

H B

101

Alaska Air Carriers Association

March 19, 1982

Senator Mulcahy
Pouch V
Juneau, AK 99503

Dear Senator Mulcahy:

The membership of the Alaska Air Carriers Association unanimously passed the enclosed resolution to increase the state tax on Avgas from 4¢ per gallon to 4½¢ per gallon and to increase the state tax on Jet Fuel from 2¢ per gallon to 2½¢ per gallon to fund the Alaskan Aviation Safety Foundation. We estimate that \$500,000 will be generated to help provide a grant to the Alaskan Aviation Safety Foundation. We expect the Alaskan Aviation Safety Foundation to eventually be self-sufficient, therefore, we recommend that the tax last for three years.

The fisheries industry has a similar program to fund seafood marketing and salmon enhancement. The state collects a tax from the fishery industry and, through a letter of intent, appropriates funds for the programs.

The Alaska Air Carriers Association recognizes the fiscal constraints on the State of Alaska, and has agreed to pay an additional tax rather than seek a funding from the State treasury.

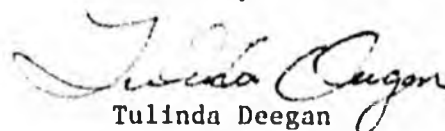
Governor Hammond has promised his support to the proposal.

Air transportation is vital to Alaska. Over the past five years, the accident rate has not improved. The air carrier industry believes that the programs developed by the Alaskan Aviation Safety Foundation will improve the accident rate.

Michael Charlesworth, the lead underwriter in London for Alaskan insurance, has promised to offer discounts to operators and pilots who complete the training programs developed by the Alaskan Aviation Safety Foundation. Mr. Charlesworth handles the majority of Alaskan insurance in London.

We appreciate your support of our proposal.

Sincerely,


Tulinda Deegan
Executive Director

R E S O L U T I O N

1. RECOGNIZING A NEED TO DO SOMETHING TO IMPROVE THE SAFETY RECORD OF ALASKA AVIATION,
2. RECOGNIZING A NEED FOR FUNDING TO CARRY OUT AN AVIATION SAFETY PROGRAM IN ALASKA,
3. RECOGNIZING THAT THE ALASKAN AVIATION INDUSTRY HAS NO MEANS TO ENFORCE AN ASSESSMENT ON THE INDUSTRY AND FLYING PUBLIC,
4. RECOGNIZING THE FISCAL CONSTRAINTS ON THE STATE OF ALASKA AT THIS TIME:

NOW THEREFORE BE IT RESOLVED THAT THE AACA REQUEST THE LEGISLATURE OF THE STATE OF ALASKA TO INCREASE AVIATION FUEL TAXES FOR AVGAS FROM 4¢ TO 4½¢ PER GALLON AND JET FROM 2¢ TO 2½¢ PER GALLON, SUCH FINAL TAX INCREASE TO BE USED FOR AVIATION SAFETY TRAINING OF THE AVIATION COMMUNITY IN ALASKA.

PASSED FULL AACA MEMBERSHIP MARCH 13, 1982.



ALASKA AIRMEN'S ASSN., INC.

P.O. Box 4-1287

Anchorage, Alaska 99509



ALASKAN AVIATION SAFETY FOUNDATION
4790 Business Park Boulevard
Anchorage, Alaska 99503

Atten: Ms Tulinda Deegan,
Executive Director

March 23, 1982

Dear Tulinda,

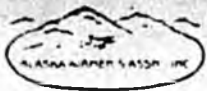
Per our discussions over a period of time, please allow this letter and its attachments to once again show the unqualified support of the Alaska Airmen's Association, Inc. for the goals and programs of the Foundation. We have enjoyed participating in program development to date, and look forward to the day when the program actually produces a study/training package into which the general aviation folks can sink their teeth.

Aviation safety and the focus of public attention on it has reached critical proportion. The resultant insurance, premium inflation presents a major difficulty for this state and the public, as small operators go out of business due to the inability to pay premiums. This at once creates a situation in which the expertise in the local area is lost and where competition is reduced... .. neither of which are a benefit to the public, nor lead to increased safety.

