

HCR

36

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
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May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HT 1-30-86 TAM

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CS HCR36 (Trans)
Title : Intrastate Air Travel

Sponsor : Hermann ET AL.
Requestor : House Transportation
Date of Request : _____

FISCAL DETAIL

Agency Affected : DOT&PF
BRU : _____

Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL		2.0				
CONTRACTUAL		48.0				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		50.0				
CAPITAL						
REVENUE						

FUNDING : (Thousands of Dollars)

GENERAL FUND		50.0				
FEDERAL FUNDS						
OTHER						
TOTAL		50.0				

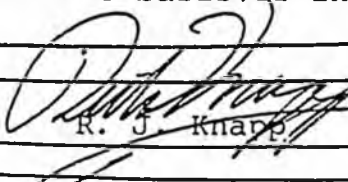
POSITIONS :

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

ANALYSIS : Attach a separate page if necessary

The funding identified above will allow development of study to evaluate whether the general trend of intrastate air fares are substantially higher than comparable route fares within other states. We will attempt on the basis of information available

Prepared by : _____ Phone : _____
Division : _____ Date : _____

Approved by Commissioner :  Phone : _____
Agency : DOT&PF Date : 2/12/86

Distribution (by Agency preparing fiscal notes):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

HCR 36
file

MEMORANDUM

TO: Representative Adelheid Herrmann
FROM: Melanie Ludvick *M.L.*
DATE: March 19, 1985
SUBJECT: District Airfare Rates

The following airfare rates are listed by airline and came directly from the airline reservation offices:

<u>REEVE ALEUTIAN AIRWAYS</u>		<u>SUPER SAVER</u>
ADAK	\$ 790.00	\$ 592.00
COLD BAY	580.00	435.00
DUTCH HARBOR	596.00	448.00
KING COVE	600.00	519.00
SAND POINT	540.00	375.00
SHEMIYA	1130.00	847.00
ST. PAUL	784.00	588.00

<u>AIRPAC</u>		<u>SUPER SAVER</u>
DILLINGHAM	366.00	241.00
DUTCH HARBOR	594.00	447.00
KING SALMON	336.00	218.00

160.00

<u>MARKAIR</u>		<u>SUPER SAVER</u>	<u>WEEKEND RATE</u>
DILLINGHAM	320.00	241.00	186.00
KING SALMON	292.00	218.00	150.00

<u>ALASKA AIRLINES</u>		<u>SUPER SAVER</u>
ILIAMNA	162.00	119.00

STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CS HCR 36 (TRANSP)
 Title : Interstate Airline Travel

 Sponsor : Hermann et al.
 Requestor : House Transportation
 Date of Request : 1/29/86

FISCAL DETAIL

Agency Affected : DOT&PF
 BRU : _____

 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL		2.0				
CONTRACTUAL		109.5				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	111.5	0	0	0	0

CAPITAL	-	-	0	-	-	-
----------------	----------	----------	----------	----------	----------	----------

REVENUE	-	-	0	-	-	-
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FUNDING : (Thousands of Dollars)

GENERAL FUND		111.5				
FEDERAL FUNDS						
OTHER						
TOTAL		111.5				

POSITIONS :

FULL-TIME	-	0	-	-	-	-
PART-TIME	-	0	-	-	-	-
TEMPORARY	-	0	-	-	-	-

ANALYSIS : Attach a separate page if necessary

Alaska, Markair and Reeve have 23 different routes within the State. Reeve sometimes uses the B-727 but sometimes the YS11 which is not a jet. We made no distinction for aircraft. The 23 does not include 13 points served by commuter carriers for Alaska Airlines. (CONTINUED)

Prepared by : Carol Taylor Phone : 465-2171
 Division : Headquarters Plans, Programs, and Budget Date : 1-29-86

Approved by Commissioner : W. James S. Spradley R.T. Kuyup Date : 1/29/86
 Agency : Department of Transportation and Public Facilities

- Distribution (by Agency preparing fiscal note):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CS HCR 36 (Transportation)

Assumptions:

- 1) Consultants do the data gathering and analysis of produce export.
- 2) Study be an analysis of whether available information indicates air fares within Alaska are justified on basis of airline cost of operation.
- 3) Study will not be appropriate basis for a legal action.

DOT&PF costs for consultant selection:

Travel for selection committee	\$2,000
Graphics, reproduction and mail for Statement of Interest of RFP	<u>500</u>
	\$2,500

Consultant

Travel and per diem @ \$2,000/point	\$46,000
Staff time 2.5 days/point @ \$120/hr. 57.5 days @ 8 hours/day	46,000
Write and Produce Report	15,000
Travel and Per diem to Juneau to present to Legislature	<u>2,000</u>
	\$109,000

Total DOT&PF and Consultant cost = \$111,500

HCR 36

The Transportation Committee considered CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) (intrastate airline travel) and a majority of the committee recommended do pass. The report was signed by Senator Coghill, Chairman and concurred in by Senators Josephson, Abood and Paul Fischer.

CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) was referred to the Labor and Commerce Committee.

HJR 72

The State Affairs Committee considered HOUSE JOINT RESOLUTION NO. 72 (joint legislative conference of the Yukon Legislative Assembly, the Northwest Territories Legislative Assembly, and the Alaska State Legislature) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Vic Fischer, Kelly and Ray.

HOUSE JOINT RESOLUTION NO. 72 was referred to the Rules Committee.

HJR 74

The State Affairs Committee considered HOUSE JOINT RESOLUTION NO. 74 (friendship between Heilongjiang Province and the State of Alaska) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Vic Fischer, Kelly and Ray.

HOUSE JOINT RESOLUTION NO. 74 was referred to the Rules Committee.

HB 15

The State Affairs Committee considered CS FOR HOUSE BILL NO. 15 (C&RA) (advisory elections on certain annexation proposals) and a majority of the committee recommended it be replaced with

SENATE CS FOR CS FOR HOUSE BILL NO. 15 (SA)

and do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators Ray and DeVries. Senator Vic Fischer signed "no recommendation."

CS FOR HOUSE BILL NO. 15 (C&RA) was referred to the Community and Regional Affairs Committee.

SJR 51 cont'd

Fiscal note is zero.

SENATE JOINT RESOLUTION NO. 51 was referred to the Rules Committee.

SB 334

The Finance Committee considered SPONSOR SUBSTITUTE FOR SENATE BILL NO. 334 (Hatcher Pass Public Use Area) and a majority of the committee recommended the Resources Committee Substitute do pass. Senator Faiks, Co-Chairman, signed "no recommendation". Senators Kerttula, Halford, Eliason, Paul Fischer and Ferguson signed "do pass".

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 334 was referred to the Rules Committee.

SB 355

The Finance Committee considered SENATE BILL NO. 355 (court facility in Fairbanks; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 355 (FIN)

Senator Faiks, Co-Chairman and Senator Eliason signed "no recommendation". Senators Sackett and Ferguson signed "do pass". Senator Kerttula signed "do not pass".

Fiscal note is in Senate Supplement No. 74.

SENATE BILL NO. 355 was referred to the Rules Committee.

SB 377

The new title for CS FOR SENATE BILL NO. 377 (FIN) (page 2535) is:

"An Act relating to civil actions; directing the Department of Law to conduct a study; amending Alaska Rules of Civil Procedure 11, 49, 52, 58, 68, and 82; and providing for an effective date."

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CSHCR 36
Title : An Act relating to intrastate
airline travel.

Sponsor : Herrmann, Wallis, Thompson
Requestor : _____
Date of Request : _____

FISCAL DETAIL

Agency Affected : Dept. of Com. & Econ. Dev.
BRU : _____

Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL	-0-	3.5	-0-	-0-	-0-	-0-
CONTRACTUAL SUPPLIES	-0-	1.5	-0-	-0-	-0-	-0-
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	5.0	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE						

FUNDING : (Thousands of Dollars)

GENERAL FUND	-0-	5.0	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	5.0	-0-	-0-	-0-	-0-

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

- 3.5 Travel Funds to be used to travel to Juneau to conduct research on historical airline charges for various rural communities and to travel to select Alaskan communities to research airport tower records.

Prepared by : Joseph L. Swanson
Division : Measurement Standards

Phone : 345-7750
Date : January 29, 1986

Approved by Commissioner : Loren H. Lounsbury
Agency : Commerce and Economic Development

Date : January 29, 1986

Distribution (by Agency preparing fiscal note) :

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSHCR 36

1.5 Contractual funds to be used to defray long distance telephone and printing charges.

COMMENTS: In order to assure full compliance with legislative intent, the following clarification is requested:

1. Request clarification of which carriers were to be included in the specified "Major Air Carriers."
2. Request clarification of the intended scope of the study by defining "Travel to and from rural areas of the state."
3. Request that one of the two specified agencies be designated as the "lead agency."

ALASKA/LOWER 48 STATES AIR FARES

DOT&PF - STATEWIDE AVIATION

December 2, 1985

I. INTRODUCTION

This paper conducts two analyses of air fares. The first is a comparison of representative airlines (RA) air fares over three types of routes:

- (1) routes between points in Alaska,
- (2) routes between points in Alaska and points in the Lower 48 States, and
- (3) routes between points in the Lower 48 States.

The intent is to determine how RA air fares in Alaska compare to their air fares in the Lower 48 States. For ease of comparison and data collection, only coach and SuperSaver fares RA have been used.

The second analysis is a comparison of several of RA air fares and air fares of other airlines for trips of comparable length in the Lower 48 States. The intent of this analysis is to determine how RA air fares compare to fares of other airlines. Only coach fares have been compared, again for ease of comparison and data collection.

II. RA FARES; Within Alaska, Alaska to Lower 48 States, and Within the Lower 48 States

Table I compares average RA fares for three types of routes in Alaska and the Lower 48 States.

