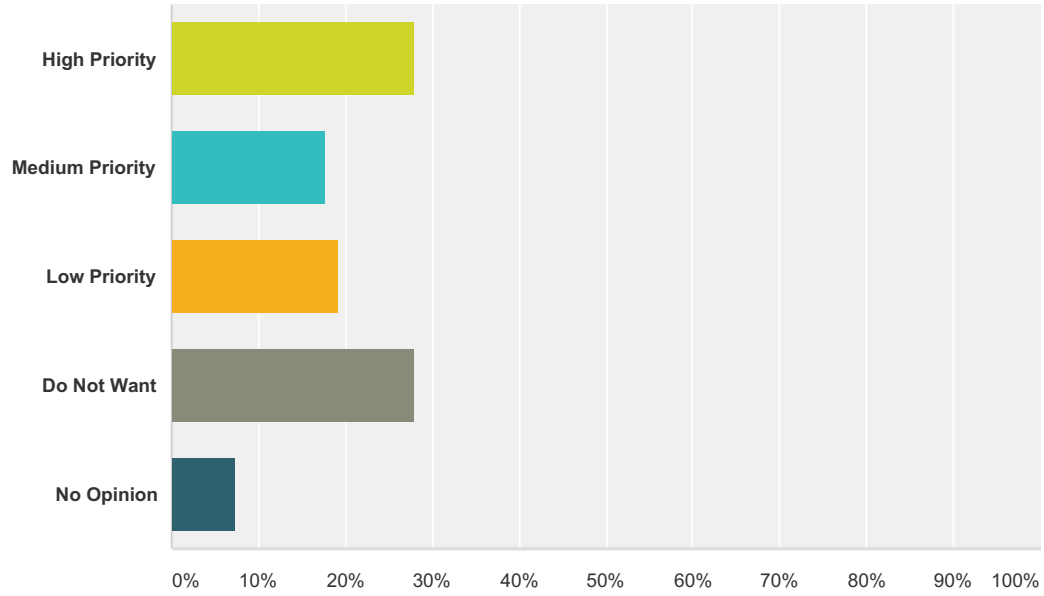
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	14.71% 10
Medium Priority	16.18% 11
Low Priority	25.00% 17
Do Not Want	35.29% 24
No Opinion	8.82% 6
Total	68

Q36 Alternative D-6 example B: Expand floatplane parking lease areas in Lake Spenard

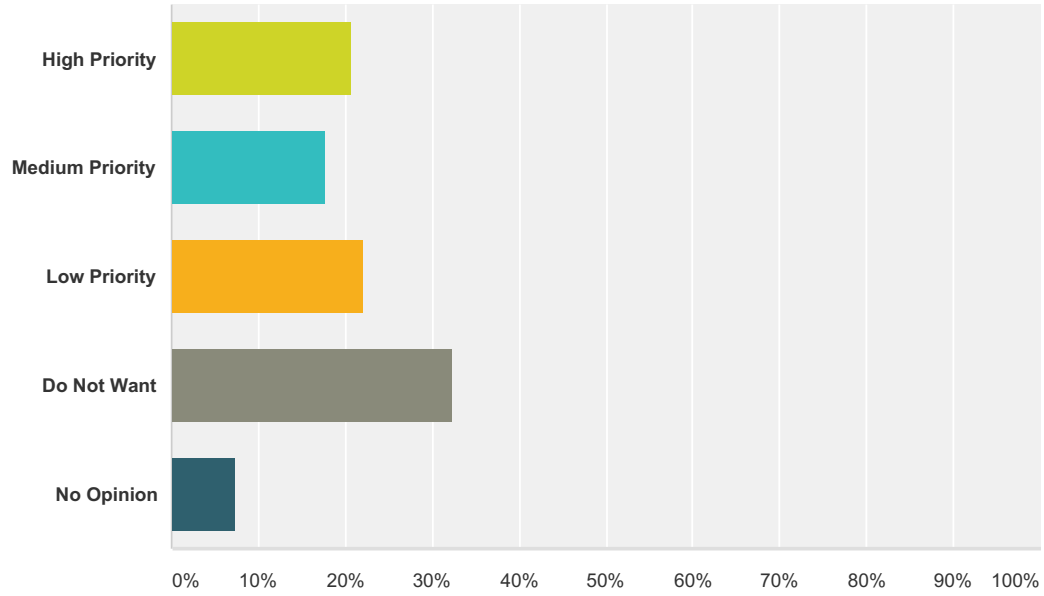
Answered: 68 Skipped: 31



Answer Choices	Responses	
High Priority	27.94%	19
Medium Priority	17.65%	12
Low Priority	19.12%	13
Do Not Want	27.94%	19
No Opinion	7.35%	5
Total		68

Q37 Alternative D-6 example C: Expand floatplane parking lease areas in Lake Spenard

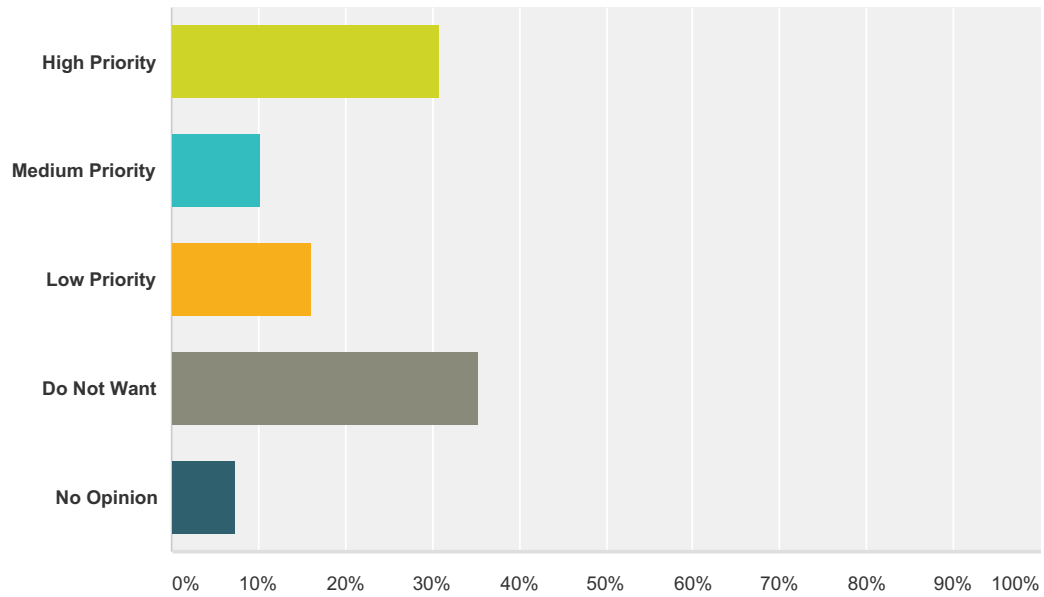
Answered: 68 Skipped: 31



Answer Choices	Responses	
High Priority	20.59%	14
Medium Priority	17.65%	12
Low Priority	22.06%	15
Do Not Want	32.35%	22
No Opinion	7.35%	5
Total		68

Q38 Alternative D-6 example D: Expand floatplane parking lease areas in Lake Spenard

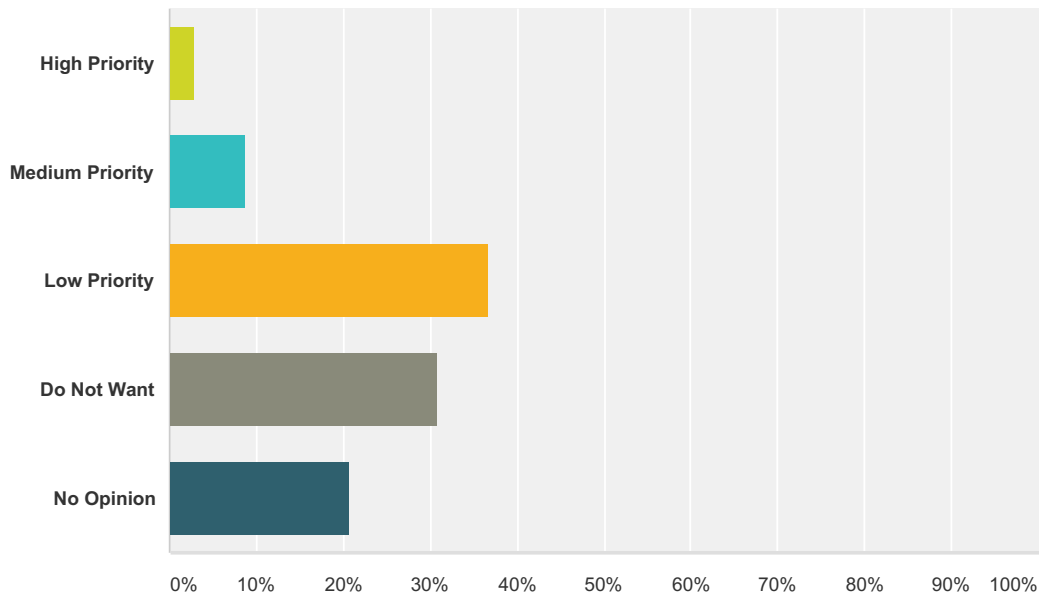
Answered: 68 Skipped: 31



Answer Choices	Responses	
High Priority	30.88%	21
Medium Priority	10.29%	7
Low Priority	16.18%	11
Do Not Want	35.29%	24
No Opinion	7.35%	5
Total		68

Q39 Alternative D-7: Transient helipad at Lake Hood (location TBD)

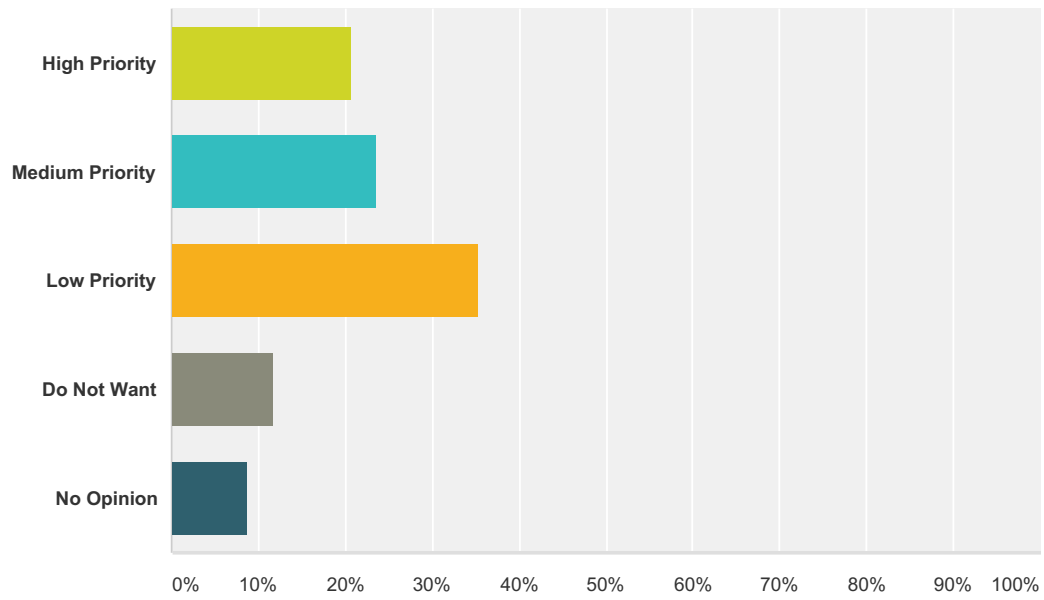
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	2.94% 2
Medium Priority	8.82% 6
Low Priority	36.76% 25
Do Not Want	30.88% 21
No Opinion	20.59% 14
Total	68

