

**Ted Stevens Anchorage International Airport (TSAIA)  
Tie-Down Permit Regulations – 17 AAC 42.500-599  
Advisory Committee Meeting #3**

**Meeting date:** November 1, 2017

**Location:** North Terminal, Badge Office Training Room, TSAIA

**Attendance:**

**Committee members:** Carol Zerbe (Lake Hood Pilots Assoc), John Pratt (Seaplane Pilots Assoc), Jim Seeley (Lake Hood Pilots Assoc), Scott Christy (Lake Hood Pilots Assoc), Dennis Geary (Lake Hood User), Clint Lentfer (Waitlist Rep)

**Airport Staff:** Tim Coons (Lake Hood Manager), Cheryl McDowell (Lake Hood Office), Teri Lindseth (TSAIA Planner), Terri Tibbe (TSAIA Operations Manager), Jodi Gould (TSAIA Planner) and Lyndsey Holmes, TSAIA Attorney

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

**Additional public participation:** 4 general public observers

Note: Committee members not in attendance - Dee Hanson (AOPA), Darin Newton (Waitlist), Corey Hester (replaced Kelly Miller as AK Airmen Assoc representative), and Kevin Greenfield (Waitlist)

**Meeting materials:** A hard copy of the slide presentation, a working copy of the current regulations, and a draft copy of the proposed regulations were provided to each committee member. An electronic copy of these materials was provided to all committee members in an email sent to them on October 24, 2017 for them to review in preparation for this meeting.

**Meeting purpose:** To provide airport staff advice on the draft proposed regulations concerning tiedown permits at TSAIA; 17 AAC 42.500-599, *Ted Stevens Anchorage International Airport Tiedown Permits*.

1. Meeting Summary. The meeting was opened with welcoming remarks from Tim Coons, the Lake Hood Manager. Alex Moss conducted a 10 minute presentation covering administration of the advisory committee and milestones within the regulations project timeline. The rest of the meeting consisted of Mr. Moss presenting the major changes in the regulation by section and a follow-on discussion by section with the committee providing comment or asking for further clarification on specific changes. Slides are available on the LHD website <http://dot.alaska.gov/anc/business/generalAviation>.

2. Discussion of the proposed changes was free flowing with the facilitator prompting a committee consensus on specific topics from the ones listed in the slide presentation. The discussion was lengthy and not transcribed verbatim, however some notes are listed below by section:

Scope, purpose and categories

- No substantive comment or concern

Application, approval, and tiedown assignments

- General agreement on this draft section to include removal of notary requirements

Terms and conditions

- Allowing improvements on land tiedowns may lead to excessive junk building up at tiedowns and result in an unsightly mess, increased obstruction and FOD potential.
- Shifting from a five-year to a shorter term permit was endorsed by the committee with three years or less preferred. The exact term should be manageable by the Lake Hood office without creating significant work peaks or long lines at the office.
- Concern was expressed that the removal of the medical certification as a discriminator would result in longer waits for a water tiedown, although the committee was willing to allow the removal of the requirement in anticipation that other regulatory changes would compensate for this concern.
- Removing a lease as a condition that satisfies an interest in an aircraft was endorsed by the committee, however there was concern that a short term lease be allowed in the event of unforeseen loss of an aircraft due to such things as an accident or weather related damage (ex. wind storm). The airport has some leeway in the regulations to allow a permittee to extend a non-compliance situation up to a year in which time a leased aircraft could be used to continue flight operations.
- There was agreement by the committee on the rest of the section to include reducing the discriminators for land tiedowns to remove the pilot and activity requirements and reducing the water tiedown activity requirement to three flights.

#### Permit renewal

- No significant comments or concerns

#### Temporary tiedown use

- No significant comments or concerns

#### Permit cancellation

- No significant comments or concerns

#### Wait-list procedures

- The committee asked that the time period from notification to reply for a permit offer should be five workdays (Mon-Fri) instead of three days; the airport staff agreed.
- Removing the annual recheck of wait list members was not challenged by the committee, although the airport is still assessing what process may replace it procedurally or in conjunction with a fee structure change (up-front fee perhaps).

#### Switch-list procedures

- No significant comments or concerns

#### Transitional compliance requirements

- Converting from five-year to shorter permits should be grandfathered versus setting a conversion date. The airport staff should research the current permit turn-over dates to help determine the best time-period for any term conversion.
- Adequate time should be allowed for anyone currently leasing an aircraft to shift to ownership; airport staff should consider grandfathering this requirement even though it is the main regulatory effort aimed at reducing subletting of the tiedowns through aircraft leasing schemes.

#### Protest and extension

- No significant comments or concerns

#### Definitions

- No significant comments or concerns

3. The general public was offered a few minutes at the end of the meeting to provide comments and three individuals offered the following. The below is a synopsis of what was stated and are not written verbatim:

- Aircraft security measures should be improved due to the increase in thefts from tiedown locations.
- Clarification was requested on the ownership and permitting process; under the proposed regulations a person can be added as a co-owner of an aircraft listed on a permit but may only be added to the permit after fulfilling the requirements listed in the regulations, to include waiting until the person is on the top of the wait list if one exists for the category tiedown.
- The regulations drafting process should have included a broader representation of stakeholders, beyond what was included in the advisory committee. The general public should have been provided the meeting materials in advance and a hard copy of whatever the committee members were provided. The discriminator in the regulation that says a water tiedown permittee must be a pilot is not in keeping with the Alaska constitution that says public facilities should be available to all Alaskans.

4. This was the final planned meeting of the Advisory Committee during this regulations project, although the committee offered that they would be willing to reconvene to discuss the regulations with the interim airport manager or the new airport manager once one is appointed.

5. The next step in this regulations project is to gain TSAIA airport manager approval to public notice the draft proposal. If approved, public notice is anticipated to begin by mid-November. 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.