TABLE I
RA
AVERAGE COACH AND SUPERSAVER
FARES/MILE

<u>RA Routes</u>	<u>RA Coach Fares/Mile</u>	<u>RA SuperSaver Fares/Mile</u>
Within Alaska	5.30	5.22
Alaska to Lower 48	.21	.15
Within the Lower 48	.22	.15

The Table shows that fares for travel within Alaska far exceed other fares. There may be a variety of explanations for this. Higher labor and operation costs and shorter stage lengths (flight distances) for RA routes within Alaska compared to the Lower 48 States could be one cause of the differential. In addition, traffic densities and load factors are likely to be lower in Alaska. The low traffic in Alaska also results in fewer carriers competing with RA compared to the relatively stiff competition for heavier traveled routes between Alaska and the Lower 48 States and between points in the Lower 48 States.

Table I also shows that RA fares for travel between Alaska and the Lower 48 States are comparable to their fares for travel within the Lower 48 States. Some fares are higher than others, but on the average, they are comparable.

Actual fares for travel between points in Alaska are shown in Table A-I in the Appendix. Only fares from Anchorage to outlying communities were used because RA routes to the outlying communities originate in Anchorage. For example, to fly Fairbanks to Deadhorse would require a flight from Fairbanks to Anchorage and another flight from Anchorage to Deadhorse.

Fares range from the highest fare/mile for service to Cordova which has low traffic, a short stage length and only air taxi competition, to the lowest fare in the Anchorage to Fairbanks market which has higher traffic, heavier loads, and greater competition. It should be noted that fares to points in Southeast Alaska are as much as three cents/mile less than the average fares for other routes within Alaska. These fares may be slightly artificially low due to subsidies provided through the Essential Air Service (EAS) program.

Actual fares for travel between Alaska and the Lower 48 States are shown in Table A-II in the Appendix. Fares have been shown from Anchorage, Fairbanks, and Juneau because most routes originate from these points. Coach and SuperSaver fares from Anchorage average about one cent/mile less than fares from Fairbanks and Juneau. The highest fares/mile are for routes to Seattle and Portland while the lowest fares/mile are for the longer routes to Phoenix and Tucson.

Actual fares for travel between points in the Lower 48 States are shown in Table A-III. Fares have been shown for travel from Seattle and Portland since most of the RA routes in the Lower 48 States arrive or depart from these cities.

III. AIR FARES.

This analysis compares air fares for several of RA routes to fares of other airlines for routes of comparable length in the Lower 48 States. Only coach fares are compared and none of RA routes entirely within the Lower 48 States were examined.

Table II summarizes the results of this comparison. This table shows that, except for routes from Fairbanks to Seattle and Anchorage to Deadhorse, RA flights were consistently cheaper per mile than routes of comparable length by other airlines.

This data has limitations in that only 5 or 6 Lower 48 routes were used for each comparison. In addition, in the case of comparisons of routes within Alaska to routes in the Lower 48 States, in some instances the aircraft flown in the Lower 48 are different from aircraft flown in Alaska. Furthermore, many routes within Alaska utilize 737 aircraft equipped for cargo and passenger loads. In general, however, it appears that RA fares are generally lower than fares of other airlines in the Lower 48 for routes of comparable length.

TABLE II
COMPARISON OF RA FARES TO OTHER AIRLINES' FARES

<u>RA Route</u>	<u>Approximate Stage Length</u>	<u>RA Coach Fare/Mile</u>	<u>Other Airlines' Average Coach Fare/Mile for Lower 48 Routes of Comparable Length</u>
Anchorage-Seattle	1450 miles	\$.22	.24
Fairbanks-Seattle	1550 miles	.25	.23
Juneau-Seattle	900	.25	.23
Ketchikan-Seattle	650	.27	.36
Anchorage-Deadhorse	627	.38	.36
Anchorage-Petersburg	577	.20	.36
Anchorage-Sitka	592	.22	.36
Anchorage-Wrangel	700	.27	.36
Anchorage-Bethel	500	.25	.42
Anchorage-Fairbanks	500	.21	.42
Anchorage-Nome	530	.37	.42
Anchorage-Kotzebue	540	.35	.42

The Lower 48 States routes used to compare to RA fares are shown in Tables A-IV-AIX.

IV. CONCLUSIONS

The data presented in this paper suggests three conclusions, based on a fare per mile comparison.

(1) RA air fares for travel within Alaska are substantially higher than its fares for travel to and within the Lower 48 States. Higher labor and operations costs in Alaska and lower stage lengths and load factors may be the primary reasons for the higher fares for travel in Alaska.

(2) RA air fares for travel from Alaska to the Lower 48 States are, on the average, comparable to RA fares for travel within the Lower 48 States.

(3) RA fares for travel within Alaska and from Alaska to the Lower 48 States are usually lower than fares of other airlines for routes of comparable length in the Lower 48 States.

TW/sg

MAR 18 1986

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

BILL SHEFFIELD, GOVERNOR

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

March 17, 1986

The Honorable Bette M. Cato
Chairman, House Transportation Committee
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Dear Representative Cato:

This responds to a request from the House Transportation Committee for a copy of an air fares study completed by the U.S. Department of Transportation's office in Anchorage. A copy of the study is enclosed. Please note that this study was the data source for the House Research Agency study completed by Jonathan Sherwood, dated July 3, 1985.

Members of the Committee also requested information on the factors that cause air fares of the major air carriers in Alaska to be higher than the fares of air carriers in the Lower 48.

The major factor causing higher costs is the nature of the market for the routes in Alaska compared to markets in the Lower 48. While Alaskans are dependent on air transportation for travel between most cities, in the Lower 48 air passengers may travel by road or rail if air transportation becomes too expensive. The airline industry must compete with other modes of travel in the Lower 48 States.

Another market factor is that the Lower 48 routes are often flown by more carriers and passengers. Carriers operating in the Lower 48 are forced to operate at lower profit margins because of the level of competition for the large passenger volumes on the heavily traveled routes. This is especially true on routes served by some of the cut-rate-no-frills carriers such as Continental and Frontier Airlines.

The high number of passengers also allows air carriers to spread their costs of operations over a larger passenger base and thereby lower the per passenger costs of operations.

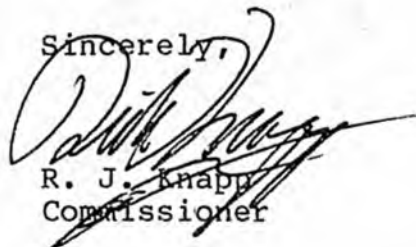
March 17, 1986

Alaska Airlines indicates that while lower fares exist today, in the Lower 48 States, these fares probably cannot be sustained without driving more air carriers out of business. This happened in Alaska when New Wien was driven out of business partly because of fare wars with Alaska Airlines and other carriers. Alaska Airlines reportedly lost \$4 million over a 3 month period when it engaged in price wars with Wien Airlines.

Other reasons for higher fares include the costs of operations in Alaska compared to the Lower 48 States. Labor costs are higher in Alaska. At most airports in Alaska air carriers must construct and maintain their own terminals at a higher cost than in the Lower 48 States where terminal space is leased. Insurance costs are also likely higher for air carriers in Alaska. Alaska Airlines reports that they pay a 20% higher insurance premium for hull insurance because they operate in Alaska. They also pay higher workmen's compensation and medical insurance for Alaskan employees.

There are many reasons for the costs of air travel in Alaska and I have not researched all of them. However, I do hope this brief explanation is of some assistance to you. If we can assist you further please let me know.

Sincerely,



R. J. Knapp
Commissioner

Enclosure

cc: Diana Strain, U.S. Department of Transportation
Susan Fleischhauer, Legislative Liaison,
Commissioner's Office
Jim Ayers, Legislative Relations, Office of the Governor
Gina Marie Lindsey, Statewide Aviation, Central Region

Cost of Passenger Service
 calculated in the OAG

MAY 1982

MAY 1983

INCREASE %

great circle miles

per mile

1985 1
 \$ per
 mile

May 1983

HUB	CARRIERS	FARE	FARE	INCREASE	INCREASE	%	great circle miles	per mile	1985 1 \$ per mile
ADK	ANC	RV	379.00	419.00	40.00	10.55	1192	.35	395.00 RV .33
AKK	ADD	KO	53.48	55.00	1.52	2.84	84	.65	50.00 KJ .60
KKI	BET	H3 WC	19.00 21.00	19.55 21.00	.55 0	2.89 0	16	1.22 1.31	
AKT	BET	K3 WC	19.00 21.00	19.55 21.00	.55 0	2.89 0	22	.88 .95	
KQA	CDB	RV	75.50	84.00	11.50	15.23	143	.58	84.00 RV .59
AUK	KSM	WC	45.00	49.00	4.00	8.88	61	.80	49.00 AE .80
WKK	DLG	4Y	21.00	21.60	.60	2.85	17	1.27	20.00 4Y 1.18
AET	BTT	WC XG	28.00	31.88	3.88	13.85	40	.79	
ABL	OTZ	XY WC	60.00 68.00	61.70 74.00	1.70 6.00	2.83 8.82	130	.47 .56	
		NO SERVICE REQUIRE	UNDER EAS						
AOS	ADD	KO	32.10	33.00	.90	2.80	54	.61	57.00 KJ 1.06
AKP	BTT	XG WC	59.00 68.00	70.00 70.00	11.00 2.00	18.64 2.94	85	.82 .82	
ANI	ANC	WC	132.00	143.00	11.00	8.33	318	.44	134.00 AS .42
AGN	JNU	1H AS	53.00	57.00	4.00	7.54	59	.76	15.00 KN 1.02
LAKATL) ANN	KTN	AS KN	25.00	25.00	0	0	22	1.13	
ANV	ANI	WIC	56.00	61.00	5.00	8.92	77	.79	
ARC	FYU	XG WC	50.00 59.00	61.00 61.00	11.00 2.00	22 3.38	108	.56 .56	
ATK		WIC	19.00 24.00	19.55 21.00	.55 -3.00	2.89 -12.5	16	1.22 1.31	
ATT	BET	K3 WC	19.00 24.00	19.55 21.00	.55 -3.00	2.89 -12.5	16	1.22 1.31	
ATU	ANC	WIC	19.00 24.00	19.55 21.00	.55 -3.00	2.89 -12.5	16	1.22 1.31	
BRW	FAT	WC	147.00	159.00	12.00	8.16	503	.31	285.00 BF .50
AKTOVIK) BTL	FAT	XG WC	99.00 114.00	100.00 100.00	1.00 -14.00	1.01 -12.28	386	.25 .25	
WBQ	FAT	XG WIC	54.00 62.00	54.00 62.00	0 7.00	0 11.29	108	0 .63	
RET	RET	K3 WC	75.00 135.00	97.92 146.00	2.72 11.00	2.86 8.14	399	.24 .36	134.00 AS SPECIAL FARE 6.100 .17
BTT	FAT	XG WC	72.00 84.00	75.00 75.00	3.00 -9.00	4.16 -10.71	179	.41 .41	
		NO SERVICE REQUIRE	UNDER EAS						