Q40 Alternative D-8: New lease lot/tie down space west of Echo parking

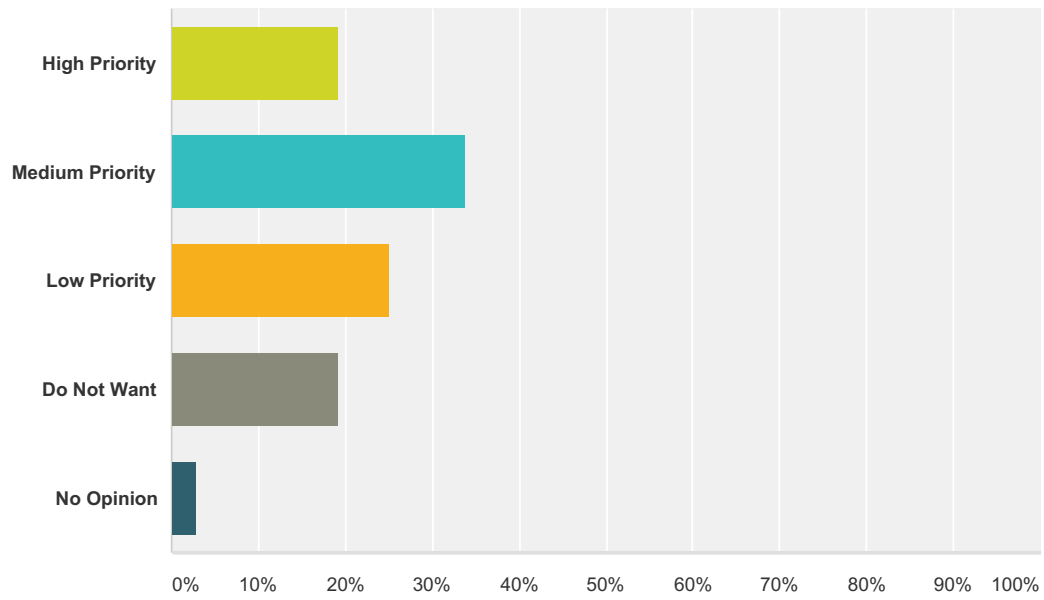
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	20.59% 14
Medium Priority	23.53% 16
Low Priority	35.29% 24
Do Not Want	11.76% 8
No Opinion	8.82% 6
Total	68

Q41 Alternative D-9: Permanent pumped toilets (location TBD)

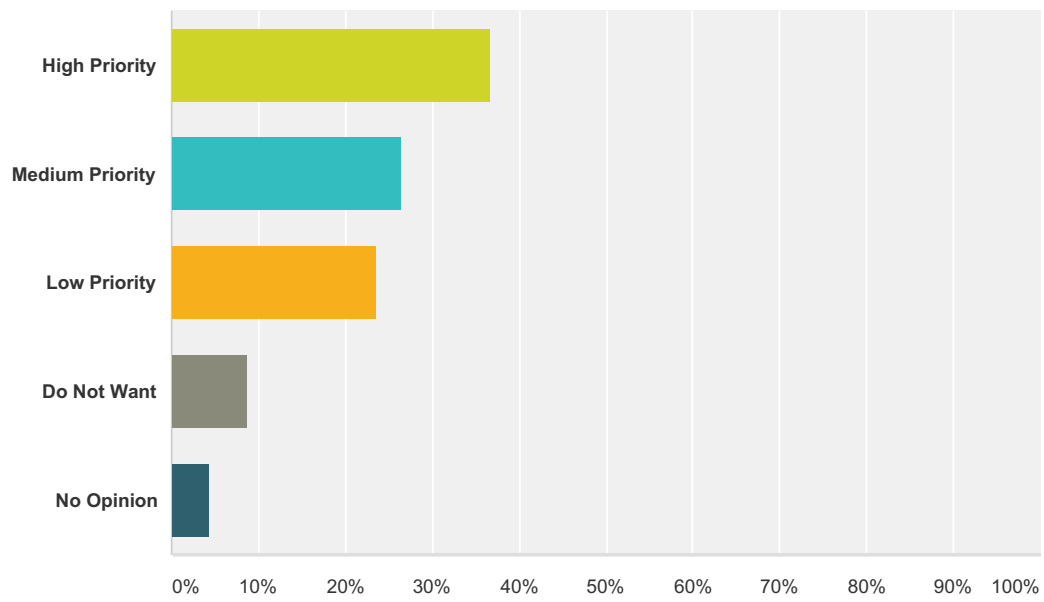
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	19.12% 13
Medium Priority	33.82% 23
Low Priority	25.00% 17
Do Not Want	19.12% 13
No Opinion	2.94% 2
Total	68

Q42 Alternative D-10: Continue land acquisition

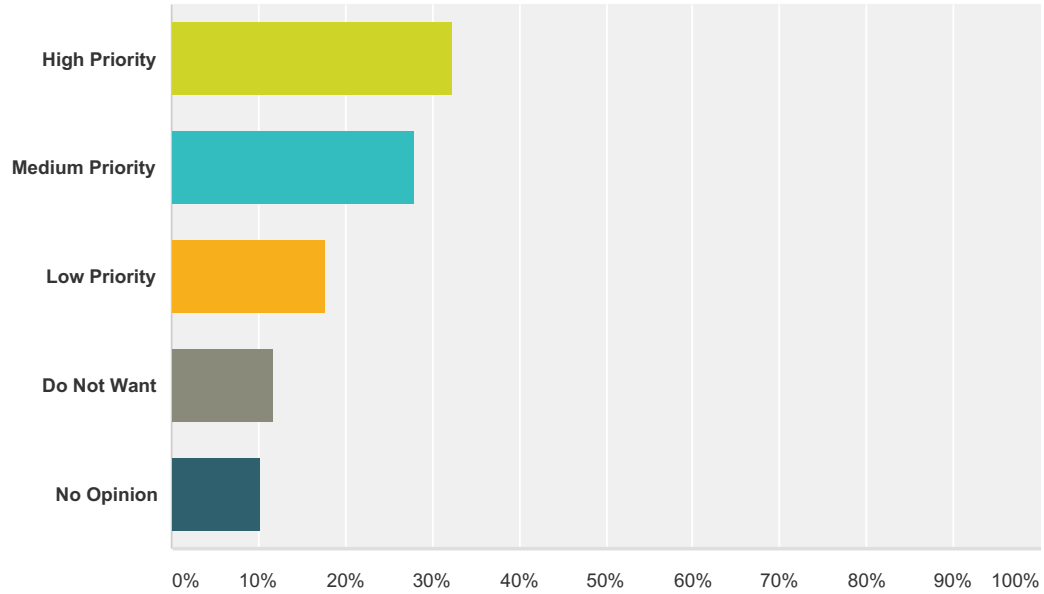
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	36.76% 25
Medium Priority	26.47% 18
Low Priority	23.53% 16
Do Not Want	8.82% 6
No Opinion	4.41% 3
Total	68

Q43 Alternative D-11: Explore ways to make lease lot development affordable (location TBD)

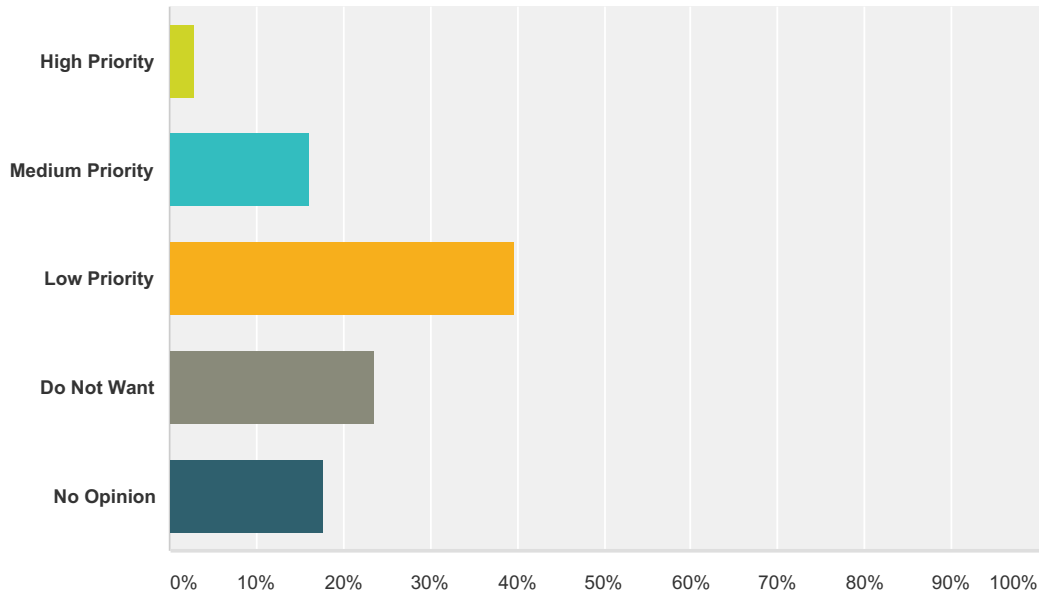
Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	32.35% 22
Medium Priority	27.94% 19
Low Priority	17.65% 12
Do Not Want	11.76% 8
No Opinion	10.29% 7
Total	68

Q44 Alternative D-12: Boathouse expansion (location TBD)

Answered: 68 Skipped: 31



Answer Choices	Responses
High Priority	2.94% 2
Medium Priority	16.18% 11
Low Priority	39.71% 27
Do Not Want	23.53% 16
No Opinion	17.65% 12
Total	68