We know that there are private aviators who can no longer afford either hull insurance, or perhaps any insurance. *Unfortunately, not all of them have stopped flying,* and this creates a terrible liability problem for the public as well. We recognize that we absolutely must get a grip on the problem, and we see the Foundation's work to date and plans for implementing the next several stages, as the only viable program even under discussion anywhere, let alone under development.

The moment we heard that you had some encouragement in Juneau for the on-going "seed" money tied to a slight increase in aviation fuel taxes, our board endorsed the concept and developed the attached resolution. We recognize that it is never popular to add or increase a tax, and we may all have a "sales job" of our own to some of our members, but we are confident that when it is understood what is coming and what it offers us all, it will be widely accepted, as it is with all of us who have been exposed to it to date.

It is unfortunate that the level of funding that you anticipate at this time is not sufficient to develop all of the programs, but that is why we made our cash donation to the Foundation two weeks ago. We anticipate helping you find private sector donations to assist with the basic grant funds.



RESOLUTION OF THE BOARD OF DIRECTORS
ALASKA AIRMEN'S ASSOCIATION, INCORPORATED

WHEREAS the Alaska Airmen's Association, Inc. is the largest general aviation organization in the State of Alaska, effectively representing the aviation interests of over 12,500 pilots in the State, and;

WHEREAS the Alaska Airmen's Association, Inc. is vitally concerned and involved with aviation safety in the State of Alaska, and;

WHEREAS it is widely recognized that a crisis of major proportions exists relating to the accident rates, liability claims and aviation insurance premium rates with the State of Alaska, and;

WHEREAS the *ALASKAN AVIATION SAFETY FOUNDATION* has become the definitive authority developing a master plan for a major and effective training program and campaign against the negative safety record, and;

WHEREAS said Foundation has completed its work under the first phase and has developed a program for implementation and requires certain grants and donations for said program implementation, therefore;

BE IT RESOLVED that the Alaska Airmen's Association, Inc. hereby fully supports the proposed increase of $\frac{1}{4}$ ¢/gallon on aviation gasoline and $\frac{1}{4}$ ¢/gallon on aviation turbine fuel, with said funds being made available to the Foundation to implement this invaluable program.

FURTHER BE IT RESOLVED, that this Association again fully endorses the goals and programs of the Alaskan Aviation Safety Foundation, and pledges again and with renewed enthusiasm, to assist at any point in the program development, and in participation of the private and general aviation aircrews, owners and maintenance personnel, in the training program so developed.

Adopted by the Board of Directors at its regular meeting in Anchorage, on Wednesday, 17 March 1982



Alaska State Legislature

Senate

Official Business

Labor & Commerce Committee

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

1 April, 1982

TO: Ms. Tulinda Deegan, Executive Director
Air Carriers Association

FROM: Michael Thill, AA
Senate Labor and Commerce Committee

The following are revenue projections relative to the proposed aviation fuel tax increases:

Based upon 1981 revenue figures:

Jet Fuel: \$344,400

Avgas: \$82,000

\$426,400

Fuel consumption increases 1979-1980: 15%

Fuel consumption increases 1980-1981: 9%

If the 1982 fuel consumption increases were 9%, the revenue increases would be \$464,776;

If the 1982 fuel consumption increases were 15%, the revenue increases would be \$490,360;

The aviation fuel tax bill will be introduced in the morning, receive its number, and committee referrals.

MEMORANDUM

State of Alaska Department of Revenue

TO: Joseph K. Donohue
Deputy Commissioner, Taxation

DATE: March 31, 1982

FILE NO:

APR 1 1982

TELEPHONE NO:

GOVERNORS OFFICE

FROM: Robert Elliott *RWE*
Research Analyst

SUBJECT: Aviation Fuel Taxes

The following is a breakdown of aviation fuel taxes for the past three years:

FY 1979

Total Revenues Collected	\$3,400,000
Jet Fuel	2,822,000
Aviation Gas	578,000
Total Shared Revenues	\$130,563

FY 1980

Total Revenues Collected	\$4,000,000
Jet Fuel	3,360,000
Aviation Gas	640,000
Total Shared Revenues	\$133,277

FY 1981

Total Revenues Collected	\$4,100,000
Jet Fuel	3,444,000
Aviation Gas	556,000
Total Shared Revenues	\$135,039

The above is noteworthy in that only three percent of the total aviation fuel taxes is shared back to municipalities. This is due to the tax being shared only to those municipalities who own airports or who operate and maintain state owned airports under lease or contract with the State of Alaska. Currently, there are twelve airports which fall under this provision.