1000 summary

MAY 1982

MAY 1983

1983

Great Circle

miles

per mile

1985 &

Per Mile

May 1985

I	HUB	CARRIERS	FARE		INCREASE	%	INCREASE	miles	per mile	May 1985	Per Mile
			1982	1983							
KBC	FYU	XG WC	26.25	34.00	7.75	29.52	27	1.25	1.25		
BOW	CDV	Nab in OAG									
KTS	OME	XY WC	45.00	60.00	1.30	2.88	64	.72	.93	40 ⁰⁰ AS	.63
BKC	OTZ	XY WC	40.00	49.00	1.15	2.87	75	.54	.65	40 ⁰⁰ AS	.53
CDL	OME/OTZ	Nab in OAG									
LUR	OTZ	XY WC	80.00	106.00	2.30	2.87	165	.49	.64	80 ⁰⁰ AS	.48
FHM	BET	K3 WC	59.00	60.70	1.70	2.88	148	.41	.45		
CZF	BET	K3 WC	59.00	60.70	1.70	2.88	156	.38	.42		
CYT	CDV	Nab in OAG									
CEM	FAT	XG WC	44.00	54.00	10.00	22.72	104	.51	.51	50 ⁰⁰ 4H	.48
CIK	FYU	XG WC	26.25	34.00	7.75	29.52	41	.82	.82		
WCR	BTT	Nab in OAG									
CYM	JNU	Nab in OAG									
KCN	DUT	Nab in OAG									
VAK	BET	K3 WC	52.00	59.00	1.48	2.87	136	.37	.43	57 ⁰⁰ AS	.43
CKX		Nab in OAG									
CYF	BET	K3 WC	42.00	48.00	1.20	2.85	90	.48	.53	48 ⁰⁰ AS	.53
KCG	PTH										
KCE	PTH	Nab in OAG									
KCL	PTH										
CZV	CDV	Nab in OAG									
CXC	CDV										
CRC	FAT	XG WC	44.00	54.00	10.00	22.72	131	.41	.41	57 ⁰⁰ 4H	.45
CHP	FAT	XG WC	44.00	54.00	10.00	22.72	106	.50	.50		
CLP	DLG	4Y KO	21.00	21.60	.60	2.85	14	1.54	1.54	20 ⁰⁰ 4Y	1.43
CDB	ANC	B	256.00	283.00	27.00	10.54	621	.45	.45	270 ⁰⁰ 8V	.47

TRAVEL RUNWAY

HUB	CARRIERS	MAY 1983		INCREASE	INCREASE %	great circle miles	1983		MAY 1985	1985 \$ per mile
		FARE	FARE				\$	per mile		
CDV	AUC	KT AS	53.00	59.00	11.00	160	.36	.40	70 ⁰⁰ AS	.44
CIL	OME	KN AS	53.00	55.00	3.77	59	.93	-	50 ⁰⁰ KN	.85
CRD	AUT	XY WUC	28.00	31.00	3.00	51	.60	.60		
DRG	OTZ	AS RV	336.00	339.00	3.00	792	.42	.42	397 ⁰⁰ AS	.38
DUT	AUC	XG WUC	69.00	82.00	13.00	198	.41	.41		
EAA	EAT	KT WUC	22.00	22.63	.63	40	.56	.62	250 ⁰⁰ AS	.63
EER	BET	KT WUC	25.00	25.00	0	42	1.22	.57	50 ⁰⁰ KS	1.19
FKX	AKN	KT WUC	50.00	51.43	1.43	42	1.35	-		
KKU	DLG	KT KO	21.00	21.60	.60	16	1.35	-		
KEK	DLG	KT KO	39.00	39.97	.97	43	.64	.60		
ELV	JNU	IH	NOT IN	68.00	-	64	1.06	1.06	220 ⁰⁰ IH	1.13
ELT	OME	XY WUC	54.00	51.43	1.43	95	.54	.63		
EXT	JNU	SF AS	38.00	50.73	12.73	32	1.58	-	55 ⁰⁰ AS	1.72
KEP	CDB	RV	50.00	55.00	5.00	37	1.48	1.48		
EWL	MCG	WUC	37.00	41.00	4.00	63	.65	.65		
ELT	MCG	WUC	35.00	39.00	4.00	83	.46	.46		
FYU	EAT	XG WUC	32.00	39.00	3.00	83	.24	.24	41 ⁰⁰ IH	.42
FNR	JNU	SF AS	34.00	35.00	1.00	14	2.50	-	35 ⁰⁰ IH	2.50
GAL	EAT	XG WUC	68.00	70.00	2.00	268	.26	.29	92 ⁰⁰ IH	.34
GAM	OME	XY WUC	70.00	72.00	2.00	197	.36	.54		
GLV	OME	XY WUC	45.00	46.30	1.30	72	.64	.83		
GAV	BET	KS WUC	48.00	49.37	1.37	116	.42	.47	55 ⁰⁰ AS	.47
KGX	ANI	U	68.00	75.00	7.00	93	.80	.80		
GKN	ANC	WUC	68.00	75.00	7.00	93	.80	.80		

1985 \$ per mile

Great Circle Miles
 &
 per mile
 May 1985
 1985
 Per Mile

% INCREASE

83 FARE

82 FARE

CARRIERS

HUB

Origin	Hub	Carrier	82 Fare	83 Fare	% Increase	Great Circle Miles	per mile	May 1985	1985 Per Mile
KKB	ADQ	KO	21.40	22.00	2.80	31	.70	34 ⁰⁰ KJ	1.10
KVL	OTZ	XY WC	50.00	51.43	2.86	78	.65		
KLWI	KTAV	KN AS	53.00	55.00	3.77	58	.94	50 ⁰⁰ KN	.86
OBU	OTZ	XY WC	65.00	66.85	2.84	156	.42		
HGK	DLG	4Y KO	35.00	36.00	2.85	69	.52		
KKH	BET	KJ WC	42.00	43.20	2.85	76	.56		
KOT	KSM	WJC	56.00	61.00	8.92	68	.89	60 ⁰⁰ ZE	.70
KKA	OME	XY WC	75.00	77.4	2.85	130	.59		
KYU	GAL	XG WC	24.00	27.00	12.50	25	1.08	32 ⁰⁰ 4H	1.28
KWIT	BET	KJ WC	19.00	21.00	10.53	13	1.50		
KWK	BET	KJ WC	42.00	43.20	2.85	80	.54	48 ⁰⁰ AS	.60
EMK	KSM	WC	45.00	49.00	8.89	63	.77	49 ⁰⁰ BE	.78
HAGAK	KUN	KJ WC	34.00	34.97	2.85	71	.49		
LMA	FAZ	XG WC	68.00	69.90	2.79	148	.47	75 ⁰⁰ 4H	.51
KLN	ADQ	KO	44.72	46.00	2.86	58	.79	40 ⁰⁰ KJ	.69
ALZ	ADQ	KO	53.48	55.00	2.84	89	.61	74 ⁰⁰ KJ	.83
KLL	AKN	KJ KO	50.00	51.43	2.86	31	1.65	40 ⁰⁰ KS	1.29
MLY	FAZ	XG WC	30.00	37.00	23.33	83	.44		
KMO	DLG	4Y KO	21.00	21.60	2.85	20	1.08	20 ⁰⁰ 4Y	1.00
LEDGE	BET	KJ WC	48.00	49.37	2.85	75	.65		
MYK	CDV	WJC	56.00	55.00	-1.78	-	-		
MXV	CDV	WJC	in OAG			-	-		
MCG	ANC	WJC	79.00	73.00	-7.59	221	.32	84 ⁰⁰ AS	
MDR	MCG	WJC	in OAG			-	-		
MYN	BET	KJ WC	52.00	53.43	2.84	154	.34	59 ⁰⁰ AS	.38

FARE PLANED & 1985 ...
 MAY 82 ...

