



U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region
Office of Regional Counsel

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April 22, 2022

Adam White
Alaska Airman's Association
4200 Floatplane Drive
Anchorage, Alaska 99502

Subject: ADS-B Requirements for Lake Hood Strip During Construction Closure

Dear Mr. White:

Thank you for your recent inquiry regarding the Letter to Airmen LTA-ANC-11, dated April 14, 2022 (the Letter) issued by the Anchorage Air Traffic Control Tower (ATCT) in regards to air traffic clearances and authorizations during construction activity at the Lake Hood Strip (LHD). Many of the aircraft that tie down and use LHD are not equipped with transponders and/or ADS-B Out. While LHD is closed, wheel aircraft wishing to depart or arrive will need to use the runway and taxi areas for Anchorage International Airport (ANC). The obvious regulatory concern is with 14 CFR 91.225 which requires that aircraft in the Class C airspace be equipped with and operating approved ADS-B Out avionics. However 14 CFR 91.225(g) provides ATCT the authority to grant deviations from the requirements of the regulation upon request.

Many of your members may already be familiar with legacy ATCT procedures pursuant to 14 CFR 91.130(d) for aircraft without transponders operating within the Class C airspace at ANC. In order to provide for safe and efficient management of air traffic and to minimize the impact of the temporary closure of LHD, the ATCT has developed parallel deviation procedures for both departing and arriving traffic without transponders and/or ADS-B Out capability. ATCT advises that controllers will use deviation approval procedures that consider controller workload, weather and other appropriate factors when they receive requests for taxi and departure clearance from wheel aircraft at LHD that are not equipped with a transponder and/or ADS-B Out. Non-equipped aircraft must specifically advise the controller upon initial contact as to any lack of transponder and/or ADS-B Out capability. The Letter provides additional details including similar procedures for arriving traffic.¹

¹ Deviation approvals are discretionary with ATCT. These procedures do not act as an assurance of any deviation approval or the timing of any such approval. Aircraft operators should plan around possible delays in gaining deviation approvals as referenced in the Letter.

Aircraft operating under and consistent with any deviation established by ATCT, and any resultant instructions, shall be in compliance with the regulatory requirements of 14 CFR 91.225 and 14 CFR 91.130, as applicable. This is a coordinated determination which includes the Anchorage Flight Standards District Office and the Office of the Regional Counsel, Alaskan Region.

Sincerely,

A handwritten signature in black ink that reads "Howard L. Martin, Jr." in a cursive script.

Howard L. Martin, Jr.
Regional Counsel, Alaskan Region