

Ted Stevens Anchorage International Airport Aircraft Tiedown Permit Regulations Proposed Changes

Frequently Asked Questions

- 1) What are the major changes to the regulations?
 - The tiedown regulations have been completely revised and numerous provisions were added, removed, reworded or consolidated with other similar provisions or moved either within a section or to another section. This revision effort helped in part to reduce the number of words needed to convey the intent of the regulations by nearly 50 percent.
 - The following is a list of some of the more significant changes. To fully understand all of the changes, the proposed regulation must be reviewed in its entirety:
 - o The qualifications required for a land (wheeled) tiedown permit will be reduced; will no longer require pilot certification or minimum flight activity.
 - o A medical certificate will no longer be required for a permit.
 - o The flight activity requirements to retain a permit will be reduced.
 - o A leased aircraft will no longer qualify as having an interest in an aircraft; permittees will have to be aircraft owners. A transition period is provided.
 - o The term of a permit will be reduced from five years to three years with existing permit terms grandfathered.
 - o Documents submitted to the airport will no longer require notarization.
 - o Tiedown categories will be renamed.
 - o Expands a program that allows permittees to offer their assigned tiedown to the airport for a temporary period.
 - o The annual resubmittal requirement to remain on a wait-list will be removed.

- 2) Why is the airport discriminating against people who own airplanes and are not pilots?
 - The regulation currently restricts water tiedowns to aircraft owners who are also licensed pilots with a seaplane rating and that will not change in this revision.
 - This restriction is not discriminatory under state or federal law.
 - The restriction is being used to encourage flight activity from high demand tiedown locations and to help manage demand.

- 3) Are the restrictions in this regulation enforceable with only two employees assigned to the Lake Hood tiedown office?
 - The proposed regulation is expected to be enforceable without any change in personnel.

- 4) How do I obtain a copy of the proposed regulation changes?
 - The proposed changes are available in an attachment to the notice on the Alaska Online Public Notice website at:
<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=187873>.

- 5) When did the current regulations go into effect?
 - The current regulation has been in effect since January 14, 2001.

- 6) If the permit is originally held by two individuals, each an owner in the aircraft, but one acquires 100% of the aircraft from the other, can the permit be retained by the remaining aircraft owner?
 - Yes, providing the remaining aircraft owner meets all regulatory requirements.

- 7) If a permit is held by an aircraft owner, and then he/she acquires a partner in the aircraft, can the partner be added to the permit?
 - Yes, providing the partner meets all regulatory requirements, to include being listed as an aircraft owner on the FAA registration and being at the top of any wait list that may exist for the category of tiedown assigned to the permit.

- 8) Can a personal vehicle be parked at a water tiedown location if it is used in support of aircraft operations?
 - Yes, a personal vehicle may be parked at a water tiedown location if it is used in support of aircraft operations, so long as it isn't in the way, creating a hazard, or otherwise restricted.

- 9) Can both a wheel aircraft and float aircraft be tied down at a water tiedown location during the float season?
 - Yes, so long as both aircraft are properly listed on the permit, fees are paid, and the aircraft isn't in the way or creating a hazard.

- 10) Can an aircraft be parked on the ice at a water tiedown location during the winter?
 - Yes.