As a result, all other proceeds collected by the aviation fuel tax are paid into the special aviation fuel tax account in the state General Fund. It is important to stress that this is an account which shows the amount available from which the legislature may appropriate funds, there is no dedication of funds. Furthermore, in AS 43.40.010(h) it states, "All motor fuel tax receipts shall be paid into the General Fund and distributed to the proper accounts in the General Fund." There can be no dedicated funds within the General Fund, since each is mutually exclusive of the other. Consequently, there would be no conflict with the aviation fuel tax account's status if the rates of the aviation fuel tax were increased.

02039 POM TDA CIRCLE ALASKA 15 04-03 1119P AST
PMS SEN BOB MULCAHY

TELEGRAM

ALASKA, INC.
P.O. BOX 230042
JUNEAU, AK 99802

JUNEAU AK

PLEASE SUPPORT FUNDING FOR THE ALASKAN AVIATION SAFETY
FOUNDATION THROUGH INCREASING THE AVIATION FUEL TAX.

GORDON MACDONALD, SUNSHINE COPTERS

GENERAL DELIVERY

CIRCLE, ALASKA

HERMENS AIR

based at St. Marys & Mountain Village
Box 88 • St. Marys, Alaska 99658 • (907) 438-2112

*TO Rm 119
Senator -
MULCAHY
Rep. Vern Hurlberg*

March 24, 1982

Representative Vernon Hurlberg
Pouch V
Juneau, Alaska 99811

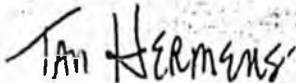
Dear Representative Hurlberg,

Air transportation is vital to the State of Alaska. Hermens Air, Inc. serves the Yukon Delta with 8 aircraft.

The Alaskan Aviation Safety Foundation needs funding to implement aviation training programs. The enclosed proposal explains the programs and contains a request for funding.

I urge you to support funding of the Alaskan Aviation Safety Foundation.

Sincerely,



Tan Hermens,
Vice-President, HERMENS AIR, INC.

SAND POINT AIR SERVICE, INC.

GEORGE KIMBALL
President

907/383-3242 · P.O. Box 4 · Sand Point, Alaska 99661



March 22, 1982

The Honorable Robert Mulcahy
Pouch V
Juneau, Ak. 99811

Dear Senator Mulcahy,

Air transportation is vital to the State of Alaska. My company serves Anchorage, the Alaska Peninsula, and the Aleutian Islands with four aircraft.

The Alaskan Aviation Safety Foundation needs funding to implement aviation training programs. The enclosed proposal explains the programs and contains a request for funding.

I urge you to support funding of the Alaskan Aviation Safety Foundation.

Sincerely,

George Kimball,
President

enc.

GK/mp

Flirite, Inc.



1627 Mill Bay Road
Box 297
Kodiak, Alaska 99615
(907) 486-5867

May 25, 1981

Senator Bob Mulcahy
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Senator Mulcahy:

Alaskan aviation firms have been faced with extremely high insurance rates, and one clear way to lower them is to improve the Alaskan aviation accident rate.

The Alaskan Aviation Safety Foundation will help to lower this accident rate by providing standardized training to improve the skills of air carrier management and flight crews. The Foundation needs funding for the initial cost of setting up the programs; thereafter the programs will be self-sustaining.

Our firm urges you to support proposals in the Finance Committee to fund this important program.