Q45 Please provide below any comments you have regarding the "D" Alternatives

Answered: 10 Skipped: 89

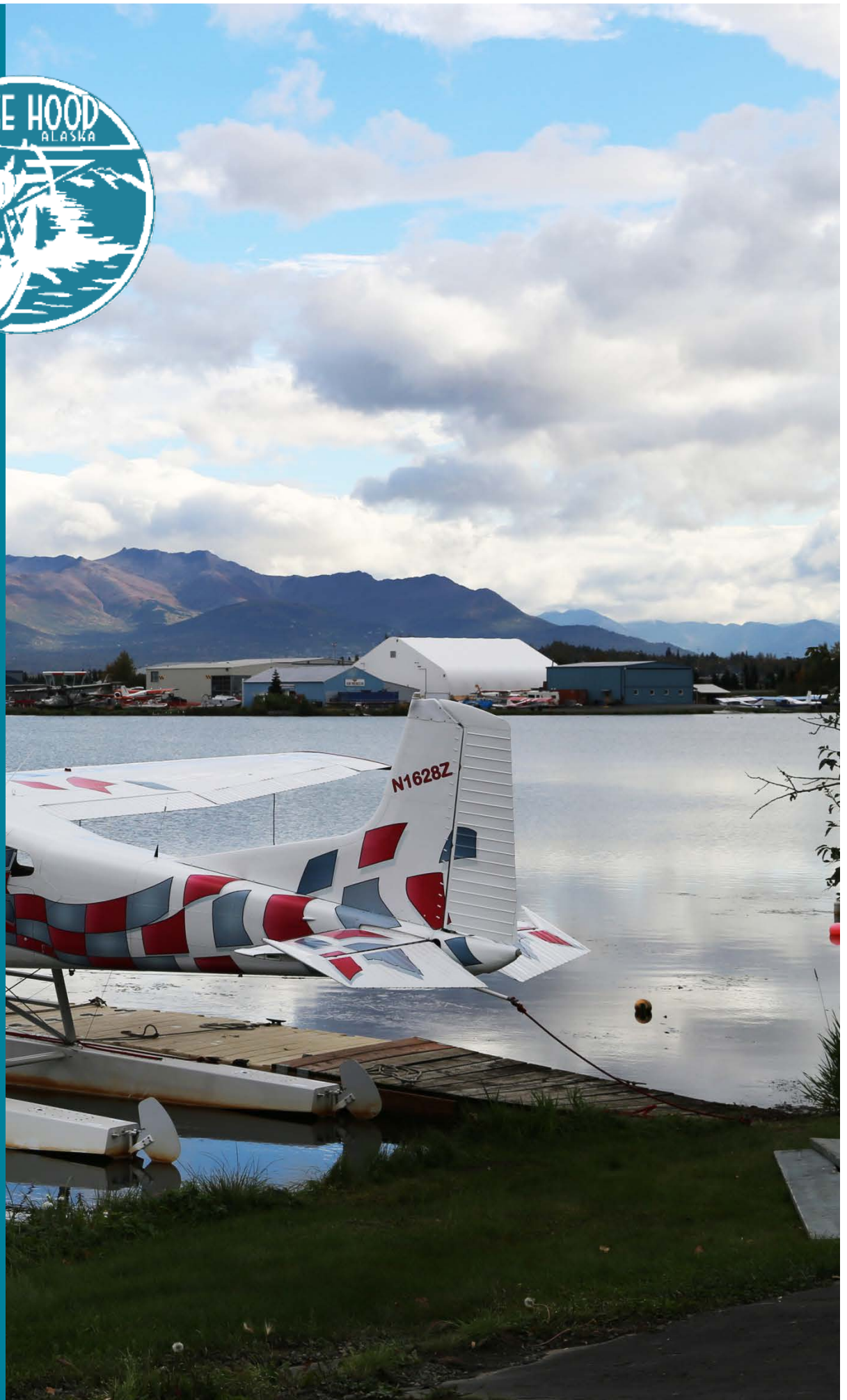
#	Responses	Date
1	Space permitting is would be nice to see a parallel paved runway constructed next to the current gravel strip. I feel this would attract more aircraft and landing on gravel is not always desired by all pilots.	12/7/2015 1:30 PM
2	There should not be any more slips created.	12/7/2015 11:59 AM
3	Adding permanent plumped toilets is a nice to do item, but airport safety & security should come way ahead. If the plastic out houses were replaced with true modern toilets, it would cost a lot and take a lot of resourced to maintain them. If the public were not limited the vandals and the homeless would damage them. Then the airport might raise fees for pilots to pay for this added cost. We know that Fairbanks (same budget as ANC./LHD) has flush toilets, hot showers, and delux facilities, but for some reason ANC/LHD is not allocated enough of the budget to have more than plastic outhouses. So the best we should hope for is some additional outhouses to cover more of the airport. For example the pilots on most of Spenard Lake have no plastic outhouses and should. At lease these plastic units are no being vandalized.	12/5/2015 7:20 PM
4	Rather than increase outdoor tie down locations encourage building of hangars at least enough to that planes in winter.	11/29/2015 9:11 PM
5	We desperately need areas for private hangars	11/24/2015 4:32 PM
6	Provide taxiway access along south side of Lake Spenard.	11/20/2015 3:10 PM
7	D6B looks like a good option.	11/19/2015 6:41 PM
8	Q 29.. D-1 Fencing not shown	11/19/2015 5:26 PM
9	Can air traffic during peak traffic days safely tolerate an increase? I would suggest not! A handful of days each summer, ATC can almost NOT keep control due to the sheer numbers of aircraft! It's unsafe & downright scary! So why add tiedowns?	11/19/2015 5:10 PM
10	Expanding the number of floatplane slips is by far the most important of any part of the development plans here. The time on the current waiting for a slip is simply ridiculous, and excludes far too many people from being able to use Lake Hood/Spenard.	11/19/2015 4:17 PM

Q46 Do you have any additional comments?

Answered: 13 Skipped: 86

#	Responses	Date
1	I have a few which may or may not be applicable to this plan. All trees on the ends of the strip should be removed. Slip dredging should be evaluated on an annual basis and performed as slips silt in. All moose that get into the airport fenced area should be destroyed and their meat donated to local charities. All attractive bird habitat such as the surface of gull island and wetlands adjacent to the strip should be surface such that they do not support the bird activity.	12/7/2015 1:34 PM
2	A clear zone off the northwest end of the strip needs to be made. It doesn't have to be perfectly aligned with the orientation of the strip, but enough in line so that an aircraft that loses engine power after takeoff could set it down without the potential loss of life. This would require cutting down a swath about 60 feet wide through the small black spruce trees. This is in addition to meeting the 3% glide slope clearance of trees that is an FAA requirement. A couple of birch trees need to be removed from the final approach to the strip from the southeast. Just trimming their tops isn't enough. The airport management states they are all about safety, but words are easy. Let us see some action.	12/5/2015 7:25 PM
3	Opposed to Adb implementation.	11/29/2015 2:33 AM
4	Dredging is becoming critical as many float slips are too shallow. Also deeper water would mitigate some of the weed problems.	11/24/2015 4:34 PM
5	Since you upgraded some slips for erosion control it should be done to all slips	11/20/2015 6:55 PM
6	Like to see hood strip & parking paved. Too much dust.	11/20/2015 11:49 AM
7	I really like the current LH layout, more float slips could be a benefit if they were done so they do not encroach on current operations and the costs are reasonable. As stated earlier I don't think the state or muni should be spending additional money right now.	11/20/2015 10:22 AM
8	I think expanding the facilities for the sea plane base are not fiscally possible. Enhancing some of the existing infrastructure may make the facilities more user friendly.	11/20/2015 4:33 AM
9	Morntimelyplowingwoud be good.	11/19/2015 7:38 PM
10	I'd like to see trees back on gull island so we had some wind protection when taxiing from lake spenard to lake hood for a SE takeoff. They would also better protect the fingers.	11/19/2015 6:44 PM
11	The survey should have a category to identify non-local users of the airport.	11/19/2015 5:28 PM
12	thanks	11/19/2015 5:26 PM
13	primary concern is keeping tie-down costs low.	11/19/2015 5:04 PM

*Note: Pages 47-49 contained contact information provided by survey respondents and have been excluded from this appendix



APPENDIX D

Public Involvement

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Schedule

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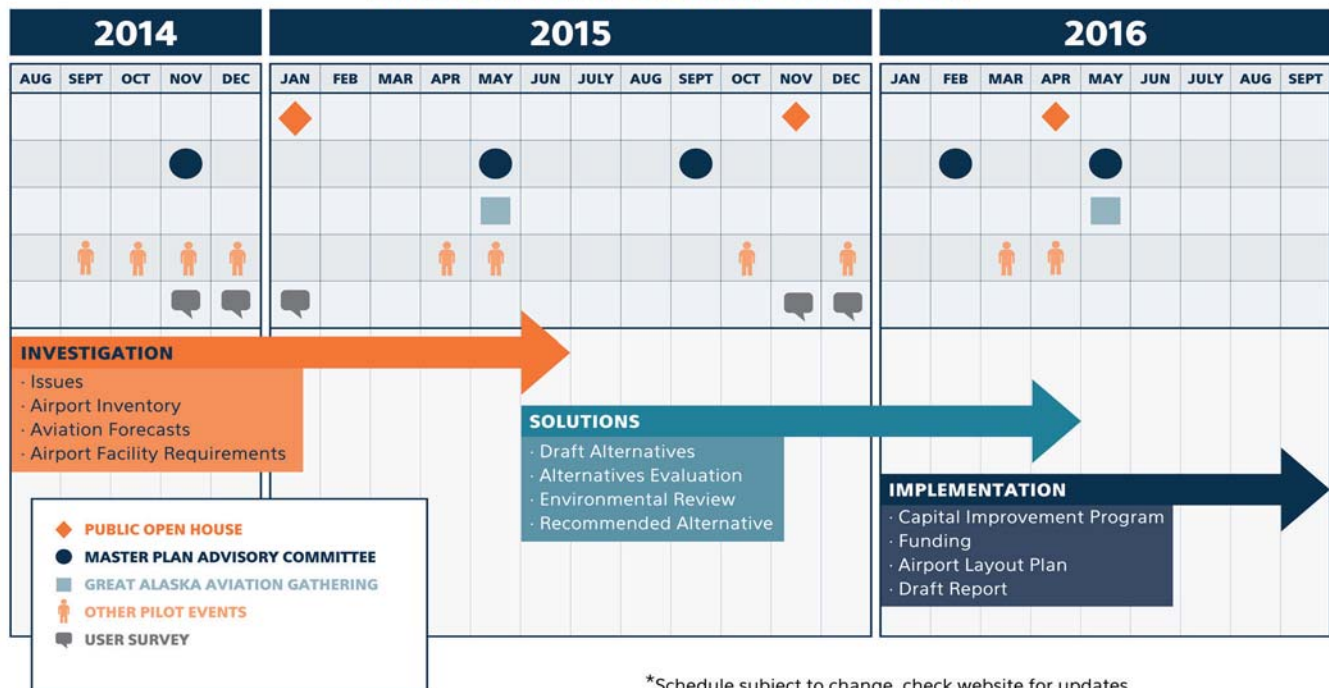
LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Tom Middendorf, Project Manager
Leah Henderson, Assistant Project Manager
DOWL | 907-562-2000

What is a Master Plan?

An airport master plan is an important tool in determining an airport's current and future development needs. The Federal Aviation Administration (FAA) recommends that a master plan be completed for busy airports every 5-7 years. Lake Hood Seaplane Base (LHD) last completed a master plan in 2006. See below for the project schedule. The draft master plan will be available for public review in October 2016.

LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE SCHEDULE



How can you stay involved?

- Email the project team at lhdmasterplan@dowl.com
- Learn more about the project and watch for the draft report in October at www.lhdmasterplan.com





Public Open House

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PUBLIC OPEN HOUSE 1

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LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Lake Hood Seaplane Base Public Open House #1

Meeting Notes

Date: 01/29/15

Time: 5:30pm-7:30pm

Location: Millennium Hotel, 4800 Spenard Road, Anchorage, AK

Staff Attendees:

Tim Coons (ANC)	Tom Middendorf (DOWL)
John Johansen (ANC)	Leah Henderson (DOWL)
Teri Lindseth (ANC)	Rachel Steer (DOWL)
Katie Gage (ANC)	Meg Jones (DOWL)
John Parrott (ANC)	Lesley Lepley (DOWL)
Mike Lee (ANC)	Brian Hanson (DOWL)
Terri Tibbe (ANC)	Wayne Fowler (DOWL)
Josh Briggs (ANC)	

Public Open House #1 Summary:

On Thursday, January 29, 2015, the Lake Hood Seaplane Base Master Plan Update hosted its first in a series of public open houses. The purpose of this meeting was to introduce the Master Plan Update project team, describe the master plan purpose, process, and public involvement opportunities, and collect input on master plan issues. From 5:30-6:00pm, a public open house featured posters showing the Master Plan Update schedule, agenda, historical photos, inventory, issues, and master plan goals. Tom Middendorf and Leah Henderson of DOWL gave a presentation at 6:00pm, followed by public input on issues, questions, and comments facilitated by Rachel Steer.

Advertising

- E-newsletters/meeting reminders – distributed 01/16/15 and 01/28/15
- GovDelivery—published 01/16/15
- State of Alaska Online Public Notice--published 01/16/15
- Facebook advertising campaign from 01/19/15-01/29/15
- Meeting announcements on the ANC Facebook and Twitter feeds
- Federation of Community Councils notice—distributed 01/21/15



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Attendance

69 people signed in to the event. The sign-in sheet resulted in 21 new email addresses being added to the distribution list.

Media Coverage

KTVA Channel 11 interviewed John Parrott and covered the event, resulting in a media story that aired the evening of 01/29/15 and the morning of 1/30/15.

