



Ted Stevens Anchorage International Airport

Airport Operations Manual

August 20, 2020



Summary of Changes

Section	Revision Date	Description of Changes
1	12/21/2017	Added paragraph numbers.
2	12/21/2017	Added paragraph numbers.
3	12/21/2017	Added paragraph numbers.
4	08/20/2020	Added reference to parking cargo aircraft on gate B3. Paragraphs 4.6-4.13 renumbered. Added Figure 3. Section 4.13 (Deicing) rewritten.
5	08/20/2020	Page numbers changed.
6	08/20/2020	Page numbers changed.
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SECTION 5

LAKE HOOD SEAPLANE BASE

This Operational Order establishes policy for the use of those surfaces that have been used previously as roads, taxiways, and recreational paths around the Lake Hood General Aviation Complex.

5.1 Lakeshore Drive

This roadway extends from the airport boundary on the northwest corner of Spenard Lake to its intersection with Aircraft Drive. The primary use of this surface is for the movement of vehicles along the north shores of Spenard Lake and Lake Hood. Secondly, aircraft may use Lakeshore Drive between the security gate and Floatplane Drive for taxi access to Lake Hood Strip (LHD). Even though aircraft have right-of-way when using this roadway, they shall exercise extreme caution and taxi with all available external lights and anti-collision lights on. This surface is a dual-use roadway. Aircraft shall not taxi on Lakeshore Drive between the northwest corner of the Lake Hood Strip parking and Aircraft Drive.

5.2 Lakeshore Taxiway

This taxiway extends from the Lake Hood Strip taxiway H2, along the west shore of Lake Hood, to the Office of Aircraft Services. The primary use of Lakeshore Taxiway is for the movement of aircraft between their parking location and the runway surfaces at Lake Hood and Ted Stevens Anchorage International Airport. Secondly, individuals may use this taxiway to access their aircraft or a business along the taxiway. When using Lakeshore Taxiway for vehicular access, an individual shall enter the taxiway from Aircraft Drive or Bellanca Avenue and proceed to their destination by the shortest route on Lakeshore Taxiway. Vehicular and pedestrian traffic are not allowed in the aircraft by-pass area "elephant ear" between Belanca Avenue and Lake Hood Strip. Lease and tie-down users along Lakeshore Taxiway must maintain an obstacle free area from the centerline of the taxiway out to 45 feet to allow an aircraft with a wingspan of not more than 50' to safely taxi on Lakeshore Taxiway. Aircraft operations on Lakeshore taxiway are limited to Design Group I aircraft only. Lakeshore Taxiway shall not be used for through vehicular traffic.

5.3 Lakeshore Taxiway Pilot-Controlled Gate

At the intersection of Lakeshore Drive and Lakeshore Taxiway is a pair of pilot-controlled gates which block access from the public roadway onto Lake Hood Strip (LHD) and Lakeshore Taxiway. Pilots can open these gates by tuning their radio to 121.75 and keying the mike five times.

5.4 Floatplane Drive

This roadway extends from Lakeshore Drive to the end of the Commercial Finger. The primary use of this surface is for vehicle access to the leases and permits on the finger. Secondly, it may be used by aircraft for taxi access to and from Lake Hood Strip. Even though aircraft have the right-of-way, when taxiing on this roadway aircraft shall use extreme caution and have all available external lights and anti-collision lights on. Lease and tie-down users along the Commercial Finger must maintain an obstacle free area from the centerline of the roadway out to 45 feet to allow an aircraft with a wingspan of not more than 50 feet to safely taxi on Floatplane Drive.

5.5 Safety Restrictions

The following measures prescribe authorized pedestrian use and safety restrictions on Lakeshore Taxiway, Floatplane Drive, and Lakeshore Drive.

- Aircraft have priority and vehicles and pedestrians shall always yield to aircraft and safely clear to the far side of the road/taxiway surfaces.
- Pedestrians should walk off to the sides of the paved surfaces of Lakeshore Drive, Floatplane Drive, and Lakeshore Taxiway.
- Pedestrians shall remain outside of the double yellow line and give way to aircraft by being far enough off of the road or taxiway so as to not allow any portion of an aircraft to pass over them.
- Pedestrians shall observe the normal rules associated with traffic. Remain clear of the traffic lanes and walk facing traffic.
- No bicycles, roller blades, skates, skateboards, or any other means of recreational conveyance are allowed on any taxiway.
- No hearing restriction device may be worn while using Lakeshore Drive, Lakeshore Taxiway, and Floatplane Drive. The use of such devices reduces an individual's ability to recognize and respond to a potentially dangerous situation.
- Pets are required to be on a short leash at all times. Individuals must clean up after their pet. Allowing a pet to urinate or defecate on or around an aircraft tie-down permit is prohibited. This area is a high noise and high activity area that is not compatible with pets.
- The individual permits around the Lake Hood Complex are for the exclusive use of the permit holder. When enjoying this State asset, observers will remain clear of the lake fingers and individual permits. Only aircraft owners and their guests, employees, and customers are allowed on a permit or lake finger.
- Use pedestrian paths where available.

5.6 Lake Hood and Lake Hood Gravel Strip (LHD) Operations

This Operational Order applies to all general aviation and air taxi pilots operating on Lake Hood, Spenard Lake, and Runway 14/32. The purpose of this operational order is to improve operating procedures and lake safety, reduce aircraft noise impacts on surrounding neighborhoods, and minimize shoreline erosion.