1983

May 1983

1985 & Per Mile

Great Circle

%

HUB	CARRIERS	FARE		INCREASE	INCREASE	%	Great Circle miles	Per Mile	1985 & Per Mile
		82	83						
GST	JNU	45.00	54.00	9.00	20	7.14	41	1.31	1.46
HAS	JNU	43.00	55.00	12.00	27.90	20	70	.78	.93
HAI	JNU	50.00	60.00						
HAY	OMP	OAC							
HZA	FAT	OAC							
HCR	ANI	35.00	39.00	4.00	11.42		43	.90	
HOM	ANC	43.35	44.60	1.24	2.88		117	.38	.51
HNH	JNU	37.00	45.00	8.00	21.62	27.29	35	1.28	1.34
HPE	BET	52.00	53.48	1.48	2.84	-1.66	153	.34	.39
HUS	GAL	60.00	64.00	4.00	6.67		119	.53	.66
HSL	GAL	35.00	39.00	4.00	11.42		69	.56	.65
HYG	KTN	53.00	55.00	2.00	3.77		47	1.17	1.96
ICY	CDV	OAC							
IGG	AKN	MO	KS				52		.77
ILI	ANC	75.00	81.00	6.00	8		195	.41	.42
KIB	PTH	OAC							
KAE	PSG	41.00	44.28	3.28	8		40	1.10	
NO SERVICE REQUIRED UNDER EAS									
KLG	ANI	24.00	28.00	4.00	16.66		26	1.07	.74
KAL	GAL	35.00	39.00	4.00	11.42		61	.63	
KYK	ADD	36.94	37.99	1.05	2.84		74	.51	.68
ENIA	ANC	20.00	20.57				60	1.21	.62
KTN	SEA	149.00	156.00	7.00	4.69		679	.22	.27
IAN	OTZ	40.00	41.15	1.15	2.87	4.88	59	.69	.68
KVC	CDB	38.00	42.00	4.00	10.52		19	2.21	2.21
KPN	BET	42.00	43.20	1.20	2.85		96	.45	.50

1985
 & Per Mile
 May
 1985

HUB	CARRIER	82 FARE	83 FARE	INCREASE	% INCREASE	great circle miles	4 Per Mile	10700 KJ
MNT	XG WC	27.00	33.90	3.00	11.1	39	.86	
KMY	KO	53.48	55.00	1.52	2.84	64	.85	10700 KJ
MOU	WC	24.00	28.00	4.00	16.66	14	2.00	
	NO SERVICE REQUIRED	UNDER EAS						
NKK	NA	in OAG						
WATA	KJ WC	19.00	19.55	.55	2.89	11	1.77	
PKA	KJ WC	19.00	19.55	.55	2.89	6	3.25	
	NO SERVICE REQUIRED	UNDER EAS						
KNW	YK KO	20.00	20.57	.57	2.85	50	.41	
WWT	KJ WC	42.00	43.20	1.20	2.85	96	.45	4800 AS
WTK	XY WC	40.00	41.15	1.15	2.87	48	.85	4000 AS
ORV	XY WC	35.00	36.00	1.00	2.85	43	.83	3500 AS
	NO SERVICE REQUIRED	UNDER EAS						
	NO SERVICE REQUIRED	UNDER EAS						
NUL	XG WC	24.00	27.00	4.00	16.66	34	.79	3200 4A
NUP	KJ WC	19.00	19.55	.55	2.89	23	.85	
ZNC	NA	in OAG						
OLH	KO	36.85	38.00	1.05	2.84	49	.77	3000 KJ
KOY	KO	53.48	55.00	1.52	2.84	77	.71	6000 KJ
KOZ	KO	14.58	15.00	.42	2.88	11	1.36	2000 KJ
KPK	KO	44.72	Not in OAG			57		6000 KJ
	NO SERVICE REQUIRED	UNDER EAS						
PEC	IA AS	63.00	68.00	5.00	7.93	67	1.01	7200 IH
KPV	NA	in OAG						
PSG	AS	62.00	67.00	5.00	8.06	123	.54	
PIC	KO	90.00	87.30	2.30	2.55	84	.97	8000 KJ

one survey

1983
Great Circle
miles
Per
mile

1985
May
1985
Per
Mile

1983
Per
Mile

HUB	CARRIERS	82 FARE	83 FARE	INCREASE	% INCREASE	Great Circle miles	1983 Per Mile	1985 May 1985 Per Mile
SCM	K3 WC	52.00	53.48	1.48	2.84	145	.36	.40
BET	XY WC	60.00	57.00	-1.00	-1.66	145	.36	.40
WIK	XY WC	40.00	41.15	1.15	2.87	74	.55	.70
OTZ	XY WC	47.00	52.00	5.00	10.63	77	.79	.54
SHX	WIC	56.00	61.00	5.00	8.92	130	.59	.46
SKK	XY WC	75.00	77.14	2.14	2.85	130	.59	.46
OME	XY WC	35.00	39.00	4.00	11.43	59	.83	.83
KSM	WIC	45.00	47.00	2.00	4.44	1456	.38	.39
SYA	RV	510.50	565.00	54.50	10.67	122	.48	.49
ANC	XY WC	58.00	59.60	1.60	2.76	148	.41	.50
OME	XY WC	64.00	99.00	35.00	54.68	95	.56	.68
SHH	XY WC	60.00	61.70	1.70	2.83	81	.80	.86
OTE	XY WC	68.00	75.00	7.00	10.29	78	.52	.52
SIT	AS	50.00	54.00	4.00	8.00	—	—	—
JNU	AS	50.00	54.00	4.00	8.00	—	—	—
NO SERVICE	REQUIRED	UNDER EAS						
SGY	SE	48.00	65.00	17.00	35.41	81	.80	.86
JNU	SE	55.00	70.00	15.00	27.27	78	.52	.52
ANC	NO	0.00	41.00	41.00	100.00	—	—	—
ANT	WIC	37.00	41.00	4.00	10.81	—	—	—
OME	WIC	37.00	41.00	4.00	10.81	—	—	—
AKN	KS	30.00	30.80	.80	2.66	13	2.37	—
UNK	WIC	35.00	39.00	4.00	11.43	52	.75	.75
FAT	XG WC	44.00	54.00	10.00	22.72	90	.60	.60
ANT	WIC	41.00	45.00	4.00	9.75	98	.45	.45
MGG	WIC	24.00	28.00	4.00	16.66	15	1.86	—
FAT	XG WC	32.00	35.00	3.00	9.37	127	.27	.27
MGG	WIC	24.00	28.00	4.00	16.66	13	1.86	—
CDV	NO	0.00	28.00	28.00	100.00	—	—	—
NO SERVICE	REQUIRED	UNDER EAS						
OME	XY WC	45.00	46.30	1.30	2.88	59	.78	.68
JNU	AS/1H	42.00	45.00	3.00	7.14	50	.90	.94
ADQ	NO	27.23	28.00	.67	2.46	26	1.07	1.31

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

USPS Contract

1983 Great Circle Miles Per Mile
 82 FARE
 83 FARE
 % INCREASE INCREASE INCREASE
 1983 May 1985
 \$ Per Mile

HUB	CARRIERS	FARE	FARE	INCREASE	INCREASE	INCREASE	%	Miles	Per Mile	1983	1985
ON DEMAND											
TAC	XY WIC	61.70	75.00	1.70	7.00	2.83	10.27	103	.59	.72	
TQG	YY KO	36.00	34.00	1.00	9.50	2.85	2.87	67	.53	.50	20 ⁰⁰ 47
OOK	K3 WIC	43.20	48.00	1.20	0	2.85	0	113	.38	.42	
TLT	K3 WC	24.70	29.00	.70	1.00	2.91	3.57	36	.68	.80	
WTL	K3 WC	22.63	25.00	.63	0	2.86	0	41	.55	.60	
TAK	K3 WC	43.20	48.00	1.20	0	2.88	0	118	.36	.40	
TWA	K3	36.00		1.00		2.85		63	.57		
SEE SAN JUAN											
UG-A	KS	82.30		2.30		2.87		80	.95		80 ⁰⁰ KS .93
UMT	Rad in OAC										
TKO	RV	140.00		15.00		10.71		294	.52		
UNK	WIC	140.00		12.00		8.57			.38		
UTO	X6 WIC	78.00	75.00	-	6.00	-	8.69	128	.60	.58	86 ⁰⁰ 4H .67
VDZ	XX VC	70.00	59.35	2.00	1.65	2.94	2.85	125	.56	.47	75 ⁰⁰ AS .60
VEE	XG WIC	34.00	34.00	7.75	4.00	29.57	13.33	45	.75	.75	
AIN	WIC	69.00		24.00		53.33		87	.79		69 ⁰⁰ 6C .79
WAA	XY WIC	61.70	74.00	1.70	6.00	2.83	8.82	109	.56	.67	
KWP	KO	31.00		.86		2.85		39	.79		42 ⁰⁰ KS 1.08
WMO	XY WIC	46.30	60.00	1.30	4.00	2.88	2.14	62	.74	.96	
WSM	XG	126.00		-		-		190	.66		
ON DEMAND											
WRG	AS	75.00		6.00		8.69		154	.48		
YAK	AS	107.00		8.00		8.08		372	.28		118 ⁰⁰ AS .32
KZB	KO	42.00		1.17		2.86		47	.85		55 ⁰⁰ KJ 1.12

SB 370

SENATE BILL NO. 370 by the Rules Committee by request of the Governor, entitled:

"An Act relating to aid to families with dependent children and to child support and enforcement; and providing for an effective date."

was read the first time and referred to the Health, Education & Social Services and Judiciary Committees.

CSHB 148(Jud)(title-am)

A message dated April 2, 1986, was read stating the Senate has concurred in the House title amendment and is returning:

COMMITTEE SUBSTITUTE FOR HOUSE BILL
NO. 148 (Judiciary) (title am)
Relating to mobile home warranties and sales.

CSHB 148(Jud)(title am) was referred to the Chief Clerk for enrollment.

