

**Ted Stevens Anchorage International Airport  
Tie-Down Permit Regulations – 17 AAC 42.500  
Advisory Committee Meeting #1**

**Meeting date:** April 5, 2017

**Location:** North Terminal, Badge Office Training Room, Ted Stevens Anchorage International Airport

**Attendance:**

**Committee members:** Dee Hanson (AOPA), Darin Newton (Waitlist), Carol Zerbe (LHD Pilots Assoc), Kelly Miller (AK Airmen Assoc)

**Airport Staff:** John Parrott, ANC Manager (opening remarks), Tim Coons, Cheryl McDowell, Lake Hood Office, Teri Lindseth, ANC Planner, Mike Lee, ANC Engineer

**Facilitator:** Alex Moss, AIAS Planning Manager

**Additional public participation:** 3 observers

**Meeting materials:** Hard copy of slide presentation and working copy of regulations.

**Meeting purpose:** To provide airport staff advice on general direction of regulations review and potential changes concerning tiedown permits at Lake Hood; 17 AAC 42.500, *Ted Stevens Anchorage International Airport Tiedown Permits*.

1. Meeting Summary. The meeting was opened with welcoming remarks from John Parrott, the ANC Manager. Alex Moss conducted a 20 minute presentation covering administration of the advisory committee, milestones within the regulations project timeline, a general overview of the regulations, and the airport staff perspective on the key issues within the regulations. Slides are available on the LHD website <http://dot.alaska.gov/anc/business/generalAviation>. There was a question and answer period after the presentation where the committee asked questions about the project and clarification of the staff perspective on key issues. These meeting notes are intended as a synopsis of the meeting's content not a transcript of the discussions.

2. The committee was asked to write down their top 3 or 4 concerns related to the regulations and group them into similar categories. Below are the concerns they provided:

- Reduce, refine the regulation; Article 5
- Ability to regulate consistently
- Regulations and enforcement need to encourage people to do things legitimately; right now money and cronyism is all that works quickly
- Maintaining a safe environment while simultaneously maintaining an inviting/friendly environment (regulations)
- Simplistic enforcement of aircraft use
- Problem: People who no longer fly 'renting' the spot to buddies...this keeps legitimate younger users from entering the system.
- Not enough controls of leasing/partnership schemes; let's see bank records, etc. not a fake agreement
- How accurate is the permit waitlist? How many people on the waitlist are currently on the lake as a sub-leasee?
- Medical requirement: regs have been changes for sport pilot medical requirements; older pilots that may have lost medical that still own an aircraft
- Permittees should have current interest in aviation student certification, etc.
- Discuss ownership and pilot/non-pilot pros and cons to possibly reduce or eliminate section

- Maintaining aviation culture around Lake Hood (moving forward/changing regulations pertaining to aircraft ownership)
- We need to make sure we are not keeping younger new generation pilots away by cronyism.

3. The remainder of the meeting was spent in discussion of eight specific concepts the airport staff was particularly interested in covering with the committee. The discussion was lengthy and not transcribed verbatim, however several of the committee's questions and comments are listed below:

- What is the reason for deregulating; for better enforcement?
- What are the requirements currently? Must you have an aircraft?
- Do these requirements pertain to the slips as well as wheel tiedown? Should the committee know the results of the Master Plan? i.e. Plan for more slips? Much like the previous Master Plan, as part of the bank stabilization project LHD netted additional slips.
- Use it or lose it. How will the Airport track use requirements?
- What is the point permitting to those who are not pilots?
- Opening up the rules could potentially be a problem with regulating.
- How to manage both sides, aging pilots vs the next generation?
- Don't create loopholes for folks to take advantage.
- How accurate is the waitlist?
- How many people are contacted on the waitlist to fill a vacant slip?
- Leased aircraft is bogus. Part 135 renting an aircraft is illegal.
- Increasing rates is the only method for a higher turnover.
- An incentive from the Airport to slip holders who are not temporarily using slips; use for transient then apply the fees to the permittees account.
- Allowing the #1 person on the waitlist to remain if they do not meet the requirements to obtain a permit, then move on the next person.
- A 5-yr tiedown permit is too long, which is solely an administrative function and suggests an annual regulation tool
- Use a tachometer or log book to regulate use requirements
- Have grandfather rights after the rule change(s) to current permittees.

4. The next meeting will be in early May and will once again be open to the public. A public notice will be sent out as soon as the date is set.

5. The observing public was offered a few minutes at the end of the meeting to provide comments.

One person offered the following comments:

- Why have a permit issued to an individual? Some pilots register the aircraft(s) in an LLC.
- 1/3 interest in an aircraft? At times there are 4 or more people on an aircraft registration.
- Require a \$500 deposit to get on the float waitlist then credit the waitlist fee when assigned to a float space
- Require an annual signed statement attesting actively using the slip.
- Allow slip for transient use when aircraft is in mx.

For a current version of the regulations please reference the Alaska Legislative website at: [www.legis.state.ak.us/basis/aac.asp](http://www.legis.state.ak.us/basis/aac.asp) and search for 17 AAC 42.500.