Sincerely,

Marilyn Buker
President

MB/im



air charter

Fly Right - with Flirite!

plane rental

flight instruction



SOUTHEAST ALASKA AIRLINES

March 22, 1982

Governor Hammond
Pouch V
Juneau, AK 99811

GOVERNORS OFFICE

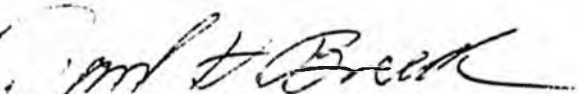
Dear Governor Hammond,

Air transportation is vital to the State of Alaska. My company serves Ketchikan with sixteen aircraft.

The Alaskan Aviation Safety Foundation needs funding to implement aviation training programs. The enclosed proposal explains the programs and contains a request for funding.

I urge you to support funding of the Alaskan Aviation Safety Foundation.

Sincerely,



Paul H. Breed,
President

P.S. In my 23 years of experience in Alaskan flying, I've heard a lot of talk about improving safety. This is the FIRST honest to God effort to do something about it on a statewide scale. Please fund this program. It could save a lot of lives.

Cape Smythe Air Service, Inc.

AMERICA'S NORTHERNMOST
AIR TAXI SERVICE

BOX 549
BARROW, ALASKA 99723
(907) 852-8333

CONTRACT AND CHARTER AIRPLANES
SINGLE & MULTI-ENGINE, PROP-JET
& LAND.

March 30, 1982

RECEIVED

APR 7 1982

GOVERNOR'S OFFICE

Governor Hammond
Pouch V
Juneau, AK 99811

Rep. Vern Hulbert
Sen. Frank Murkowski

Sen. Mulchay
Sen. Ted Stevens
Congressman. Don Young

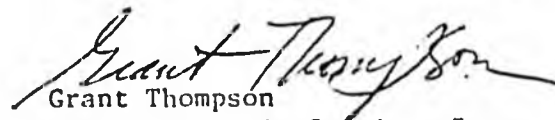
Dear Governor Hammond:

I feel that the Alaskan Aviation Safety Foundation is an important move in the right direction toward reducing the number of aircraft accidents in Alaska.

We operate on the North Slope. We are located at Barrow Alaska. I also know from years past, as I have lived over most of the state, that the conditions are unique to each area, therefore the cost of these training programs is going to be great.

I urge you to support funding of the Alaskan Aviation Safety Foundation.

Sincerely,


Grant Thompson
Cape Smythe Air Service, Inc.

GT:bd

Tyee Airlines Inc.

Handwritten signature
RECEIVED
MAR 23 1982
GOVERNORS OFFICE

March 23, 1982

The Honorable Governor Jay Hammond
Pouch A
Juneau, Alaska 99811

Dear Governor Hammond:

Air travel is a vital part of the Alaskan transportation system -- not only the economy but the welfare and survival of the citizens of Alaska. We at Tyee Airlines serve the southeastern part of the state of Alaska with DeHavilland Beavers and Otters.

We believe the Alaskan Aviation Safety Foundation needs funding to implement aviation training programs to assure our safety and the safety of the Alaskan citizens we serve.

We urge you to support funding for the Alaskan Aviation Safety Foundation.

We are forwarding to Representative Oral Freeman a copy of the resolution passed at the 1982 Alaska Air Carriers Association convention requesting the legislature to increase fuel taxes by 1/2 cent to generate revenue to fund the Alaska Aviation Safety Foundation.

Sincerely,

Handwritten signature of Kirk M. Thomas

Kirk M. Thomas
President

ARM:lj



AIRCRAFT
OWNERS
AND
PILOTS
ASSOCIATION

ALASKAN AVIATION SAFETY FOUNDATION, INC.
4790 Business Park Boulevard
Anchorage, Alaska 99503

Atten: Ms Tulinda Deegan, Executive Director

081-26

Dear Tulinda,

22 March 1982

Please allow this letter to confirm our several discussions concerning AOPA's ongoing and sincere support for the goals and programs of the Alaskan Aviation Safety Foundation.

In particular, let us congratulate you and the American Airlines Training Corporation for the excellent package you have developed in the first phase of the study and plan to turn our accident and insurance rates around! As you know, we have supported your venture from the beginning, and that our President, John Baker has given you his personal promise of assistance and coordination. As you also know, the AOPA Safety Foundation exists for almost precisely the same purposes, but on a National level.