REPORTS OF STANDING COMMITTEESHCR 36

file
The Finance Committee has considered HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 36 (Finance) (same title) and reports it back as follows: Adams (Chairman), Ringstad, Szymanski, Duncan, Larson, Pourchot, Uehling, Rieger, Frank, Binkley and Cotten recommend do pass.

HCR 36 was referred to the Rules Committee for placement on the calendar.

HB 438

The Finance Committee has considered HOUSE BILL NO. 438 (relating to penalties for violating the Alaska Historic Preservation Act; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 438 (Judiciary) (page 2437) and reports it back as follows: Adams (Chairman), Duncan, Larson, Uehling, Pourchot, Rieger, Frank and Cotten recommend do pass; Ringstad, Szymanski and Binkley have no recommendation.

HB 438 was referred to the Rules Committee for placement on the calendar.

HB 537

The State Affairs Committee has considered HOUSE BILL NO. 537 (relating to participation of municipalities and political subdivisions in the Public Employment Relations Act) and reports it back as follows: Hurley (Chairman), Boucher, Cato and M.M. Miller recommend do pass; Collins and Jenkins have no recommendation.

A fiscal note appears in House Journal Supplement No. 107.

HB 537 was referred to the Community & Regional Affairs Committee.

HB 542

The Finance Committee has considered HOUSE BILL NO. 542 (relating to corrective management of threatened stocks of game), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 542 (Resources) (page 2417) and reports it back as follows: Ringstad, Frank, Rieger and Cotten recommend do pass; Adams (Chairman), Duncan and Binkley recommend do not pass; Szymanski, Larson and Pourchot have no recommendation.

HB 542 was referred to the Rules Committee for placement on the calendar.

HB 601

The State Affairs Committee has considered HOUSE BILL NO. 601 (abolishing inactive boards, councils, commissions, and centers) and reports it back as follows: Hurley (Chairman), M.M. Miller, Cato, Boucher, Jenkins, Collins and Navarre recommend do pass.

A zero fiscal note was attached.

HB 601 was referred to the Finance Committee.

HB 614

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 614 (extending the termination date of the Board of Dental Examiners; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 614 (HESS):

"An Act relating to the Board of Dental Examiners; and providing for an effective date."

and reports it back as follows: Kor and Gruenberg (Co-chairs), Pettyjohn, Taylor and Hurley recommend do pass; Thompson has no recommendation.

**HOUSE
COMMITTEE REPORT**

Date referred:

5/9/85

FURTHER REFERRALS:

FINANCE

DATE: 2.13.86

The TRANSPORTATION Committee has considered HCR 36

Relating to intrastate airline travel.

and recommends:

- do pass
- do not pass
- do pass with attached amendment(s)
- no recommendation
- replace with CSHCR 36 (TRSP) same title
- new title

and recommends _____

further referral to the _____ Committee

- and attaches:
- letter of intent
 - first fiscal note
 - new fiscal note
 - zero fiscal note

SIGNING DO PASS:

Adelheid Herrmann
Walt Furnace

SIGNING OTHER RECOMMENDATIONS:

Bette Cate No Rec
Mohiqueller DO NOT PASS

Bette Cate
Chairman

CSHB 355(Fish)am

Representative Clocksin moved and asked unanimous consent that the House adopt the House Special Committee on Fisheries Amended Letter of Intent (page 2554). There being no objection, it was so ordered.

CSHB 355(Fish)am was referred to the Chief Clerk for engrossment.

UNFINISHED BUSINESS

Representative Clocksin moved and asked unanimous consent that the following member be excused from a call of the House as noted:

Representative Hurley - from 4:30 p.m.,
April 18 through plane time, April 21,
1986

There being no objection, it was so ordered.

CSHB 28(Fin)(2d-title-am)

Representative Pignalberi moved and asked unanimous consent that the House take up the Senate message on COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 28 (Finance) (2d title amended) (making a special appropriation from the undistributed income account in the Alaska permanent fund to the principal of the permanent fund; effective date) (page 2217) at this time.

Representative Clocksin objected.

Representative Pettyjohn placed a call of the House and lifted the call.

The question being: "Shall the House take up the Senate message on CSHB 28(Fin)(2d title am) at this time?" The roll was taken with the following result:

CSHB 28(FIN)(2D TITLE AM) MOTION

Yeas: 12 Collins, Furnace, Hanley, Jenkins, Marrou, Martin, Pearce, Pettyjohn, Phillips, Pignalberi, Rieger, Uelling

CSHB 28(Fin)(2d-title-am)

Nays: 25 Adams, Boucher, Cato, Clocksin, Cotten, Davis, Duncan, Frank, Fuller, Gruenberg, Grussendorf, Herrmann, Hurley, Koponen, Larson, Miller, M.M., Miller, M.W., Navarre, Pourchot, Ringstad, Shultz, Szymanski, Taylor, Thompson, Wallis

Excused: 0

Absent: 3 Rinkley, Goll, Sund

And so, the motion failed.

HCR 36 *71E*

Representative Binkley added his name as co-sponsor to HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel).

2d SSHB 181 *71E*

Representative Cato added her name as co-sponsor to 2d SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 181 (relating to the maintenance of vessels of the Alaska marine highway system).

HB 689 *71E*

Representative Szymanski added his name as co-sponsor to HOUSE BILL NO. 689 (relating to required equipment on and the transportation of certain loads by, motor vehicles).

ENGROSSMENT

CSHCR 36(in) *71E*

CSHCR 36(Fin) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHB 15(C&RA)

CSHB 15(C&RA) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHB 160(Fin) *71E*

CSHB 160(Fin) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHCR 36(Fin)

CSHCR 36(FIN)

Yeas: 37 Adams, Binkley, Boucher, Cato,
Clocksin, Collins, Cotten, Davis,
Duncan, Frank, Fuller, Furnace,
Goll, Gruenberg, Grussendorf,
Hanley, Herrmann, Hurley, Jenkins,
Koponen, Larson, Martin,
Miller, M.M., Miller, M.W., Navarre,
Phillips, Pignalberi, Pourchot,
Rieger, Ringstad, Shultz, Sund,
Szymanski, Taylor, Thompson,
Uehling, Wallis

Nays: 3 Marrou, Pearce, Pettyjohn

Excused: 0

Absent: 0

And so, CSHCR 36(Fin) passed the House and was referred to the Chief Clerk for engrossment.

SECOND READING OF SENATE RESOLUTIONSCSSCR 32(SA)

COMMITTEE SUBSTITUTE FOR SENATE CONCURRENT RESOLUTION NO. 32 (State Affairs) (relating to the bicentenary of the United States Constitution) was read the second time with the State Affairs Committee report (page 2414).

Amendment No. 1 by Martin:

Page 1, lines 28 and 29:

Page 2, lines 1 - 4:

Delete all material and insert:

"BE IT RESOLVED that the Alaska State Legislature respectfully requests the Governor to request the Alaska Historical Commission to work together with the University of Alaska Board of Regents, local school boards throughout the state, local service clubs and their affiliates, as well as any other interested groups to commemorate the bicentennial of the United States Constitution during 1987, 1988 and 1989; and be it

FURTHER RESOLVED that the Department of Education is encouraged to develop a program for the school year 1987-1988 that puts special emphasis in

FILE

CSHB 436(R1s)

The question being: "Shall CSHB 436(R1s) pass the House?"
The roll was taken with the following result:

CSHB 436(RLS)

Yeas:	33	Adams, Binkley, Boucher, Cato, Clocksin, Collins, Cotten, Duncan, Fuller, Furnace, Goll, Gruerberg, Grussendorf, Hanley, Herrmann, Hurley, Jenkins, Koponen, Larson, Miller, M.M., Miller, M.W., Navarre, Pearce, Phillips, Pignalberi, Rieger, Shultz, Sund, Szymanski, Taylor, Thompson, Uehling, Wallis
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Nays:	7	Davis, Frank, Marrou, Martin, Pettyjohn, Pourchot, Ringstad
-------	---	---

Excused: 0

Absent: 0

Larson changed from "nay" to "yea".

And so, CSHB 436(R1s) passed the House.

Representative Marrou gave notice of reconsideration of his vote on CSHB 436(R1s).

SECOND READING OF HOUSE RESOLUTIONS

HCR 36

HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel) was read the second time with the Transportation Committee report (page 2085) and the Finance Committee report (page 2549).

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 36 (Finance) (same title) be adopted in lieu of the original resolution. There being no objection, it was so ordered.

CSHCR 36(Fin)

The question being: "Shall CSHCR 36(Fin) pass the House?"
The roll was taken with the following result:

HCR 43

Page 2567: Under Committee Reports:

HCR 43 was referred to the Finance Committee.

HB 706

A second fiscal note on HOUSE BILL NO. 706 (relating to the ethical conduct of governmental activities; effective date), which had been noted as forthcoming (page 2570), was received from the Governor and appears in House Journal Supplement No. 110.

MESSAGES FROM THE SENATE

A message dated April 4, 1986, was read stating the Senate has approved the following citation and it is transmitted for consideration:

In Memoriam - Charles Clinton Young
by Senators P. Fischer, Sturgulewski
and DeVries; and Representative Marrou

The citation was referred to the Rules Committee for placement on the calendar.

The message also stated the Senate approved the following citations and they are being enrolled:

Honoring - Robert A. Lochman

Honoring - James A. Hanson

In Memoriam - F.H. Green

REPORTS OF STANDING COMMITTEES

The Resources Committee has held a confirmation hearing on the following nominations for appointment to the Board of Fisheries:

Bix Bonney

Representatives Herrmann (Co-chair), Wallis, Sund and Cato recommend confirmation; Jenkins recommends do not confirm; M.W. Miller, Thompson, Pearce and Shultz have no recommendation.