Meeting Materials

- Handouts (agenda, comment sheets, schedule, postcard mailer, issues worksheet, economic benefits of Lake Hood brochure)
 - PowerPoint Presentation
 - Station posters
 - Agenda
 - Schedule
 - Historical photos
 - Inventory
 - Master Plan Draft Goals
 - Development Graphic
 - Issues
-

Meeting Presentation:

Tom Middendorf and Leah Henderson gave a presentation on the following topics:

1. Introductions
2. What is a Master Plan?
3. Why do a Master Plan?
4. Recent Improvements
5. Master Plan Schedule
6. Public Involvement Program
7. Master Plan Draft Goals
8. Inventory
9. Forecast
10. Preliminary Pilot Survey Results



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Questions/Comments:

The Questions and Comments session lasted for 30 minutes, during which the Master Plan Update team answered approximately 12 questions. Questions and answers below are a synopsis of the meeting's Q&A session following the presentation. When appropriate, Master Plan Update team responses have been supplemented to supply complete responses.

Question from the public: Will the PowerPoint slides for this meeting be posted on the website?

Answer from the Master Plan Team: Yes, we will add them to the website.

Question from the public: Can the issue sheet handouts be accessed and submitted from the website?

Answer from the Master Plan Team: Yes, we will add them to the website.

Question from the public: What has been and not been completed from the last master plan?

Answer from the Master Plan Team: Tom discussed the projects completed and not completed from the last master plan. The A & B parking project will be under construction in 2015, construction to begin this spring. Bank stabilization project is not yet complete; two out of five phases are complete.

Question from the public: Who is responsible for responding to crashes at the gravel strip?

Answer from the Master Plan Team: Anchorage International Airport Fire and Rescue handle emergencies at the gravel strip and Lakes Hood and Spenard.

Question from the public: How did you derive the goals of this Master Plan? Did you look at the 2006 Lake Hood Master Plan goals as a starting point?

Answer from the Master Plan Team: Yes, the planning team looked at the 2006 Master Plan goals, the Anchorage Master Plan goals, as well as other goals from airport master plans around the country.

Comment from the public: We have not created one new float plane slip since the fingers were created. We should look at this as a seaplane base first and foremost. Building more hangars defeats the purpose of a seaplane base; we need to choose whether Lake Hood will be a seaplane base or wheeled plane facility.

Question from the public: What is the status of the water quality around the lake?

Answer from the Master Plan Team: Water quality based on the Alaska Department of Environmental Conservation measures is significantly better than in the recent past. Virtually all deicing fluid that used to drain into the lake now drains away from the lake.

Comment from the public: Adding another access ramp will take away floatplane slips.



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Question from the public: Has a floatplane pullout service ever been provided?

Answer from the Master Plan Team: Private businesses can get an airport lease or permit to provide this service.

Comment from the public: Consider the cost difference between running the weed eater and killing with chemicals.

Comment from the public: I disagree with adding more slips. There are a lot of older pilots and not as many new pilots starting to fly.

Comment from the public: I would like more slips; a lack of slips is preventing younger pilots from getting into aviation.

Comment from the public: Title 17 requires 3 takeoffs and landings in order to keep floatplane slip. How is Lake Hood going to comply with this to fulfill the provision.

Answer from the Master Plan Team: We do not have the regulations at this meeting. This is a regulatory/administrative issue, and not a master plan issue.

Comment from the public: Weeds did not happen in lake until ANC started putting all the chemicals in lake.

Answer from the Master Plan Team: Weeds have proliferated after the airport improved water quality by redirecting deicing chemicals away from the lake.

Question from the public: Are there any plans to deal with drone or Unmanned Aerial Vehicle (UAV) usage around the airport and restrictions?

Answer from the Master Plan Team: That is an FAA airspace issue; the airport has no authority over airspace.

Question from the public: Does the airport foresee drones or UAVs being allowed to operate from the airport?

Answer from the Master Plan Team: Drone use is unlikely at ANC or LHD because of the high frequency of operations by fast moving aircraft; however, if there were legal drone or UAV operations and procedures approved by FAA then the airport would comply with those procedures. (Since this meeting the FAA has issued draft rules for drone operations.)

Comment from the public: Hangars are too close to the lake.

Comment from the public: Commenter would like to see a floating dock in Lake Spenard.



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Summary of LHD Comments Prior to Presentation:

- Poor drainage at tenant's lot near Hood Strip.
- Aircraft access to fuel dock is difficult due to approach.
- Transient parking is often full.
- Limit time allowed to park in transient parking.
- The Environmental goal doesn't consider noise or other human impacts.
- No new slips have been developed recently.
- Alpha parking area should be reserved for private development of hangars and other commercial business.
- Floating slips, accessed by water taxi could be a way to expand slips in Lake Spenard.
- Water taxi lane is too congested to place slips on Gull Island.
- Need better facilities for transient users – tie downs, shower, and campground – like Fairbanks International Airport.
- For future meetings, distribute meeting materials to the public in advance so they can be prepared.
- Is FAA's management of opposite direction operations an issue at LHD? At Merrill Field, the tower will sometimes mandate operations into the setting sun, blinding the pilot, in order to avoid opposite direction operations.
- In the past, tall trees near the Millennium Hotel have been a hazard. The airport has been topping trees to reduce the hazard.
- Bank erosion is a problem at the east end of Lake Spenard near the Millennium due to waves from aircraft taxiing and takeoffs. One permittee lost 2.5 feet of bank depth over a couple years.
- A publicly provided dolly to move dry docked floatplanes was previously provided and would be appreciated by pilots.
- The average age of pilots is increasing. How will this affect future demand?
- Better transient pilot services-would like to see a camping area with restrooms.
- Need more slips around the lake.
- Need more security for aircraft around the float slips on the southeast side of the strip (in Lake Spenard).
- Floatplane slip waitlist still needs work; takes forever to get a spot.
- The Master Plan team seems to have documented the primary LHD issues.
- Need improved signage for non-aviation users at the "gateway" entry points to guide people toward appropriate locations for viewing, recreation, etc.
- The Weed Harvester pulls weeds free from the bottom but does not gather all of them, causing weeds to float on the lake surface and in turn get caught in the rudders. It is better for the aircraft if the weeds are left alone alive attached to the lake bottom where they can taxi through them easier.
- The airport should use chemicals to control the weeds. This has been done on other lakes in the winter by drilling multiple holes in the ice then applying the chemical. The theory is the chemicals



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

will be absorbed into the lake bottom by the time the lake is ice free so that the chemicals will not be transported to other lakes by aircraft.

- Add strobe lights that can be triggered by the pilots located along Lake Shore Drive by the fingers. The strobes would help warn vehicles that an aircraft will be entering the road/taxilane.

Issues:

Summary of LHD issues verbalized by the attendees after the meeting.

- Retain high value wetlands at Lake Hood. They feed into Hood Creek. They provide aesthetic, flood control, water quality, and safety benefits.
- We need more floatplane slips. Demand exceeds supply.
- More land is needed for leases and hangar development.
- Concerns about aircraft/vehicle/pedestrian conflicts. Some involve children on bikes and pedestrians with headphones who are not aware of aircraft hazards.
- Concern about aircraft security. Cameras that have been installed help. Cameras help address theft and security and are a terrorism deterrent.
- An anemometer is needed at Lake Spenard so pilots can determine which is the safest lake for takeoffs and landings. Winds can be very different at Lakes Hood and Spenard.
- Illuminate waterlanes. It is hard to tell where they are. Tower gives instructions to get out of the waterlane but pilot can't tell where it is.
- Noise concerns in Spenard, which is in the approach. Air taxis generally operate properly, but other pilots can fly loud, low and fast over Spenard.
- Concerns about weeds getting tangled in floats.
- Concerns about things stolen from aircraft.
- Concerns about noise in community from gravel strip operations. Pilots should reduce prop pitch and limit touch and goes.

Issues Worksheets:

Summary of Issues Worksheets

The public was given a worksheet with a list of issues at Lake Hood, and was asked to review and identify their top 5 issues. Additional issues and comments are listed at the bottom of the worksheet.



**LAKE HOOD SEAPLANE BASE
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Issues Worksheet

	Issue	Please select your top 5 issues.	Comments
Runways/Taxiways			
1	Vehicle/Pedestrian/Aircraft Interactions	XXXX	Pedestrian access from Spenard side to AK Aviation Museum and Rusts without doubling back around fence/More fencing and gates to keep pedestrians off taxiways & vehicles/Stronger signage-fewer openings in guardrails(esp. around blind corners on Lakeshore Taxiway).
2	Compass Rose	X	
3	Length of Lake Hood Strip		
4	Commercial Finger Access	X	
5	Additional Paved Engine Run-up Areas		
6	Improved Approaches		
7	Protect Visual Flight Rules (VFR) Arrival and Departure Routes	XXX	
Aircraft Parking/Hangars/Lease Lots			
8	Type of Tiedowns - Pull Through vs Push Back	X	
9	Electricity at Tiedowns		
10	Storage at Tiedowns		
11	Additional Tiedowns		
12	Additional Slips	XXXX	More float slips needed/AK Aviation Museum has 5 float slips available to the public for rent always, never withheld/More Slips-more demand than supply makes for a frustrating long wait for a float slip assignment. Build decks rather than slips so more aircraft can be parked in less space.
13	Transient Parking	XXX	AK Aviation Museum has frequent need for overflow transient auto parking during social events.
14	Wheeled Access for Float Slips		



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

	Issue	Please select your top 5 issues.	Comments
15	Separate Helicopter Parking		
16	Auto Parking Near Lake Hood Strip Tiedowns	xx	Get rid of junk vehicles; charge for long-term storage of vehicles. Regal needs some land, lease them some land where they park now.
17	Fuel Dock Access	x	
18	Additional Hangars and Lease lots	xxxx	Lack of lease land for development/The AK Aviation Museum is in its present site for the long haul/Open up more land for lease-hangars(t-hangars for efficiency); away from the lake edge, to allow for maximum float plane utilization.
19	Cost of Lease Lot Development	xx	Development costs very high due to current shape of land & lack of land/Cost of development is high and could be supplemented in lease, meaning have costs offset by state & wrapped in lease.
20	Location of LHD Manager's Office		
21	Floatplane Launches	xx	
22	Float Storage		
Pavement/Gravel			
23	Paving Gravel Surfaces	x	Taxiways & tiedown areas to be paved. Lakehood strip to remain gravel.
24	Resurface Gravel Areas		
Environmental			
25	Water Level/Quality	xxxx	Clean up the water. Staining on floats has gotten very bad/Against more slips, already a lot of noise in the summer.
26	Windbreaks		
27	Lake Bank Stabilization		
28	Weeds	xx	Bad news-easily spread around from float rudders, better and cheaper to get it at the source (Lake Hood).
29	Surface Drainage		
30	Land Use Compatibility	x	
31	Noise	xxx	The noise on approach from east is greatest-planes fly too fast and too low.
32	Oil Recycling		
Safety/Security			
33	Security	xxxx	More gates, fences and police patrols to deter theft. Video cameras to deter thieves/Security cameras at parking areas; drive thru patrols.
34	Security Lighting	x	
35	Wildlife Control		
36	Pedestrian Signs	xx	Get creative, be clever.



**LAKE HOOD SEAPLANE BASE
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	Issue	Please select your top 5 issues.	Comments
Tourism/Recreation			
37	Transient Pilot Facilities	x	
38	Transient Pilot Camping		
39	Recreation Use of LHD	x	
40	Spenard Beach Park	xxxx	Remove the public access to land that fronts the lake-give public a viewing dock that gives them a view of air traffic and make more tiedowns on park lake front/ We need to maintain public engagement at Lake Hood, it is a big part of Spenard-public recreation done there- 100 years/ The park should be maintained and enhanced w/swimming. The pedestrian route is a good improvement, the signage should be better.
41	Pedestrian Route	xx	
42	Restroom Accessibility	x	
43	Construction of a Visitor Center	x	
44	Winter Aircraft Wash Facility		
45	Maintain Public Access	xxx	The lakes are a public asset.
List any additional issues:			
1	More competition/additional options for Avgas and Jet Fuel.		
2	Development of LHD land as a destination-NYE fireworks, non taxiway ice usage.		
3	Lack of enforcement of any of the rules		It would help shorten the waitlist, make LHD look like a professionally run airport, and it would get rid of the non-aviation businesses.
4	Force slip owners to use or lose space or make about to "lease out" slip for those on waiting list.		
5	Aging pilots, aging airplanes means less demand in the future. Less folks to fly nowadays.		
6	Very happy with the grooming this winter!		
7	Keeping moose and waterfowl out of the aerodrome is very important .		



LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE

Public Open House #1

January 29, 2015

5:30-7:30pm



LAKE HOOD
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Meeting Agenda

1. Introductions
2. What is a Master Plan?
3. Why do a Master Plan?
4. Recent Improvements
5. Master Plan Schedule
6. Public Involvement Program
7. Master Plan Draft Goals
8. Inventory
9. Forecast
10. Preliminary Pilot Survey Results
- 11. MP Issues - Public Input**
12. Next Steps
- 13. Final Comments/Questions**



LAKE HOOD
SEAPLANE BASE
**MASTER
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Introductions

DOWL Key Team Members/Roles

- Tom Middendorf - Project Manager
- Leah Henderson - Assistant Project Manager/Planner
- Rachel Steer - Public Involvement Coordinator
- Meg Jones – Planner
- Brian Hanson - Engineer
- Leslie Lepley – Public Involvement Support

Subcontractors

- RS&H – Mike Becker
- Southeast Strategies - Linda Snow



LAKE HOOD
SEAPLANE BASE

**MASTER
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What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is...

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

A master plan's purpose is not to solve the airport's management, operations, or maintenance issues.

Products of a Master Plan

- 20-Year Phased Development Plan with a Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report



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Why do a Master Plan?

Rationale, Benefits and Outcomes of a Master Plan

- Development priorities/schedules
- Development in a safe manner
- Proper facility siting - avoids later facility relocation
- Fiscally responsible
- FAA recommends regular updates - usually every 5-7 years
- Required for FAA funding
- Guides airport improvements and leasing decisions



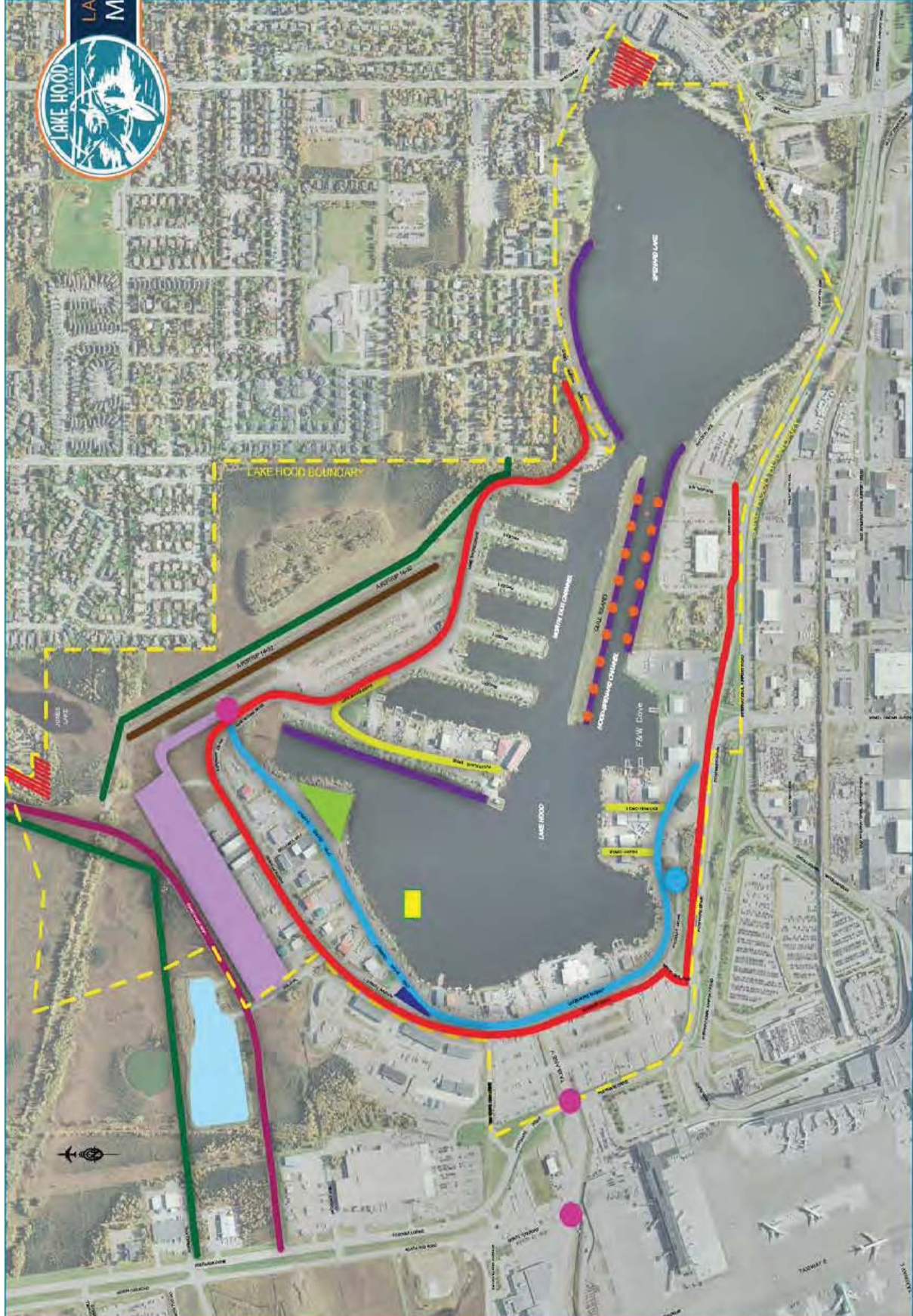
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**LHD Improvements
Completed After the 1996
and 2006 Master Plans**

-  Reconstruct Lakeshore Taxiway to separate aircraft and vehicles
-  Resurface/realign section of Lake Hood Drive
-  Extend sewer and water at north and south side of Lake Hood
-  Aircraft crossing control gates
-  Floatplane ramp and Delta parking on north shore of Lake Hood
-  Construct new taxiway and Echo parking
-  Resurface LHD strip and extend the safety area
-  Acquire residential property
-  LHD-channel lights
-  Bank stabilization
-  Deep well to maintain LHD water levels
-  Aircraft wash area
-  Wildlife control fence
-  Pedestrian Improvements/ Signage
-  Weed harvester
-  Snow dump

Tom Middendorf, Project Manager
Leah Henderson, Assistant Project Manager
DOWL HKM | 907-552-2000

PHOTO DATE: W/25/2011



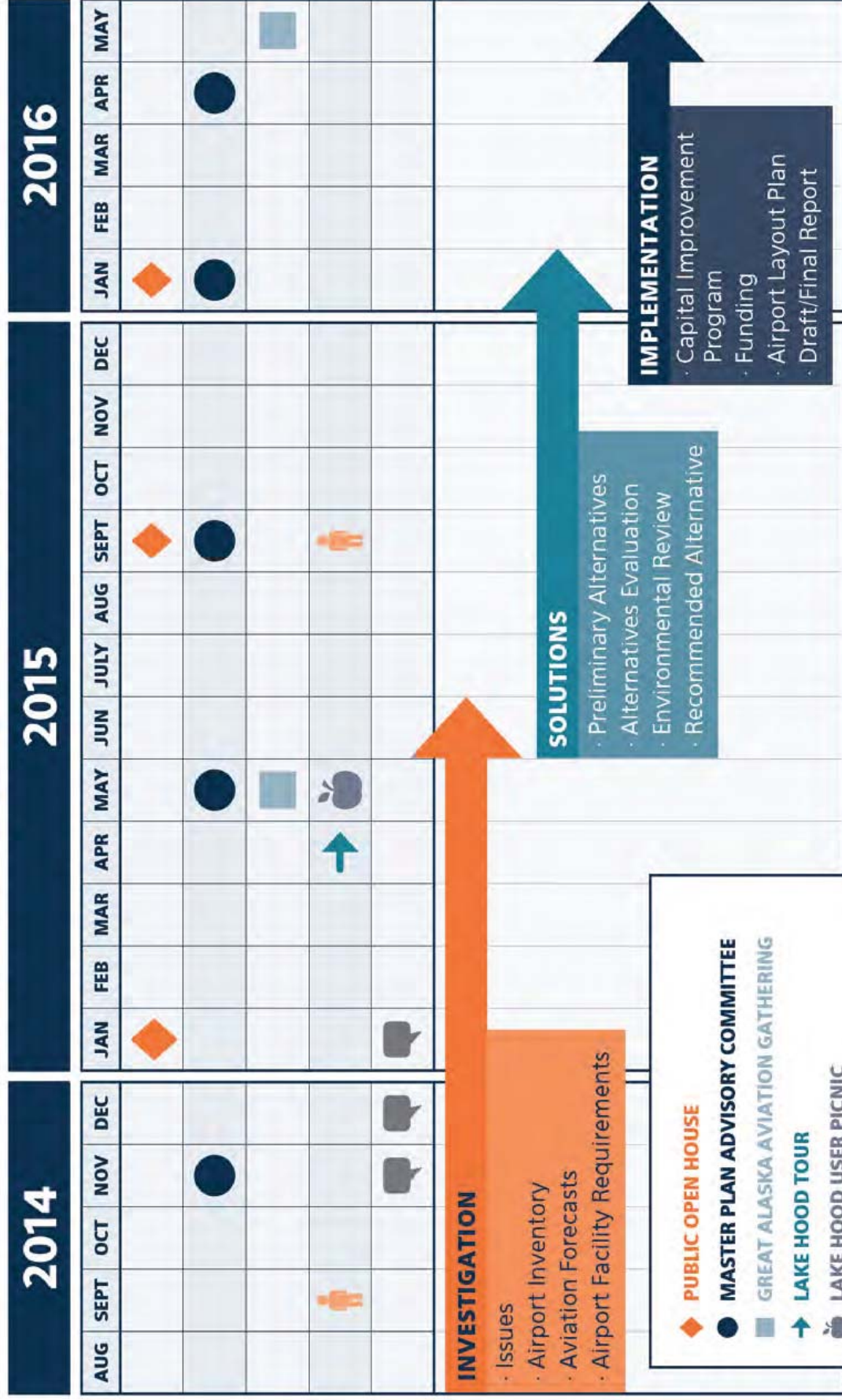
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LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE SCHEDULE





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Public Involvement Program

Primary Public Involvement Tools

- Advertisements – Online Public Notices
- Bus Tour
- Comments – throughout the entire Master Plan process
- Email
- E-Newsletters
- Fact Sheets & Project Flyers
- Frequently Asked Questions (FAQ)
- Informal Meetings
- Mailing List and Mailers
- MP Advisory Committee
- Picnic
- Public Meetings/Open Houses
- Presentations
- **Pilot Survey – Extended to February 9th**
- Website



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SEAPLANE BASE
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MP Advisory Committee Members

Organization
Aircraft Owners and Pilots Association (AOPA)
Seaplane Pilots Association
Alaska Airmen's Association
Lake Hood Pilots Association
LHD private pilot (wheeled aircraft)
LHD private pilot (float aircraft)
LHD businesses
Signatory airlines – Airline Technical Representative
Turnagain Community Council
Spennard Community Council
Neighboring business
FAA ATCT
U.S. Department of the Interior
MOA Parks and Recreation
MOA Planning
State of Alaska Aviation Advisory Board MOA Representative



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Master Plan Draft Goals

- **Safety**: Manage a safe and secure operating environment.
- **Efficiency**: Maintain or enhance the efficiency and effectiveness of the Airport's operations.
- **Environmental Stewardship**: Operate and develop the airport in a way that considers environmental impact.
- **Fiscal Sustainability**: Enhance the fiscal sustainability of the Airport.
- **Land Management**: Facilitate Airport development through strategic land management planning.
- **Communication**: Engage stakeholders through open communication.