We have been very concerned that the program would lose momentum as the first phase becomes completed, and that obtaining the broad-based support and recognition you currently enjoy, could become difficult a year from now as you attempted to develop funds for the on-going implementation phases. We are extremely pleased to hear that you have evidently been able to find support in Juneau for a partial funding plan tied to a slight increase in aviation fuel taxes.

You should know that AOPA has been working through its regional representatives in a number of locations in the U.S. recently on similar plans. Of note are efforts currently underway in Washington State where private and general aviation members have emerged unanimous in support of increases in fuel taxes even as much as 2 to 3¢/gallon, tied to dedication of those funds to airport development. A very similar program is under way currently in Michigan as well. The program in Montana was similar, but has hit a temporary hitch.

So it should come as no surprise when the largest general aviation organization in the world can readily support an increase in the fuel tax its members will pay in Alaska. Whereas we recognize that there may be some negative concern for the increase on the part of some individual pilots or aircraft owners who do not yet understand the overall program, and may not see where this increase will benefit them directly, we feel confident that once initiated, they will join the broad-based support.

pp 2
Alaskan Aviation Safety Foundation
22 March 1982

The only other comment we would add to this endorsement, is that it would be our hope that while the statute is being amended, that one small addition be made to the Commerce Committee Bill to facilitate all the aviation fuel taxes going to aviation projects. It is our understanding that the Alaska Airmen's Association has taken a strong position on this matter, and has provided you with material to facilitate this inclusion. We support their position as well.

Thank you so much for keeping us informed and keeping us included in each of the developmental steps to date. I will fly to Juneau on the first of April to assist the Commerce Committee in any way I can in the present effort. Good luck in implementing the next stages of the plan. You are free to release this letter in whole or in part in any manner that will benefit this effort.



KENT LEE WOODMAN,
Regional Representative

cy: Ms Jessie Dodson
Senator Mulcahy
Representatives Adams, Hurlburt and Fuller
Deputy Commissioner Donohue
Alaska Airmen's Association

Alaskan Aviation Safety Foundation

REQUEST FOR FUNDING

January, 1982

Board of Directors:

Rex I. Bishopp
James Dodson
Kenneth Eichner
George Papas
James Flood

Arlo Livingston
Richard Wien
Chuck Weir
Tom Wardleigh
Lowell Thomas, Jr.

Executive Director:

Tulinda Deegan

INTRODUCTION

This is a request for funds for the Alaskan Aviation Safety Foundation for operating expenses. Included in this request is a description of the purpose of the project, the background on the project, a 1982-83 budget, and description of proposed projects.

Purpose

Air travel is a vital part of the Alaskan transportation system. Not only the economy of Alaska but the welfare and survival of the citizens is dependent on the link provided among communities by the airplane and pilot.

The safe delivery of aviation services is a concern of all Alaskans, therefore, a decision was made to develop a training system for Alaskan aviation. The first step in implementing such a system is the identification of the training objectives and a description of the training program.

The conditions of weather and terrain in Alaska combine to create unique problems which require special skills and knowledge if aviators are to provide needed services to the public. As a result of the desire to serve others, some Alaskan pilots fly in conditions which exceed the capability of their skills or the design performance of the aircraft. Such flights may result in death and injury to themselves and their passengers. Other pilots, however, have learned unique skills, have defined their capability and know the limits of their aircraft to a degree that permits them to serve the needs of Alaskans while avoiding accidents.

The Alaskan Aviation Safety Foundation has contracted with American Airlines Training Corporation to identify these special skills and knowledge and translate them into training objectives. These objectives will then be combined into training scenarios. A description of the training devices, media, facilities, equipment, and personnel required to train Alaskan aviators to perform the tasks identified in the objectives under the conditions specified will be included.

Funds are now needed to begin the implementation of the programs proposed by American Airlines Training Corporation.

