

Introduced: 1/28/70
Referred: State Affairs

BY MERDES, BUTROVICH,
HAGGLAND AND MILLER

1 IN THE SENATE

2 SENATE JOINT RESOLUTION NO. 78

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTH LEGISLATURE - SECOND SESSION

5 Relating to re-establishment of the
6 air route traffic control center for
7 the Fairbanks and adjacent North
8 Slope areas.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS before the August 1967 flood in Fairbanks, the Fairbanks air
11 route traffic control center had control jurisdiction of all IFR traffic
12 flying in controlled airspace north of the Alaska Range and had a permanent
13 staff varying from between 35 and 40 controllers and supervisors; and

14 WHEREAS the Fairbanks center was rendered temporarily incapable of
15 performing its function during the 1967 flood and control of all air traffic
16 in Alaska was temporarily shifted to the Southcentral center; and

17 WHEREAS there has not only been a great increase in air traffic in the
18 Fairbanks and adjacent North Slope areas since the 1967 flood (over 50 per
19 cent last year alone) but there undoubtedly will be a massive increase of
20 air traffic in the near future because of additional developmental and new
21 production oil activity on the North Slope now only in its infant stages; and

22 WHEREAS despite the overcrowded air traffic conditions which presently
23 exist in the Fairbanks area and its obvious future potential, the Federal
24 Aviation Administration has determined that the Fairbanks air traffic con-
25 trol center is no longer essential and will be phased out in the near future;
26 and

27 WHEREAS under the new plan all flights from Fairbanks and the North
28 Slope areas are planned to be controlled from the Southcentral air traffic
29 control center located more than 250 miles south of Fairbanks and staffed by

1 personnel that are not cognizant of the local conditions; and

2 WHEREAS it is only reasonable and practical that flights to and from
3 Fairbanks and the adjacent oil fields of the North Slope can be controlled
4 much more safely and efficiently by an air traffic control center closer to
5 the actual flying operations; and

6 WHEREAS the retention of all Fairbanks and North Slope air traffic
7 control 250 miles south of the Fairbanks area would not only jeopardize the
8 lives and safety of those flying much further north, but it would also
9 necessitate the construction of greater communication systems, expensive
10 duplication of procedures between Fairbanks and the Southcentral center, and
11 increase the chance of error because of a lack of a backup system;

12 BE IT RESOLVED that the Alaska Legislature respectfully requests the
13 President of the United States to direct the Federal Aviation Administration
14 to centralize all the Central Alaska and North Slope air traffic functions
15 in the Fairbanks air route traffic control center.

16 COPIES of this Resolution shall be sent to the Honorable Richard M.
17 Nixon, President of the United States, the Honorable John A. Volpe,
18 Secretary, Department of Transportation, the Honorable John H. Shaffer,
19 Administrator, Federal Aviation Administration, the Honorable Clinton P.
20 Anderson, Chairman, Senate Aeronautical and Space Sciences Committee; the
21 Honorable George P. Miller, Chairman, House Science and Astronautics
22 Committee; the Honorable Lyle K. Brown, Director, Alaska Region, Federal
23 Aviation Administration; and to the Honorable Ted Stevens and the Honorable
24 Mike Gravel, U. S. Senators, and the Honorable Howard W. Pollock, U. S.
25 Representative, members of the Alaska delegation in Congress.