Jesse Foster
Val Angasan

Representatives Herrmann (Co-chair), Wallis, Sund and Cato recommend confirmation; M.W. Miller, Thompson, Pearce, Jenkins and Shultz have no recommendation.

SJR 47

The Rules Committee has considered SENATE JOINT RESOLUTION NO. 47 (requesting additional action by the United States to reduce high seas interception of Alaska-bound salmon) and reports it back as follows: M.W. Miller (Chairman), Martin, Grussen'orf, Fuller and Davis recommend do pass.

SJR 47 was returned to the Rules Committee for placement on the calendar.

HCR 36

The Finance Committee submitted a zero fiscal note for the Finance committee substitute offered in place of HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel).

HCR 36 appears on today's calendar.

HB 15

The Rules Committee submitted a fiscal note for the Community & Regional Affairs committee substitute offered in place of HOUSE BILL NO. 15 (requiring an advisory election before an annexation may be proposed to the legislature).

The fiscal note appears in House Journal Supplement No. 110.

HB 15 appears on today's calendar.

HB 430

The Finance Committee has considered HOUSE BILL NO. 430 (regulating audiologists, hearing aid dealers and the dispensing of hearing aids), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 430 (Finance) (same title) and reports it back as follows: Adams (Chairman), Ringstad, Duncan, Larson, Pourchot, Uehling, Binkley and Cotten recommend do pass; Szymanski, Rieger and Frank have no recommendation.

A fiscal note appears in House Journal Supplement No. 110.

HB 430 was referred to the Rules Committee for placement on the calendar.

April 8, 1986

2267

SB 57 cont'd

The Secretary was requested to notify the House.

HOUSE CS FOR CS FOR SENATE BILL NO. 57 (FIN) was referred to the Secretary for enrollment.

Message of April 7 was read, stating the House passed and transmitted for consideration:

FIRST READING AND REFERENCE OF HOUSE RESOLUTIONS

HCR 36 *file*

CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) by the Finance Committee,

Relating to intrastate airline travel,
was read the first time and referred to the Transportation Committee and the Labor and Commerce Committee.

FIRST READING AND REFERENCE OF HOUSE BILLS

HB 15

CS FOR HOUSE BILL NO. 15 (C&RA) by the Community and Regional Affairs Committee, entitled:

"An Act relating to advisory elections on certain annexation proposals."

was read the first time and referred to the State Affairs Committee, the Community and Regional Affairs Committee and the Finance Committee.

HB 160 *file*

CS FOR HOUSE BILL NO. 160 (FIN) by the Finance Committee, entitled:

"An Act relating to utilities and encroachments in state airports, public facilities, and highways; relocation of utilities; and providing for an effective date."

was read the first time and referred to the Transportation Committee.

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

DATE: 12 FEBRUARY 1986
TO: COMMITTEE MEMBERS
FROM: STAFF
RE: CSHCR 36

January 29, 1986 hearing on CSHCR 36:

Representative Herrmann, sponsor of the resolution, explained that the intent of HCR 36 was to direct the departments of Transportation and Commerce to develop information on what is causing the prices on travel to rural areas to be so high and to determine whether these prices are reasonable.

The change to HCR 36 and adopted as a committee substitute provided language clarification that the object of the study effort is to target on the major carriers who provide air service from the state's urban areas to and from rural Alaska... not directed to the small bush taxi operators.

There were several close-up students who testified in favor of the resolution who were from Sand Point, St. Paul; along with the Department of Transportation and Representative Wallis who also favored the resolution.

The committee discussed the use of the adjective "profiteering" of which a motion was made to remove the term; that motion failed.

A vote was taken to pass CSHCR 36 out of committee.

January 30, 1986

CSHCR 36 was brought before the committee to consider two fiscal notes and to allow testimony.

Reed Stoops, representing the Alaska Air Carriers Association stated that they are in favor of the study and that the focus of the study ought to be whether service to rural areas is even viable, not on an investigation that would focus on

unreasonable profits. AACA is not aware of the significant increases which are cited in the resolution, rather profits are at a historically low point right now. He requested the opportunity for additional information to work with the committee and/or sponsor on this resolution.

A motion was made to rescind the committee's action of the previous day and bring the resolution back before committee to allow the departments of Transportation and Commerce to revise their fiscal note and further clarify the intent of the resolution.

February 12, 1986

Additional information has been provided which is:

-2/12/86 fiscal note from DOT

-2/12/86 DOT position paper

-December 2, 1985 ALASKA/LOWER 48 STATES AIR FARES

It is staff's understanding that the Department of Transportation will be the lead agency on the directives of HCR 36 and will consult with the Department of Commerce as necessary. Thus, the reason for not having an up-dated fiscal note or position paper from the department of Commerce.



ALASKA STATE LEGISLATURE
HOUSE OF REPRESENTATIVES
RESEARCH AGENCY

Pouch Y, State Capitol
Juneau, Alaska 99811
(907) 465-3991

July 3, 1985

MEMORANDUM

TO: Representative Adelheid Herrmann

FROM: Jonathan Sherwood
Legislative Analyst

RE: Airfares in Rural Alaska
Research Request 85-345

You requested that we provide information on the rise in airfare for routes in rural Alaska, and on the costs and other factors associated with such rises. We have examined an informal survey of rural airfares provided by the U.S. Department of Transportation and contacted individuals familiar with rural airlines operation and obtained the following information.

Recent Trends in Rural Airfares

It was the consensus among the individuals I contacted that, taken as a whole, rural airfares have not increased substantially during the last few years. Dianna Strain, Transportation Analyst for the U.S. Department of Transportation, provided an informal survey of rural airfares which compared rural airfares in 1982, 1983, and 1985 for over 100 routes (see attachment). The points included in the survey are locations designated "Essential Air Service Communities" under Section 419 of the Airline Deregulation Act of 1978. While it should be emphasized that the results of this survey are not conclusive, they are somewhat indicative of overall trends in rural airfares.

My review of the survey indicates that, based on data from 75 routes, the cost per mile of rural air travel increased at an annual rate of 3.7 percent between 1982 and 1985.¹ Based on data from 86 routes,

¹Fares were not available for all points for all years. Some routes were excluded because of inadequacy in the data. In addition, I compared fares only between the same carrier or comparable carriers. Discussions with officials in air transportation indicated that jet travel is priced at a premium compared to prop aircraft. While it is not possible to determine which aircraft are used on a particular route, I did not compare airlines which use jets extensively to those which do not.

rural airfares increased at an annual rate of 2.6 percent from 1983 to 1985. One reason why the rate of increase is greater for the 1982 to 1985 period is that the period includes an increase in the federal tax on airfares of 3 percent. The annual growth rate between 1982 to 1985 drops to 2.7 percent when this tax increase is factored out.

It should be noted that although the overall growth in rural airfares was small for the periods of comparison, airfares increased sharply on some routes. For example, fares for 39 of the 75 routes (52 percent) compared between 1982 and 1985 increased. Almost all of these increased by at least 10 percent; more than half increased by more than 25 percent (or 7.7 percent annual growth) and six of the routes increased by over 50 percent (or 14 percent annual growth). However, these increases were partially offset by many instances of sharp decreases in fares on other routes.

Between 1982 and 1985, four of the airlines whose fares were included in the survey went bankrupt. It is interesting to note that all six of the fares that increased by more than 50 percent in this period involved routes that were initially served by one of the bankrupt carriers. Three of these routes are in the Kodiak area and three routes were in the Interior.

~~According to Dianna Strain, the overall increases in rural airfares were less than the increases in fares of larger national and regional carriers over the same period of time. In comparison to rural airfares, Alaska Airlines reported a 10 percent increase in base fares in 1983 and a 12 percent increase in 1984. Thus, over roughly the same period that rural airfares were increasing by 2.6 percent annually, a national carrier operating in Alaska was increasing fares by 11 percent annually.~~

Ted Lamb, with Seair Alaska, stated that one of the reasons rural airfares generally have not increased significantly is that there are currently too many seats available among rural carriers for all of the carriers to operate profitably. Currently, airlines are trying to capture a market share in recognition that not all existing carriers will be able to sustain profitable operations. Bob Jacobson, of Wings of Alaska and President of the Alaska Air Carriers Association, stated that because of deregulation, there are now more carriers and more competition. He noted that many carriers are operating with little or no profit margin.

Mr. Jacobson also cited stable insurance rates as a factor contributing to the small growth in rural airfares. Over the last few years, accident rates had been improving and rates have stabilized. However, he

²Alaska Airlines, Annual Report 1984, p.9.

noted that accident rates appear to be increasing this year and carriers could be faced with increases in insurance rates in the near future.

Discount Fares

Recently, major, national, and some regional airlines have begun offering very low discount fares. These fares, which are usually less than one-half the regular fare, make it possible for some people to fly most of the larger routes in the country for a significantly lower fare than was previously available. However, these fares usually have several restrictions; a limited number of such fares are available for each flight, reservations and payment must be made well in advance, and penalties are imposed for any changes or cancellations.

According to Dianna Strain, the larger carriers are offering these discount fares for competitive reasons. According to Alaska Airlines, the "discount fares implemented in early 1985...are expected to stimulate additional travel without affecting yields materially."³ It would appear that these fares are intended to capture marginal fliers, not lower the cost of flying for the larger public.

Ms. Strain noted that although rural airlines generally have not instituted these fares, some carriers are instituting other types of discount fares to compete in their own markets. For example, Seair is offering a one-half price fare on some of its routes for tickets purchased after 4 p.m. on the day before the flight. Ted Lamb stated that rural carriers currently offer discounts to capture a larger market share; however, he questioned whether rural carriers could afford to offer discounts indefinitely, given the current financial status of many carriers.