Background

In December of 1980, Tulinda Deegan, President of Alaska Air Carriers Association (AACA) and Executive Director of the Alaskan Aviation Safety Foundation (AASF), asked American Airlines Training Corporation to submit a proposal to develop a training program for Alaskan aviators. In February, American Airlines Training Corporation (AATC) sent Dr. Michael K. Mitchell to Anchorage to meet with the Alaska Air Carriers Association Board and observe flying conditions in Alaska during the winter. During this first trip, Dr. Mitchell travelled to Aniak, Alaska and flew with pilot Bill Fisher of Harold's Air Service. The flights went to the villages of Crooked Creek, Red Devil, Sleetmute, Stony River, Kalskag, and Holy Cross. On other flights, Dr. Mitchell visited Nome and the airport at Gulkana.

In the report of his observations to the AACA Board, Dr. Mitchell concluded that flying conditions in Alaska were unique. An unsuccessful effort was made to identify and obtain an existing Arctic training program. Inquiries were made of training personnel in the United States Air Force, the Canadian United Forces, and several Scandinavian countries. The training programs, which were being conducted in Alaska, were found to be designed to meet recertification requirements of the Federal Aviation Administration (FAA).

The decision was made to develop a specially designed training program suited to the unique needs of Alaskan aviators. This unique training program could be based on accident records which had been compiled by the FAA or the National Transportation Safety Board (NTSB), but such records were often incomplete and, in fact, represented a list of failures. Instead, it was decided to discover how experienced Alaskan pilots had learned to cope with the many challenging problems faced by Alaskan aviators regularly. The process of discovery was found to have been developed and validated by John Flanagan and reported in Psychological Bulletin in 1954. Flanagan's critical incident methodology is the basis for the interviewing process used in this study.

The successful techniques discovered in the interviews are being correlated with FAA accident data to determine what cues and what actions are appropriate to avoid an accident.

After careful consideration, the Alaska State Legislature provided funding for the American Airlines Training Corporation portion of the AASF proposal. The funds were included in those to be administered by the Alaskan State Department of Education. A contract was signed by AATC and AASF to conduct the study. This contract included a statement of work which listed the activities and specified the deliverables due during and at the conclusion of this study. The final report is due June 1, 1982.

Interviews

To date, a total of 33 cities have been visited by the interviewers and approximately 100 interviews conducted. A list of companies and persons interviewed and a list of cities visited is included at the end of this report. The American Airlines Training Corporation interview team also visits FAA facilities such as the Flight Service Stations and General Aviation District Office and Flight Standards District Offices in the region in which they are working. Interviews have also been conducted with persons who, though they may not be air taxi operators, possess invaluable knowledge concerning Alaskan aviation. As evidence of their perceived expertise, some of these persons have been identified as opinion leaders in the interviews completed. For example, Tom Wardleigh, Chief Flight Inspection Section for the FAA and Tom Belleau, Flight Training Manager for the office of Aviation Services, were interviewed as was Walt Parker of Walt Parker and Associates.

Several administrative activities were undertaken when the interview team returned to Dallas/Ft. Worth in December. These activities are summarized below:

- Dr. Mitchell and the interview team attended a demonstration of the latest available equipment that could prove appropriate for simulation of the Alaskan flying environment.
- The data collected and organized by the Technical Writer was reviewed by team members. The team feels that the information being collected will definitely aid in the development of training objectives appropriate to an Alaskan pilot training program.
- Discussions were held concerning the question of how much motion-based simulation, if any, is needed to meet perceived training needs.
- Tentative plans were laid for further Program Development involvement as the study moves from the present stage to the actual design and implementation of a training program.
- American Airlines Training Corporation (AATC) management has indicated a readiness to develop and implement a management training component into an Alaskan pilot training program.

Next Step

The next step is to validate the training objectives and operational techniques developed by the process described above. The major activities planned for this validation are the solicitation of the agreement of groups of Alaskan aviation opinion leaders, and the development, processing, and analysis of a Training Emphasis Ranking.