Runways

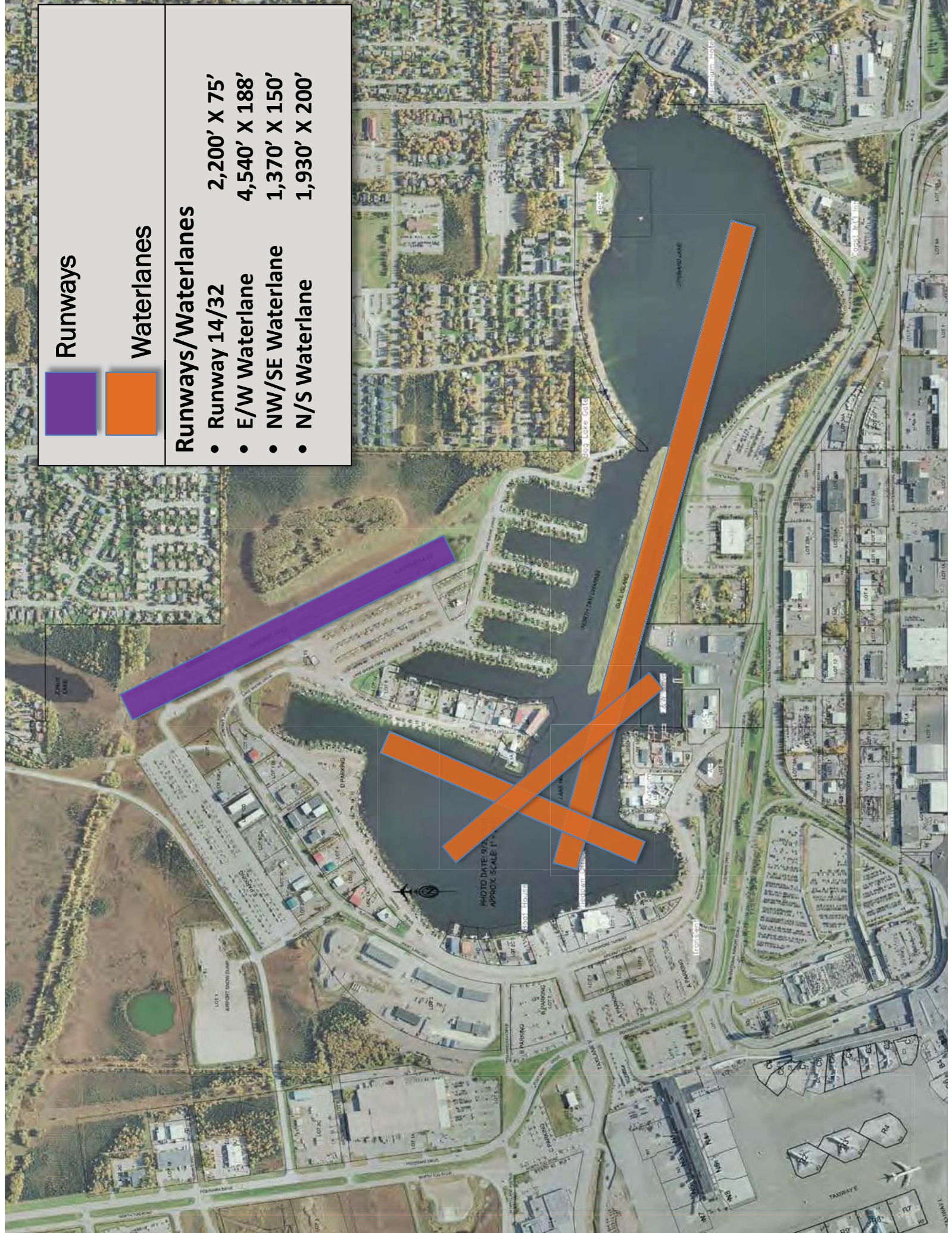


Waterlanes



Runways/Waterlanes

- Runway 14/32 2,200' X 75'
- E/W Waterlane 4,540' X 188'
- NW/SE Waterlane 1,370' X 150'
- N/S Waterlane 1,930' X 200'



Paved Tiedowns
Gravel Tiedowns
Float Slips

Paved Tiedowns
Gravel Tiedowns



Tiedowns and Float Slips

Tiedowns	
Alpha	77
Bravo	64
Charlie	38
Delta	10
Echo	159
Strip	87
Hood Strip Annex	8
Transient	24
Total Tiedown Permit Spots	443

Float Slip Permits 344

LHD Transient Spaces	
Transient Tiedowns	24
Transient Float	8
Total Transient	32

Note: This does not include tiedowns on privately leased land or tiedowns at slips.

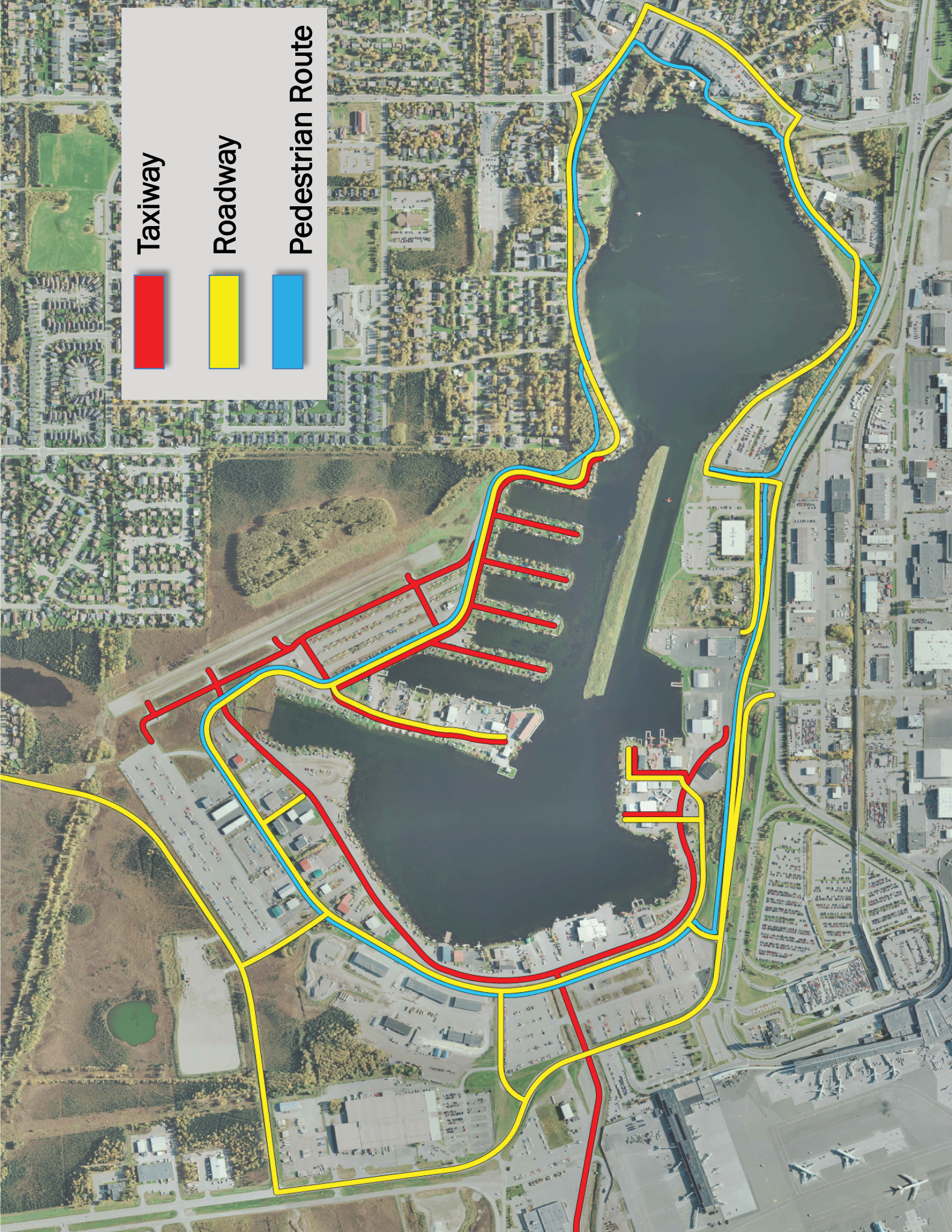
Taxiway



Roadway



Pedestrian Route





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Forecasts

AIAS Planning Study Forecasts Used For

- ANC Master Plan
- ANC Part 150 Study
- FAI Master Plan

AIAS Planning Study Forecasts for LHD

- Data/assumptions have been revalidated
- Will be updated with a new base year
- Draft forecast in February

Development Timing Based on Trigger Points

- When the aviation activity actually occurs



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Preliminary Pilot Survey Results

- 262 responses as of January 28th
- Survey available until Feb 9th
- Diverse group of aircraft owners responded
- 1/3 of respondents are interested in leasing and/or developing land.
- Most respondents stated that LHD's activity level was just right or had room for growth.

**Access the survey at
www.lhdmasterplan.com**



Preliminary Pilot Survey Results

- Suggested improvements include:
 - taxi access from float slips to Lake Hood Strip
 - construction of additional slips
 - improve water quality
 - security
 - floatplane ramp
 - weed control
- 26% of respondents have experienced vehicle/pedestrian and aircraft conflicts.
- 40% were very concerned about vehicle/pedestrian and aircraft conflicts.



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MP Issues – Public Input

Examples

Master Plan Issues

- Runways/Taxiways
- Aircraft Parking/Hangars/Lease Lots
- Pavement/Gravel
- Environmental
- Safety/Security
- Tourism/Recreation

Non-Master Plan Issues

- Tiedown Administration
- Snow Removal Practices
- Title 17



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MP Issues - Public Input

Share your top LHD issues

or

Turn in your issues worksheet at the
comment table.



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Next Steps

- Continue Investigation Phase
- Pilot Survey – **Survey period extended to February 9**
- Analyze Survey and Issues
- Finish Inventory and Forecast
- Start Facility Requirements
- Advisory Committee Meeting - Spring 2015

- Next Public Open House - Fall 2015
 - LHD facility requirements/needs and
 - preliminary alternatives.



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Final Comments/Questions?

Public comments may also be submitted to

lhdmasterplan@dowl.com

or

Rachel Steer at 907-562-2000



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Thank you for coming!

Contact Information:

Tom Middendorf, Project Manager

Leah Henderson, Assistant Project Manager

Rachel Steer, Public Involvement Coordinator

lhdmasterplan@dowl.com

907-562-2000

www.lhdmasterplan.com

PUBLIC OPEN HOUSE 2

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LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Lake Hood Seaplane Base Public Open House #2

Meeting Notes

Date: 11/18/15

Time: 5:30pm-8:00pm

Location: Lakefront Hotel, 4800 Spenard Road, Anchorage, AK

Staff Attendees:

Tim Coons (ANC)	Tom Middendorf (DOWL)
John Johansen (ANC)	Leah Henderson (DOWL)
Teri Lindseth (ANC)	Rachel Steer (DOWL)
Katie Gage (ANC)	Chris Cole (DOWL)
Cheryl McDowell (ANC)	Charles Guinchard (DOWL)
Mike Lee (ANC)	Brian Hanson (DOWL)
Terri Tibbe (ANC)	Wayne Fowler (DOWL)
	Jenna Sparrowgrove (DOWL)

Public Open House #1 Summary:

On Wednesday, November 18, 2015, the Lake Hood Seaplane Base Master Plan Update hosted its second in a series of public open houses. The purpose of this meeting was to introduce the proposed alternatives and collect input for the preferred alternative. From 5:30-6:00pm, a public open house featured posters showing the Master Plan Update schedule, previous Master Plan projects, Alternative A, Alternative B, Alternative C, and Alternative D. Tom Middendorf of DOWL gave a presentation at 6:00pm, followed by public questions and comments facilitated by Rachel Steer. The meeting concluded with an open house where attendees identified their top 10 Lake Hood projects within the alternatives.