Costs of Operation for Rural Airlines

According to Ted Lamb, the cost of operating large commercial jet aircraft is significantly less than operating small aircraft when compared on a per-seat basis. Mr. Jacobson noted that insurance costs are a greater factor for small rural airlines in Alaska than for large carriers. Mr. Lamb acknowledged that some of the cost disadvantages of small carriers are offset by lower labor costs per hour; however, he did not believe that these costs would be lower if they were also computed on a per-seat basis. According to Dianna Strain, some rural airlines do price their fares below jet fares on the same route, but

³Alaska Airlines, Annual Report 1984, p.9.

Representative Herrmann
July 3, 1985
Page Four

she explained that this was a competitive move, intended to offset the market's preference for jets, and it did not reflect lower operating costs.

* * *

I hope that you find this information useful. If you have any questions, or if we can be of further assistance to you, please do not hesitate to contact us.

JS

Attachment



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: CSHCR 36 TRANS

TITLE: Intrastate Air Travel

APPROVED: *[Signature]*
P. G. Knapp

Commissioner

DATE:

2/12/86

The Department supports the goals of this bill which we assume to be a concern for reducing, insofar as practicable, the costs for air travel within the State of Alaska. However, there is some question as to how involved the State should get in private industry decisions in a deregulated environment.

The DOT&PF has undertaken a cursory review of air fares for one airline only. This paper (attached) indicates that for one air carrier serving in and out of Alaska, the per mile fare is higher for routes within the State. In evaluating this information, however, it is crucial to consider the different characteristics of the individual routes involved (traffic loads, staging length, competition, etc.)

Part of this analysis also compared costs for in-State routes with costs for routes of comparable length in the lower 48 states. In general, it appeared that the in-State routes were quite comparable and, in some cases, lower than the lower 48 routes of comparable length.

This information is very cursory and cannot be viewed as conclusive, but it does indicate that if there is unfair pricing within the State, it will likely be very difficult to prove.

The DOT&PF will administer the study suggested in HCR 36 if the Legislature deems it advisable. A description of the study is shown on the accompanying fiscal note.

For further information call Susan Fleischhauer at 465-3900.

to make a preliminary recommendation as to the justification for any higher fares if the comparison indicates substantially higher fare costs within Alaska.

The study will identify if there are any state or federal laws regarding air fares that intrastate carriers may be violating and will identify options for legislative action if the study results indicate action is advisable.

ASSUMPTIONS:

1-3 are same

4. Consultant will not do any on-site inspections of airline operations. Instead, they will rely on any information airlines will divulge.

Cost Breakdown:

DOT&PF Costs for Consultant Selection	\$1,500
Travel for Selection Committee	
Graphics, Reproduction and Mail	
for Statement of Interest and RFP	500
	<u>\$2,000</u>

Consultant:

Staff time 45 days @ \$120.00/hr.	43,200
Graphics and Clerical for Report	3,000
Travel and Per Diem Allowance	1,800
	<u>\$48,000</u>

Total DOT&PF and Consultant Cost = \$50,000

Summary of Passengers on the OAG
As published in the OAG

MAY 1983
MAY 1983

1983
May 29
1985

Page 1 of 9

HUB	CARRIER	FARE	FARE	INCREASE	%	great circle miles	PER mile
ADAK ISLAND	ANC	RV	379.00	419.00	40.00	1192	.35
ANJIK	ADD	KO	53.48	55.00	1.52	84	.65
ANIACHAK	BET	W3 WC	19.00	19.55	.55	16	1.23
ANIACHAK	BFT	K5 WC	19.00	19.55	.55	22	.88
ANUTAK	CDB	RV	75.50	84.00	11.50	143	.58
ALAKANUK	KSM	WC	45.00	49.00	4.00	61	.80
ALEKHAGIK	DLG	HY	21.00	21.60	.60	17	1.37
ALLAKAKET	BTT	WC XG	28.00	31.88	3.88	40	.79
ANBLER	OTZ	XV WC	60.00	61.70	1.70	130	.47
ANICHITKA	NO SERVICE REQUIRED UNDER EAS						
ANOOK BAY	ADQ	KO	32.10	33.00	.90	54	.61
ANAKTUVUK PASS	ATT	XG WC	59.00	70.00	11.00	85	.82
ANJAK	ANC	WC	132.00	143.00	11.00	318	.44
ANJODON	JNV	HA AS	53.00	57.00	4.00	59	.76
ANNETTE IS. (METLAKATLA)	KTN	AS KN	25.00	25.00	0	27	1.13
ANVIK	ANI	WC	56.00	61.00	5.00	77	.79
ARCTIC VILLAGE	FYU	XG WC	59.00	61.00	2.00	108	.56
ATKA ISLAND	NO SERVICE REQUIRED UNDER EAS						
ATNAUTLUAK	BET	K5 WC	19.00	19.55	.55	16	1.23
ATTU ISLAND	ANC	RV	147.00	159.00	12.00	503	.31
BARROW/PT. BARROW	FAT	XG WC	99.00	100.00	1.00	386	.25
BARTER ISLAND (KAKTOVIK)	FAT	XG WC	54.00	69.00	15.00	108	.63
BEAVER	FAT	K5 WC	95.00	97.92	2.92	399	.24
BETHEL	FAT	XG WC	72.00	75.00	3.00	179	.41
BETTLES	NO SERVICE REQUIRED UNDER EAS						
BIG LAKE	NO SERVICE REQUIRED UNDER EAS						

395.00 Reserve
50.00
84.00
49.00
20.00
57.00
134.00
60.00
15.00
25.00
250.00
134.00
87.00
1.17

May Fare Survey

1983
\$
per
mile

great
circle
miles

%
INCREASE

\$
INCREASE

MAY
1983
FARE

MAY
1982
FARE

CARRIERS

HUB

LOCATION	CODE	CODE	CARRIERS	MAY 1982 FARE	MAY 1983 FARE	\$ INCREASE	% INCREASE	great circle miles	1983 \$ per mile
JIRCI CREEK	KBC	FYU	XG WC	26.25	34.00	7.75	29.52	27	1.25
JOSWELL BAY	ROW	CDV	Robinson OAG						
JREVIC MISSION	KTS	OME	XY WC	45.00	46.30	1.30	2.88	64	.72
JUCKLAND	BKC	OTZ	XY WC	40.00	41.15	1.15	2.89	75	.54
JUNDLE	CDL	OMF/OTZ	Robinson OAG						
CAPE LISBURNE	LUR	OTZ	XY WC	90.00	82.30	2.30	2.87	165	.49
CAPE NEVENIAX	FHM	BET	K3 WC	59.00	60.70	1.70	2.88	148	.45
CAPE ROMANZOF	CZF	BET	K3 WC	59.00	60.70	1.70	2.88	156	.38
CAPE YAKATACA	CYT	CDV	Robinson OAG						
CENTRAL	CEM	FAT	XG WC	44.00	54.00	10.00	22.72	104	.51
CHALKYITSIK	CTK	FYU	X6 WC	26.25	34.00	7.75	29.52	41	.82
HANDALAR	WCR	BTT	Robinson OAG						
JATHAN	CYM	JNU	Robinson OAG						
JIERNOFSKI	KCN	DUT	Robinson OAG						
JIEVAK	VAK	BET	K3 WC	52.00	53.48	1.48	2.84	136	.37
JICKEN	CXX		Robinson OAG						
JILFORNAK	CYF	BET	K3 WC	42.00	43.20	1.20	2.85	90	.48
JILIGNIK	KCG	PTH							
JILIGNIK LAKE	KCE	PTH	Robinson OAG						
JILIGNAK LAGOON	KCL	PTH							
JISANA	CZU	CDV	Robinson OAG						
JITINA	CXC	CDV							
JIRCLE	CRC	FAT	XG WC	44.00	54.00	10.00	22.72	131	.41
JIRCLE HOT SPRINGS	CHP	FAT	K6 WC	44.00	54.00	10.00	22.72	106	.50
JLARK'S POINT	CLP	DLG	XY KO	21.00	21.60	.60	2.85	14	1.54
JLUD DAY	CDB	ANC	RV	256.00	283.00	27.00	10.54	621	.45