In developing the training objectives, through the process described above, the research team discovered that there exists among Alaskan pilots a wide range of opinions as to the appropriate techniques to use in solving any particular flying problem in Alaska. This diversity of opinion was anticipated in the proposal American Airlines Training Corporation submitted to the Alaskan Aviation Safety Foundation last year. However, the funding provided last year was not adequate to implement the proposed process. Now that the research to develop the training objectives and techniques is nearing completion the need to validate the objectives and techniques is apparent. Without this process, the training program which is ultimately prepared may not be acceptable to the operators who employ our graduates or to the users of our training facilities.

The Alaskan Aviation Safety Foundation proposes to contract to have this validation process done through two methods.

Opinion Leader Ranking - This validation technique involves multiple interviews with highly qualified opinion leaders nominated by respondents during last years study.

The first group of opinion leaders to be selected and asked to participate will be those whose breadth of knowledge and experience is general to the whole state of Alaska. In addition, seven additional groups of regional and/or operational specialists will be contacted to solicit their input regarding specific training programs appropriate to their area of expertise.

Each of these eight groups will be interviewed and asked to validate through a structured process which training objectives and techniques should be emphasized in the preparation of pilots for flying in their area.

Training Emphasis Process - Research has found that by asking groups of first level supervisors, such as chief pilots, to rate training objectives or operational techniques according to appropriateness for training the program developer can rank the objectives and techniques from the most important to the least important. This process is recommended to get the broadest possible input from the population of active chief pilots. The process which will be used is that developed by the United States Air Force to validate and prioritize training objectives and techniques.

The responses from the training emphasis process will be compared with the opinion leaders responses. If agreement between the two groups is statistically established, the program will be based on this data. If agreement is not established, then the two lists will be submitted to the Board of Directors of the Alaskan Aviation Safety Foundation for reconciliation.

Alaskan Aviation Safety Foundation Programs

While AATC is developing the comprehensive training program, the Foundation will be working with other aviation groups to offer their programs in Alaska.

The Aircraft Owners and Pilots Association (AOPA) has developed extensive pilot training courses. Very few of these programs are offered in Alaska because of the high cost of transporting instructors and the training materials to Alaska. The Foundation has worked out a cost-sharing arrangement with AOPA to offer more of these programs in Alaska.

The prevention of accidents in Alaska begins with management. The Alaskan Aviation Management program will be offered in at least five Alaskan communities. The Management program has been offered in the past and is designed specifically for Alaskan aviation operators.

Each year at the Alaska Air Carriers Association Annual Convention, engine and aircraft manufacturers offer seminars for mechanics. These programs are well attended and are the only scheduled opportunity for Alaskan carriers to meet with the manufacturers. The Foundation will expand this program and offer mechanics' seminars throughout the state.

The Foundation has worked with the Employee Assistance Consultants of Alaska (EAC) to develop a program to help employees of air carriers. EAC works with employees and their families to deal with personal problems which may affect their productivity, health, or continued employment. The basic assumption of this program is that a healthy employee is also a safe employee.

The Foundation will provide air carriers with information on aircraft accidents in Alaska. Information such as the cause and the type of aircraft will be prepared in an easy-to-read format and distributed to air carriers.

The air carrier industry estimates that \$870,000 will be needed to continue the work of the Alaskan Aviation Safety Foundation. The following budget will provide cost information on each of the programs.

ALASKAN AVIATION SAFETY FOUNDATION
EXPENSES
12 Months
1982 - 1983

Management

Staff	
(2 professionals 1 clerical salaries and benefits)	\$100,000
Office Rent 4 Offices	20,000
Office Furniture	5,000
Office Equipment	10,000
Office Supplies	5,000
Insurance	10,000
Phone/Postage	<u>10,000</u>
TOTAL	\$160,000

Programs

AATC Contract	\$400,000
AOPA Program 10 programs offered in at least 5 communi- ties	100,000
Management Program 5 programs	50,000
Mechanics Program programs offered in at least 5 communities	50,000
Employee Assistance Program	100,000
Accident Analysis Data Collection and Distribution	<u>10,000</u>
TOTAL	\$710,000