Advertising

- E-newsletter/meeting announcement—distributed 11/5/15
- GovDelivery—published 11/5/15
- State of Alaska Online Public Notice—published 11/5/15
- Federation of Community Councils notice—distributed 11/13/15



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Attendance

50 people signed in to the event. The sign-in sheet resulted in 21 new email addresses being added to the distribution list. 98 people viewed the live feed of the meeting on Periscope, and 63 of those views came from the Airport's Twitter feed link.

Meeting Materials

- Handouts (agenda, comment sheets, and alternatives handout)
- PowerPoint Presentation
- Station posters
 - Schedule
 - Alternative A
 - Alternative B
 - Alternative C
 - Alternative D
 - Map of LHD

Meeting Presentation:

Tom Middendorf gave a presentation on the following topics:

1. Introductions
2. What is a Master Plan
3. Master Plan Status/Schedule Update
4. Master Plan Draft Alternatives
5. Next Steps

Questions/Comments:

The Questions and Comments session lasted for 20 minutes. Questions and comments below are a synopsis of the meeting's Q&A session following the presentation. When appropriate, Master Plan Update team responses have been supplemented to supply complete responses.

Question from the public: Have there been incidents or accidents at LHD that would necessitate straightening the taxiway?

Answer from the Master Plan Team: No, not to our knowledge. However, LHD must follow the design standards set by the FAA that are based on accident history for airports across the nation.



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Question from the public: Cost and funding were not addressed for the alternatives. Where in general will funding come from for the maintenance and capital projects?

Answer from the Master Plan Team: Our next meeting will focus on the cost of the capital projects and how to fund the preferred alternative. Operating budget funding is expected for Alternative A. Alternatives B, C and D type projects have been historically funded by the FAA through LHD's \$1 million in annual entitlement funds. LHD is also eligible to compete with other airports for FAA discretionary funds. LHD provides matching funds to these FAA grants through revenues generated from user fees. User fees deposited into the International Airport Revenue Fund can also fund LHD capital improvements. LHD operating and maintenance expenditures are estimated at roughly \$3 million/year and roughly \$800,000/year is generated from Lake Hood user fees. Revenues generated from airlines and other users of ANC cover the approximately \$2.2 million difference between LHD revenues and expenses.

Comment from the public: As we talk about all the improvements, please keep in mind the lease holders and as you develop alternatives make sure they don't create problems for lease holders. The airport has been improving overall over the last 30 years, but other issues have come up like snow removal. I would like some consideration from the airport in the future in providing service to everyone who uses the airport.

Comment from the public: Maintenance of slips is not addressed by any of the proposed alternatives. I have had a slip for 50 years and have never received any maintenance. We should maintain what we have before we create new.

Answer from the Master Plan Team: The airport has completed erosion control and bank stabilization projects on some slips in the past, and the Master Plan is considering similar projects. Airport maintenance staff also are able to do limited slip maintenance, if requested.

Comment from the public: The regulations state that that pilots must have at least 3 takeoffs and landings to be eligible for a slip. This regulation was not pulled in the recent regulation revision. Where are you going to put staff and equipment to enforce that part of the regulation?

Answer from the Master Plan Team: This is a regulatory/administrative issue, and not a master plan issue.

Question from the public: You have met with the LHD Pilots Association and the Alaska Airmen Association. When will you meet with the permit holders of LHD? When will they get input?

Answer from the Master Plan Team: The Master Plan team has presented at the LHD User meetings and all permit holders are invited to attend our Public Open Houses. We have also given permit holders and people on the waitlist the opportunity to give us feedback through our initial survey and our current alternatives survey. Members of the public are always welcome to submit comments at any time during the Master Plan Update process.



**LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE**

Question from the public: Have you had any accidents that would have been eliminated by having an additional 12 feet waterlane width? Have there been any accidents along the road and taxiways? It seems like a great expense to add roads and taxiways and pathways for no apparent improvement to anything.

Answer from the Master Plan Team: Addressing these FAA standards would be expensive. In the survey and at meetings there was talk of near misses on the roads, and that’s part of the reason we are evaluating aircraft and automobile separation. It’s also a safety concern of the FAA. If this alternative makes the preferred alternative we will evaluate the affordability of the project.

Question from the public: You have suggested a lot of paving. How would replacing a permeable surface with a non-permeable surface affect runoff? If you place fill in the bog how will it affect the hydrology and runoff? Are these types of environmental concerns examined before you choose the recommended alternative?

Answer from the Master Plan Team: The Master Plan Update looks at environmental impacts at a high level. Prior to actual project design and construction, the Airport would need to examine the environmental impacts and receive a Categorical Exclusion or perform an Environmental Assessment or Environmental Impact Statement that would look at those issues at a higher level of detail.

Open House Dot Exercise Results:

Alternative A – No capital Improvements	No. of Dots
A1 – Maintain existing facilities (area wide)	11
A2 – Identify and mitigate aircraft & structures from aircraft taxi routes	5
A3 – Aircraft, auto, pedestrian enforcement, education, signs, flashing lights & markings (area wide)	14

Alternative B – Major Maintenance & FAA Standards	No. of Dots
B1 – Rehab runway surface, improve drainage & replace lighting	5
B2 – Widen E-W waterlane; lower & resurface Gull Island	0
B3 – Selective deepening of waterlanes/taxi channel/fingers	2
B4 – Address runway visibility zone conflicts through modification of standards	1
B5 – Address runway protection zone conflicts with lease lot management	1
B6 – Realign Taxiways H & H3	3
B7 – Construct parallel Lakeshore Taxilane, road & pedestrian path with connectors	0
B7A –Construct connector taxilanes & pedestrian path	6
B8 – Construct parallel road & taxilane on commercial finger	0



**LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE**

B9 – Resurface/reconstruct portions of Lakeshore Taxiway	0
B10 – Resurface/Reconstruct Taxiway V	0
B11 – Repair/replace existing floatplane ramps	12
B12 – Continue erosion control/slip dredging projects	9

Alternative C – Improve Existing Facilities	No. of Dots
C1 – Enhance viewing areas at Spenard Beach & next to DOT&PF building	9
C2 – Pave parallel taxiway for Runway 14/32 and fingers	1
C3 – Expand concrete run-up areas	4
C4 – Pave, drainage improvements, lighting & electrical service for Runway 14/32 tie downs	11
C5 – Pave & drainage at Delta tie downs	6
C6 – Lighting, electric service & fencing at transient slips	1
C7 – Paint compass rose	2
C8 – Fencing, cameras & lighting security/safety upgrades (area wide)	11

Alternative D – Expand Facilities	No. of Dots
D1 – Fencing & gates for Runway 14/32	1
D2 – Replace pedestrian path on west side of Runway 14/32 with new path on east side	8
D3 – Extend taxilane to more slips on Lake Spenard	0
D4 – Add floatplane ramp	1
D5 – Expand slip/lease area west of Hood Strip, relocate tie downs east of Hood Strip with lease area, parallel taxiway & road	7
D5 – Expand slip/lease area west of Hood Strip, relocate tie downs east of Hood Strip with lease area, parallel taxiway & road	6
D6 – Expand floatplane parking/lease areas in Lake Spenard	19
D7 – Transient helipad at Lake Hood	3
D8 – New Lease lot/tie down space west of Echo Parking	6
D9 – Permanent pumped toilets	8
D10 – Continue land acquisition	1
D11 – Explore more ways to make lease lot development affordable	8
D12 – Boathouse expansion	0

Summary of LHD comments verbalized by the attendees during the Dot exercise.

Alternative A

- A2 -Provide parking lot options for commercial business to alleviate some taxi infringement.
- A3 - Don't need more signs, lights, etc.
- A3 -Install better fencing, security of park and police patrols to keep 'riff-raff' off airport grounds. They are significant criminal contributor to theft and mostly drugs.



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE

Alternative B

- #1 priority should be weed control.
- There should be efforts made to improve museum access.
- B1 – Improve drainage on land portion as well.
- B7, B7A & B8 – Not needed, not enough traffic.
- B7, B7A - Like separated pedestrian path, safer for planes and pedestrians.
- B7, C8 - Signage and flashing lights would be more cost-effective than separate roads/trails.
- B12 - No erosion control northern most slips because winds complicate use of a hardened surface.

Alternative C

- C1 – Include bathrooms, monument to Joe Spenard, plaque explaining Lake Hood, value, importance of area to AK history, more community/visitor friendly benches, picnic tables.
- C1 – Support it and coordinate with Anchorage Park Foundation on specific amenities. “TCC allocated money for this park”.
- C3 - Wants to see improved run/up areas, large enough not to blast parked planes.
- C4 & C5 – Great improvements.
- C4 – Include lease lots.
- C6 – Electrical not needed as area generally only needed in summer. This area isn’t used in winter, fencing not needed.
- C7 – Not needed.
- C7 – Why a compass rose, GPS can do it.

Alternative D

- D2 – Connect to coastal trail, give them somewhere to go.
- D5 – Turnagain Community Council (TCC) opposes. The 2006 Echo Parking EA says development east of Lake Hood strip is too harmful to Turnagain neighborhood.
- D5, D8 - Airport should build multi-level hangar. It would take advantage of the small footprint and would add parking spots.
- D5, D6, D8 - New lease space with wheeled aircraft access is more important than new Lake Spenard lease space without access for wheeled aircraft.
- D6 - A Lake Spenard dry dock area managed by a lease holder with dolly services provided airport-wide would be an effective way to improve dry dock services and provide a leasing opportunity.
- D6 - Maximize floatplane slips to max available (more is better).
- D6 - Use gabions to protect shoreline, expand slips and add number of plane parking spots.
- D8 – TCC opposes lots west of Echo.
- D9 - Electronic incinerating toilets should be considered since they are cheap.



LAKE HOOD SEAPLANE BASE **MASTER PLAN UPDATE**

- D11 - Make new leases more affordable by improving lease lots and then leasing them with a higher lease rate. Could the Field Maintenance or snow dump improved areas be leased?
-



LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE

Public Open House #2

November 18, 2015 5:30 – 8:00 PM



LAKE HOOD
SEAPLANE BASE

**MASTER
PLAN
UPDATE**

Meeting Agenda

Open House: 5:30 – 6:00

Master Plan Presentation: 6:00 – 6:40

1. What is a Master Plan?
2. Master Plan Status/Schedule Update
3. Master Plan Draft Alternatives
4. Next Steps

Questions/Comments: 6:40 – 7:20

Open House – Project Evaluation: 7:20 -8:00



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MASTER PLAN UPDATE

What is a Master Plan?

According to the Federal Aviation Administration (FAA), an airport master plan is...

A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.

A master plan's purpose is not to solve the airport's management, operations, or maintenance issues.

Products of a Master Plan

- 20-Year Phased Development Plan with a Capital Improvement Program
- Airport Layout Plan
- Airport Master Plan Report



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**MASTER
PLAN
UPDATE**

Why do a Master Plan?

