

WHEREAS, this denial also deprives Alaska of substantial tourist revenue, which is the most immediate source of revenue available to the state; and

WHEREAS, Scandinavian Airlines System alone, since beginning operation of this Polar Route between Europe and the Orient, has carried over 19,000 passengers through Alaska, none of whom were permitted to stop-over and tour within our state; and

WHEREAS, any undesired duplication of existing route authorities between Anchorage and Tokyo could be prevented simply by denying the foreign carriers the right to initiate travel from Alaska to Japan, but not totally denying stop-

over privileges for passengers that originate in Europe or the Orient and after their stop-over could board the same carrier for their ultimate destination; and

WHEREAS, both Scandinavian Airlines System and Air France have requested that stop-over privileges be granted;

NOW THEREFORE, Your Memorialist requests the President of the United States, the Secretary of State and the Civil Aeronautics Board reconsider the denial of stop-over privileges to the foreign airlines using this Polar Route between Europe and the Orient.

Passed by the House February 29, 1960.
Passed by the Senate March 21, 1960.

HOUSE JOINT MEMORIAL NO. 57

To the Honorable E. R. Quesada, Administrator of the Federal Aviation Agency; the Honorable Thomas S. Gates, Secretary of Defense; the Honorable James H. Douglas, Secretary of the Air Force; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, Second Session assembled, respectfully submits that:

WHEREAS, the Federal Aviation Agency has frozen federal funds for the runway extension on the Fairbanks International Airport pending a study of possible permanent use of Ladd Air Force Base by civilian aircraft; and

WHEREAS, the allocation of \$1,584,325 in federal airport aid funds as well as \$1,035,500 allocated for site preparation and the amount of \$220,000 which the State of Alaska has committed all represent monies available now for the extension project; and

WHEREAS, this freeze on funds can only delay the project because of its inevitable need and many merits, but which delay might cause loss of these funds, causing extreme financial difficulties to accomplish the program at a

later date; and

WHEREAS, by reason of its favorable location and weather Fairbanks is destined to become an international hub of world air travel, and the runway extension would permit not only the States-Alaska jet operations, but would accommodate jet operations on the Polar Routes; and

WHEREAS, the runway at Ladd is not sufficient for heavily grossed international operators, and a runway extension at Ladd Air Force Base is not feasible because of terrain, which points to a continued inadequate facility in the Fairbanks area without progressing on the runway extension at Fairbanks International Airport; and

WHEREAS, prolonged use of Ladd Air Force Base is questionable, because at a later date the use of Ladd Air Force Base could arbitrarily be curtailed by the military; and

WHEREAS, this action would leave Fairbanks without adequate runway length at the International Airport, and without permission to use Ladd Air Force Base facilities, which action is clearly detrimental to the public interest; and

WHEREAS, the Congressional Air Coordinating Committee has announced that as a general policy it is against joint

use of an airport by civilian and military aircraft, and joint use is not desirable for convenience and safety factors where military operations would of necessity always have priority; and

WHEREAS, the general public would suffer further by the nuisance of controlled movement on and off the air base, and further by the lack of terminal space and normal passenger service facilities, which are sadly lacking for military needs, much less the addition of civilian commercial operators needs; and

WHEREAS, this action is wasteful of the potential of Fairbanks International

Airport, it is a reversal of years of planning and expressed federal policy, it would deprive the state of tens of thousands of dollars in landing fees, space rentals, and other revenues, and is contrary to the best interests of the general public;

NOW THEREFORE, Your Memorialist urges the Federal Aviation Agency to reconsider its disastrous and untimely action in delaying a much needed project and immediately to rescind the freeze of funds for the runway extension of the Fairbanks International Airport.

Passed by the House March 10, 1960.

Passed by the Senate March 21, 1960.

HOUSE JOINT MEMORIAL NO. 59

To the Honorable Fred A. Seaton, Secretary of the Interior; the Honorable Jerome O. Kilmartin, Executive Secretary, Board of Geographic Names; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, Second Session assembled respectfully submits that:

WHEREAS, the people of Alaska shall be forever grateful to the late Senator Richard L. Neuberger for his gallant sup-

port of our struggle for statehood; and

WHEREAS, it is altogether fitting and proper that this nation and especially this state should express their gratitude to Senator Neuberger and commemorate his name;

NOW THEREFORE, Your Memorialist urges the federal government to name the mountain described on the attached memorandum, which is located near the eastern gateway to the State of Alaska, Mount Neuberger as a memorial to Senator Richard L. Neuberger.

Passed by the House March 15, 1960.

Passed by the Senate March 21, 1960.