GRAND TOTAL \$870,000

INTERVIEWS TO DATE

1. Air Logistics of Alaska
2. Aero Tech Flight Service
3. Alaska Aeronautical Industries
4. Alaska Air Guide
5. Alaska Air Service
6. Alaska Bush Carriers
7. Alaska Floatplane Service
8. Alaska Helicopters
9. Alaska North Flying Service
10. Alaska Travel Air
11. Alaska Air Service
12. Anchorage Airways
13. Big Red's Flying Service
14. Central Airways
15. Evergreen Helicopters of Alaska
16. Gay Airways
17. Gifford Aviation
18. Gordon's
19. Jonathan Fric
20. International Air Taxi
21. Ketchum Air Service
22. Ray Peterson, Sr.
23. Rust's Flying Service
24. Sea Airmotive
25. Trans-Alaska Helicopters
26. Wilbur's Flight Operations
27. Trail Lake Flying Service
28. Harbor Air Service, Inc.
29. Kenai Aviation
30. South Central Air, Inc.
31. Bishop Brothers
32. Arctic Aviation
33. Kenai Air Alaska
34. Maritime Helicopters

Interviews To Date

35. Kachemak Air Service, Inc.
36. Cook Inlet Aviation, Inc.
37. Beluga Lake Floatplane
38. Homer Air, Inc.
39. Kodiak Western Alaska Airlines, Inc.
40. Hal's Air Service, Inc.
41. Flirite, Inc.
42. Island Air Service
43. Kodiak Air Taxi
44. Ward Air
45. Channel Flying, Inc.
46. Southeast Skyways
47. Livingston Copters
48. Skagway Air Service
49. L.A.B. Flying Service
50. Mountain Aviation
51. Bellair, Inc.
52. Gregerson Leasing, Inc.
53. Era Helicopters
54. Woods Air Service
55. Rocky Mountain Helicopters
56. Bob Tears
57. Alaska Central Airways
58. Tundra Copters
59. Wright's Air Service
60. Aurora Air Service
61. Arctic Circle Air Service
62. Frontier Flying Service
63. The Flying Machine
64. Richard Wien
65. Forty Mile Air Service
66. Air North
67. Ed Peebles
68. R. Tony Schultz
69. Sunshine Copters

Interviews To Date

70. Tom Wardleigh - FAA
71. Flight Training Devices
72. Bill Overway - FAA
73. Jim Moody - Dept. of Transportation & Public Facilities
74. Alden Williams
75. Tom Belleau - OAS
76. Douglas Askerman
77. Northern Air Cargo
78. Alaskan International Airlines
79. Tyee Airlines, Inc.
80. Revilla Flying Services
81. Southeast Alaska Airlines
82. Temsco Helicopters, Inc.
83. Taquan Air Service, Inc.
84. Alaska Island Air, Inc.
85. Wrangell Air Service
86. Dave Werner
87. Gene Eddy
88. Walt Parker
89. Cape Smythe
90. Audi Air
91. Baker Aviation
92. Munz Northern
93. Shellenbarger Aviation
94. Russ Lloyd - Kotzebue Tech Center
95. Lee's Air Service
96. Teller Air Service
97. Bering Air Service

LIST OF CITIES VISITED

BY

AATC INTERVIEWERS

- | | |
|----------------------|-----------------|
| 1. Moose Pass | 24. Barrow |
| 2. Seward | 25. Deadhorse |
| 3. Kenai | 26. Kotzebue |
| 4. Soldotna | 27. Nome |
| 5. Homer | 28. Savoonga |
| 6. Kodiak | 29. Ketchikan |
| 7. Juneau | 30. King Salmon |
| 8. Sitka | 31. Naknek |
| 9. Anchorage | 32. Nondalton |
| 10. Palmer | 33. St. Mary's |
| 11. Fairbanks | |
| 12. Circle | |
| 13. Anaktuvuk Pass * | |
| 14. Allakaket * | |
| 15. Birch Creek * | |
| 16. Bettles * | |
| 17. Tanacross | |
| 18. Cordova | |
| 19. Skagway | |
| 20. Haines | |
| 21. Petersburg | |
| 22. Wrangell | |
| 23. Yakutat | |

* City visited but no interview conducted.