Rationale, Benefits and Outcomes of a Master Plan

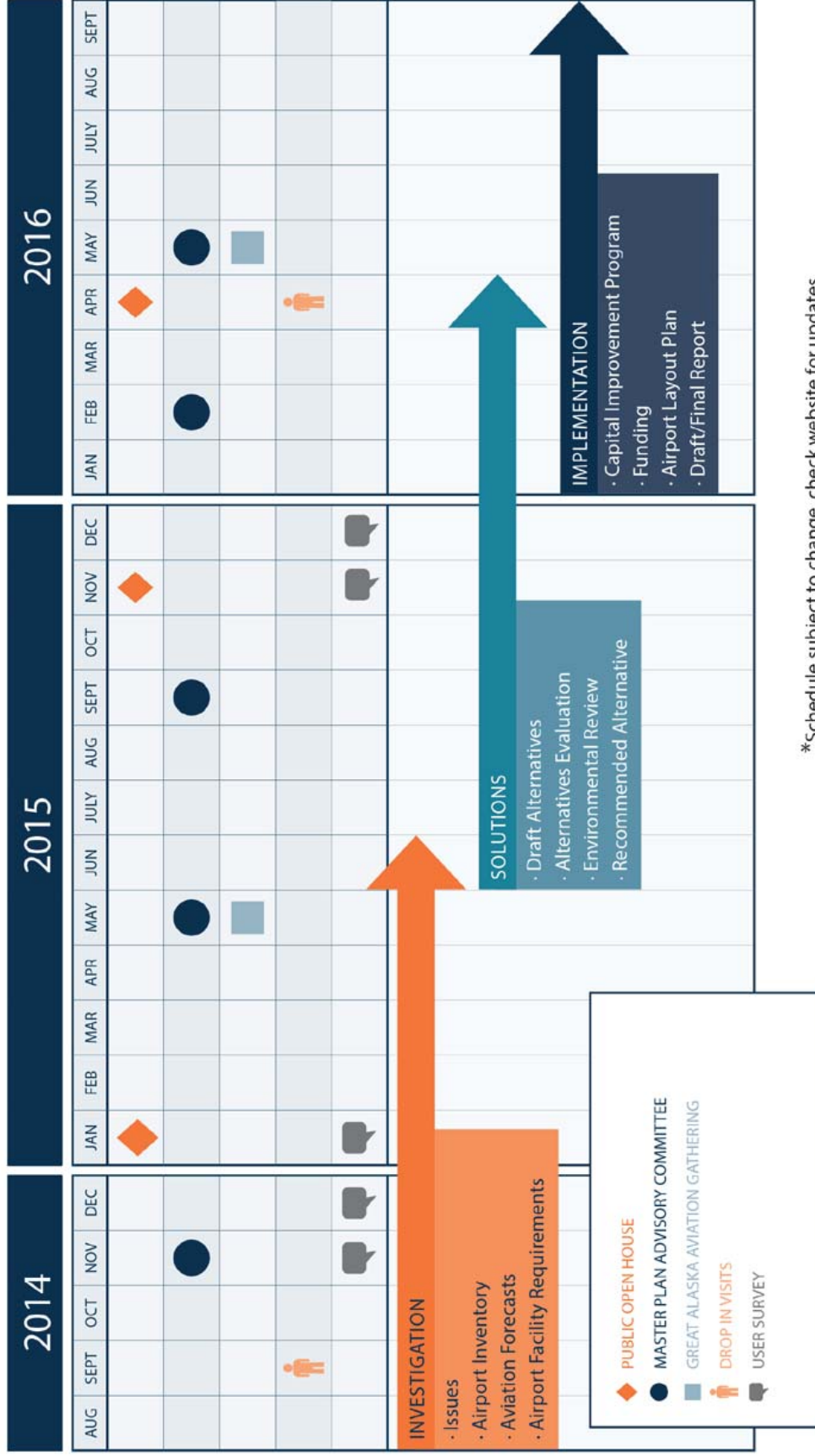
- Development priorities/schedules
- Development in a safe manner
- Proper facility siting - avoids later facility relocation
- Fiscally responsible
- FAA recommends regular updates - usually every 5-7 years
- Required for FAA funding
- Guides airport improvements and leasing decisions



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UPDATE**

Master Plan Schedule/Status Update

LAKE HOOD SEAPLANE BASE
MASTER PLAN UPDATE SCHEDULE



*Schedule subject to change, check website for updates.



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UPDATE**

Top Master Plan Issues from Survey

1. More floatplane parking - *estimated 2015 demand - 175 more parking spots = 65% of waitlist*
2. Affordable hangars and lease lots
3. Electric power to tie downs
4. Security
5. Aircraft/pedestrian access and conflicts
6. Slip erosion control and maintenance
7. Aprons/taxiways/roads paving and drainage
8. More tie downs
9. Slips with Hood Strip access



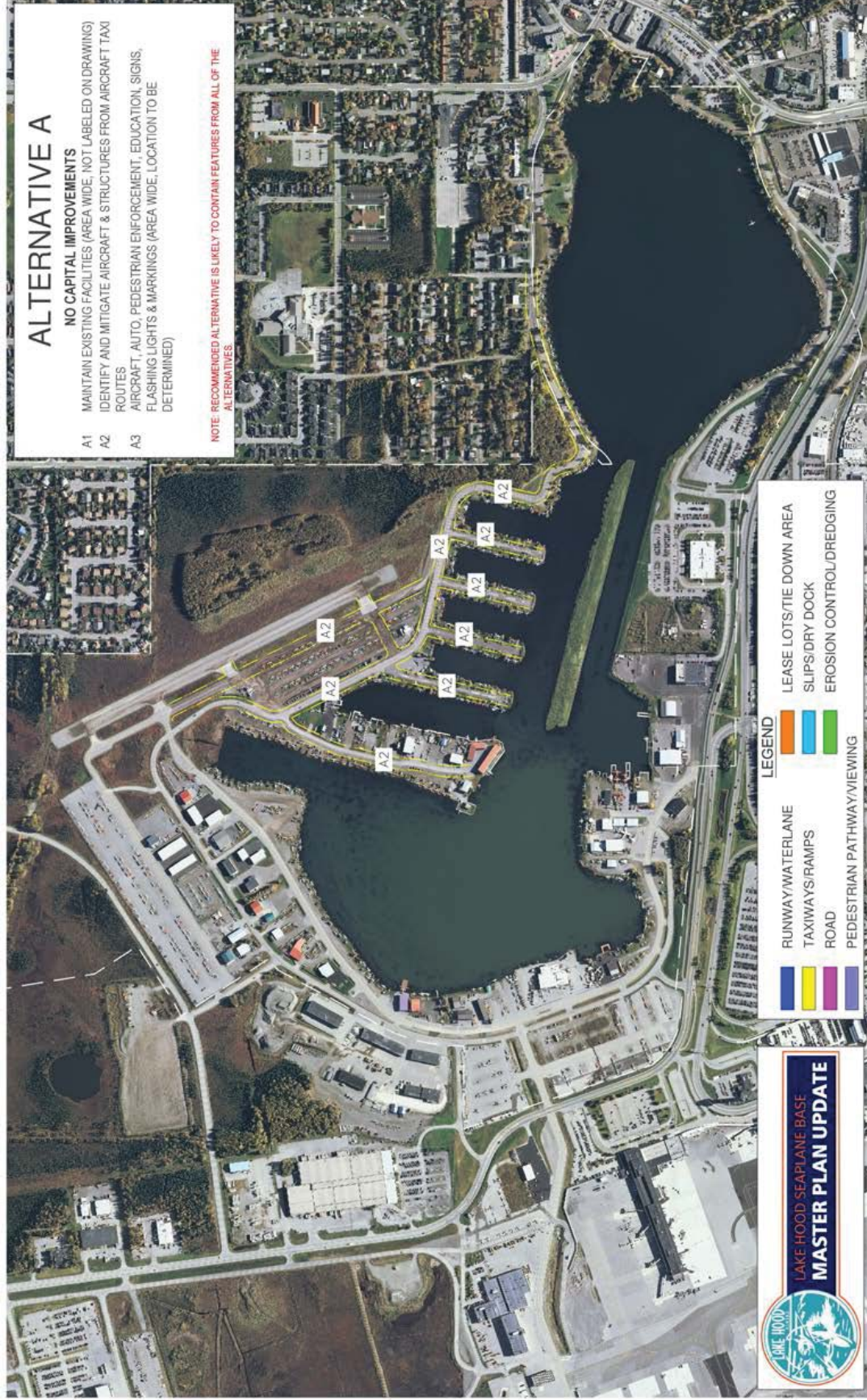
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Overview of Alternatives

- A. No Capital Improvements
- B. Major Maintenance & FAA Standards
- C. Improve Existing Facilities
- D. Expand Facilities

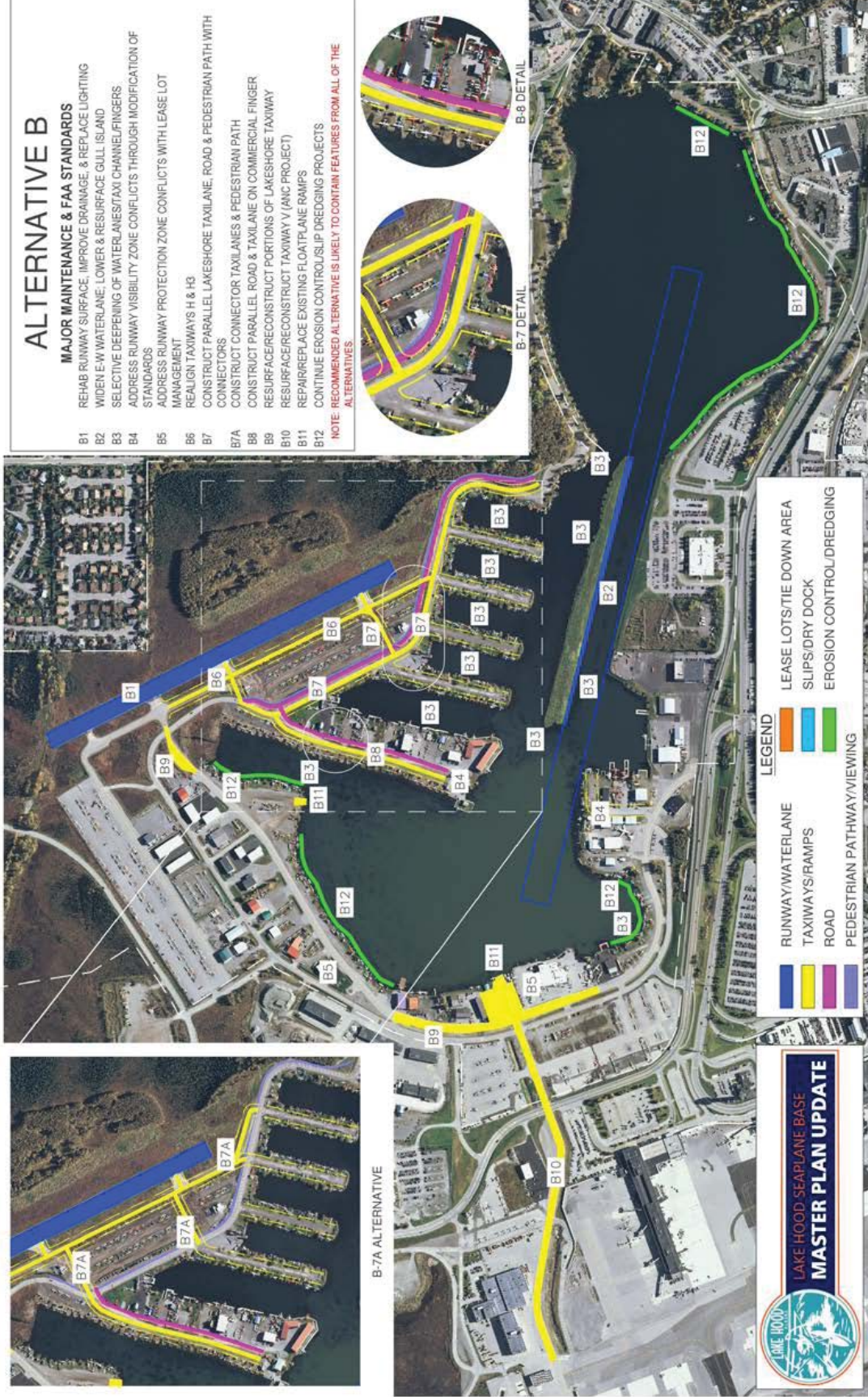
Recommended Alternative is likely to include features from all of the alternatives

A – No Capital Improvements



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B – Major Maintenance & FAA Standards



LAKE HOOD SEAPLANE BASE MASTER PLAN UPDATE