5.7 Taxi Operations

- Slow taxi operations shall be conducted when operating within 200 feet of the shoreline except for the water lanes.
- Pilots shall contact the Air traffic Control Tower (ATCT) on 126.8 before taxiing in Lake Hood and Spenard Lake due to congestion and water lane boundaries.
- Pilots must have ATCT clearance to taxi or operate in the areas known as the North Pothole and South Cove.
- Pilots who require access to Floatplane Point must have ATCT clearance to taxi and advise ATCT of the destination prior to landing.
- No magneto/engine checks shall be conducted while taxiing in the Slow Taxi Canal. To reduce bank erosion and noise problems engine checks should be completed as quickly as practical. The preferred area for magneto/engine checks is in Spenard Lake.
- Step taxiing is not authorized outside of the water lanes.
- No step taxiing is permitted in the Slow Taxi Canal.
- Step taxi may be approved by the ATCT in the takeoff/landing channel upon request. However, pilots shall minimize these requests.
- Upon landing pilots should remain on step until clear of the water lane.

5.8 Departure Procedures

- Aircraft may come up on step for takeoffs only in the designated departure areas and waterlanes.
- A pilot must taxi out of the canals and be on the lake prior to asking ATCT for departure clearance.

The Spenard Lake extended departure procedure:

- All westbound departures that commence from the uncontrolled departure area must advise the ATCT that they will be departing from the uncontrolled departure area. It is the pilot's responsibility to ensure separation from other aircraft while in the uncontrolled departure.
- The extended departure may commence no closer than 300 feet south of the North Shore.

Note: All areas on Lake Hood and Spenard Lake are uncontrolled except for the designated water lanes. Contact Lake Hood Tower (126.8) prior to taxiing. Use caution when taxiing. Aircraft may use the uncontrolled area designated "uncontrolled departure area" to come up on the step for takeoffs to the west. Use extreme caution in this area. ATCT separation services are only provided in the controlled water lanes.

5.9 Preferential Water Lane Use

- Preferential water lanes for departures are to the north, west, northwest, or south. Departures to the east should be requested only when required by strong wind or sun conditions and designated by the ATCT as the active waterlane.
- During nighttime hours, pilots are encouraged to avoid departures to and arrivals from the east and southeast. Nighttime procedures are in effect from 2200 to 0700. The ATCT will provide noise sensitive advisory notices to all pilots requesting an east departure during nighttime hours.

Note: The identified preferential departure and arrival water lanes for departures and arrivals are advisory. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for aircraft safety and the final decision on runway selection. However, voluntary compliance will significantly reduce noise complaints and public pressure to formalize more stringent policies.

5.10 Touch and Go Procedures

- Touch and go activity is discouraged at LHD.
- The ATCT may approve touch and go patterns between 0800 and 2100 contingent upon traffic conditions.
- Pilots are allowed a maximum of six (6) touch and go operations per day.
- Runway 14/32 patterns should be on the west side of the airport away from residential areas.

5.11 Noise Reduction Procedures

Use these advisory noise reduction procedures whenever safe and practical under the prevailing conditions

- Keep the propeller as slow as practical by reducing the rpm's as soon after takeoff as safely possible.
- Fly as high as possible as soon as possible. Use the best angle of climb speed or the best rate of climb when overflying neighborhoods.
- Maintain minimum traffic altitude at 1,000 feet or greater over residential neighborhoods, consistent with FAR 91.119 requirements, until maneuvering for landing.
- Maintain a high traffic pattern altitude until turning onto the approach base leg. Clean, stable, low power, and low drag approaches are significantly quieter.
- Fly over busy highways, industrial areas, or less densely populated neighborhoods whenever possible.

5.12 Compliance Program

- The airport will monitor compliance with this Operational Order. Pilots performing procedures that violate this Operational Order may jeopardize their tiedown permits or leases. Air taxi charter operators are responsible for ensuring their pilots comply with this policy.

- Air taxi charter operators are encouraged to develop internal operating policies that ensure pilot awareness and compliance with this Operational Order.

5.13 Aircraft Wash Facility

The aircraft wash facility is located on Lakeshore Taxiway across from the Airfield Maintenance Facility. The use of this facility is limited to airport tenants and permit holders. The times of operation will be weather dependent, but will normally be from early May until late September. The facility’s purpose is to meet the aircraft wash needs of the airport tenants and permit holders and to comply with the airport’s watershed protection programs. The system is designed to divert dirty wash water to the sewage treatment plant and prevent wastewater from entering Lake Hood. Winter closure will occur on approximately September 30th for maintenance and to prevent mechanical freeze-up. The following restrictions apply to the use of the facility:

- No maintenance of any kind is permitted at the site.
- Fueling and oil changes are prohibited near the wash facility.
- Disposal of regulated material is prohibited.
- Only biodegradable cleaning solutions may be used.
- Users must provide their own hose.

Failure to follow these established procedures will result in the user being cited or the possible closure of the facility due to permitting restrictions.

5.14 Lake Hood Decision Matrix

The following matrix will be used as a guideline to determine the NOTAM status of Lake Hood Seaplane Base and the Lake Hood gravel strip. No grooming of the seaplane base will occur until ice thickness reaches a minimum thickness of 12 inches in all areas.

Surface/ Status	Known to be safe (With no known hazards. This would probably be used on the lake when the surface is groomed.)	Known to be unsafe (This could be used for “Men and Equipment on the surface” or other conditions, or when the lake is marginal or worse during freeze up and break up.)	Condition Unknown (This could be due to recent snowfall, freeze/break-up depending on the amount of open water, or any other time when the conditions were unknown.)
Lake Hood (LHD SPB)	Open	NOTAM Closed , with reason. Closed: Ice on surface/minimum ice depth less than 6 inches. Closed: Soft/rotten/melting ice/overflow.	Open : Surface condition unknown.
Lake Hood Strip (LHD)	Open	NOTAM Closed (This would include ~4+ inches of snow since strip is maintained for normal wheel operations year-round.)	Open : Surface condition unknown.