1983
Great
Circle
per
mile

HUB	HUB	CARRIERS		82	83	INCREASE	%	Great Circle miles	INCREASE	%	FARE	INCREASE	%	Great Circle miles	INCREASE	%	FARE	INCREASE	%	
		FARE	FARE	82	83															
GUSTAVUS	GST	JNU	JF UM	45.00	54.00	9.00	20	41	3.00	7.14	54.00	9.00	16.3	41	1.31	1.09	60.00	6.00	10.0	1.46
BAINES	HNS	JNU	JF	43.00	55.00	12.00	27.90	70	12.00	27.90	55.00	12.00	21.8	70	.78	.85	60.00	6.00	10.0	.93
BANK INLET	HAI	IAID	NOB	OAG																
BAYCOCK	HAY	OMF	NOB	OAG																
BOKATZA (HOG RIVER)	HZA	FAT	NOB	OAG																
HOLY CROSS	HCR	ANT	WC	35.00	39.00	4.00	11.42	43	4.00	11.42	39.00	4.00	10.3	43	.90					
BOHER	HOM	ANC	VC	43.35	44.60	1.25	2.88	117	1.25	2.88	44.60	1.25	2.8	117	.38					
HOONAJI	HMH	JNU	JF SE	37.00	45.00	8.00	21.62	35	8.00	21.62	45.00	8.00	17.8	35	1.28	1.20	60.00	6.00	10.0	1.34
HOOPER BAY	HPB	BET	KS WC	52.00	53.48	1.48	2.84	153	1.48	2.84	53.48	1.48	2.8	153	.34	.38	59.00	5.00	8.5	.39
HUGHES	HUS	GAL	XG WC	61.00	64.00	3.00	4.91	119	3.00	4.91	64.00	3.00	4.7	119	.53	.59	79.00	7.00	8.9	1.66
MUSLIA	HSL	GAL	XG WC	35.00	39.00	4.00	11.42	69	4.00	11.42	39.00	4.00	10.3	69	.56	.56	45.00	4.00	8.9	1.65
INDADURG	HYG	KTN	KN AS	53.00	55.00	2.00	3.77	47	2.00	3.77	55.00	2.00	3.7	47	1.19	-	45.00	4.00	8.9	1.65
ICY BAY	ICY	CDV	NOB	OAG																
GIUCIG	IGG	AKN	NOB	OAG																
ILLIANA	ILT	ANC	NOB	OAG																
IVANOFF BAY	KIT	PTH	NOB	OAG																
KAKE	KAE	PSG	AS/NOB	41.00	44.28	3.28	8	40	3.28	8	44.28	3.28	7.4	40	1.10					
KALAKAKET	KAE	NO SERVICE	REQUIRED	UNDER	EAS															
KALSICAC	KLG	ANI	WC	24.00	28.00	4.00	16.66	26	4.00	16.66	28.00	4.00	14.3	26	1.07					
KALTAC	KAL	GAL	XG WC	35.00	39.00	4.00	11.42	61	4.00	11.42	39.00	4.00	10.3	61	.63	.63	45.00	4.00	8.9	1.65
KARLUK	KYK	ADQ	NOB	36.94	37.99	1.05	2.84	74	1.05	2.84	37.99	1.05	2.8	74	.51	.51	50.00	5.00	10.0	.58
KENAI	ENB	ANC	KS/WC VE/VC	20.00	20.57	0.57	2.85	60	0.57	2.85	20.57	0.57	2.8	60	.55	.55	37.00	3.00	8.1	1.65
KETCHIKAN	KTN	SEA	AS	149.00	154.00	5.00	3.35	679	5.00	3.35	154.00	5.00	3.3	679	.22	.22	184.00	18.00	9.8	3.7
KIANA	IAN	OTZ	XY WC	40.00	41.5	1.5	3.75	59	1.5	3.75	41.5	1.5	3.6	59	.69	.83	40.00	4.00	10.0	1.68
KOOC COVE	KVC	COB	RV	38.00	42.00	4.00	10.52	19	4.00	10.52	42.00	4.00	9.5	19	2.21					
KOONUK	KPN	BET	KS WC	42.00	43.20	1.20	2.85	96	1.20	2.85	43.20	1.20	2.8	96	.45	.50	42.00	4.00	9.5	1.65

Great Circle Miles & Per mile

Increase %

Fare 83

Fare 82

Carrier

Hub

Origin	Destination	Carrier	Fare 82	Fare 83	Increase %	Great Circle Miles	Per mile	Remarks
KITOI BAY	KKB	ADQ	21.40	22.00	2.80	31	.70	3400 ⁰⁰ delay 1.10
KIVALINA	KVL	OTZ	50.00	51.13	2.26	78	.65	
KLAROCK	KLW	KTN	53.00	55.00	3.77	58	.94	50 ⁰⁰ 85 AT TREE 31
KOBUK	OBV	OTZ	65.00	66.85	2.84	156	.42	
KOLICANEK	KCK	DLG	35.00	36.00	2.85	69	.52	
KONGICANAK	KKH	BET	42.00	43.20	2.85	76	.56	
KOTLIK	KOT	KSM	56.00	61.00	8.92	68	.89	61 ⁰⁰ Newmans .90
KOYUK	KKA	OME	75.00	77.11	2.85	130	.59	
KOYUKUK	KYU	GAL	27.00	28.00	3.70	25	1.08	32 ⁰⁰ Konaide 1.28
KHETHLUK	KWT	BET	19.00	19.55	2.89	13	1.50	
KWIGILLINGOK	KWK	BET	42.00	43.20	2.85	80	.54	48 ⁰⁰ Alaska 6.00
KWIGUK (EPMONAK)	EMK	KSM	45.00	49.00	8.89	63	.77	49 ⁰⁰ Newmans 78
KWIMAGAK/QUINHAGAK	KWQ	BET	34.00	34.97	2.91	71	.49	
LAKE MINCHINA	LMA	FAZ	48.00	69.90	2.79	148	.47	75 ⁰⁰ Konaide .51
LARSEN BAY	KLN	ADQ	44.72	46.00	2.86	58	.79	40 ⁰⁰ Alaska 1.11
LAZY BAY/ALITAK	ALZ	ADQ	53.48	55.00	2.84	89	.61	74 ⁰⁰ Alaska .83
LEVELOCK	KLL	AKN	50.00	51.43	2.86	31	1.65	40 ⁰⁰ Peninsula 1.29
MANLEY HOT SPRINGS	MLY	FAT	30.00	37.00	2.33	83	.44	
MANOKOTAK	KMO	DLG	21.00	21.60	2.85	20	1.08	20 ⁰⁰ YUTE 1.00
MARSHALL/FORTUNA LEDGE	FTL	BET	48.00	49.37	2.85	75	.65	
MAY CREEK	MYK	CDV	56.00	55.00	-1.78	-	-	
MCCARTHY	MYX	CDV	0 AG	0 AG	-	-	-	.38
MCCRATH	MCG	ANC	79.00	73.00	-7.59	221	.33	84 ⁰⁰ Alaska 6.15 10.00
MEDFRA	MDR	MCG	0 AG	0 AG	-	-	-	
MORRYUK	MDR	MCG	52.00	53.48	2.74	151	.34	5900 .38

HUB	CARRIERS	82 FARE	83 FARE	INCREASE	% INCREASE	great circle miles	4 per mile
HINTO	XG WC	37.00	33.90	3.00	11.11	39	.86
NOSER BAY	NO	53.48	55.00	1.52	2.84	64	.85
MOUNTAIN VILLAGE	WC	24.00	28.00	4.00	16.66	14	7.00
NAKEEN	REQUIRED UNDER EAS						
NAKNEK	NO	19.00	19.55	.55	2.89	11	1.77
NAPAKIAK	WC	21.00	21.00				1.90
NAPASKIAK	WC	21.00	17.55	3.55	2.89	6	3.25
NERKA LAKE	REQUIRED UNDER EAS						
NEW STUYAHOK	XY KO	20.00	20.57	.57	2.85	50	.41
NEWTONK	KJ WC	42.00	43.20	1.20	2.85	96	.45
NOATAK	XY WC	40.00	41.15	1.15	2.87	48	.85
NOORVIX	XY WC	35.00	36.00	1.00	2.85	43	.83
NORTH DUTCH ISLAND	REQUIRED UNDER EAS						
NORTHEAST CAPE	REQUIRED UNDER EAS						
NULATO	XG WC	24.00	27.00	3.00	12.50	34	.79
NUNAPITCIUK	KJ WC	21.00	19.55	1.55	2.89	23	.85
NYAC	NO	19.00	21.00	2.00	10.53		
OLD HARBOR	KO	36.95	38.00	1.05	2.84	49	.77
OLGA BAY	NO	53.48	55.00	1.52	2.84	77	.71
OUZINKIE	KO	14.58	15.00	.42	2.88	11	1.36
PARKS	KO	44.72	46.00	1.28	2.84	57	.71
PEDERSON POINT	REQUIRED UNDER EAS						
PELICAH CITY	IN AS	63.00	68.00	5.00	7.93	167	1.01
PERRYVILLE	NO	20.00	21.00	1.00	5.00		
PETERSBURG	AS	62.00	67.00	5.00	8.06	123	.54
PILOT POINT	KJ KO	40.00	42.30	2.30	5.75	84	.97

P. 011

48°00' ALASKA 50
40°00' Alaska .83
35°00' Alaska .81
32°00' Alaska .94
30°00' Alaska .61
66°00' Alaska .36
20°00' Alaska 1.81
60°00' Alaska 1.05
72°00' Alaska 1.07
80°00' Alaska 1.55

Pay Fare Survey

1983
\$
per
mile

Great
Circle
miles

INCREASE
%
INCREASE

\$

82 83

CARRIERS

HUB

MAP 14 '86 10:55 DOT DEPUTY COMMISSIONER BUCH

PILOT STATION	PQS	KSM	CARRIERS	82 FARE	83 FARE	INCREASE \$	INCREASE %	Great Circle miles	1983 \$ per mile	Altitude
PLATINUM	PTU	BET	UIC	24.00	28.00	4.00	16.66	16	1.75	2800
			K3 UIC	48.00	49.57	1.57	3.25	123	.40	5500
			XY UIC	56.00	55.00	-1.00	-1.78		.44	ALASKA
POINT HOPE	PHO	OTZ	XY UIC	65.00	66.85	1.85	2.84	150	.44	7000
			WC	75.00	84.00	9.00	12		.56	Alaska
POINT LAY	PIZ	BRW	GC	114.48	6C	-	-	180	.63	13000
			WC	114.48						CAPE SMITH
PORCUPINE CREEK	PCK	BTT	UIC	20.00	21.60	1.60	8	28	.77	
			RO	18.47						
PORTAGE CREEK (UCSONOKLE)	PCA	DLG	UIC	23.33	24.00	.67	2.87	24	1.00	2900
			RO							Alaska
PORT BAILEY	KPY	ADO	KO	192.00	212.00	20.00	10.41	424	.50	21200
PORT HEIDEN	PTH	ANC	RV	20.40	21.00	.60	2.94	16	1.31	2000
PORT LIONS	ORI	ADQ	KO	NO SERVICE	UNDER EAS					
PORT MOLLER										
PORT WILLIAMS	WPR	ADO	KO	37.92	39.00	1.08	2.84	47	.82	5100
PRUDHOE BAY (DEADHORSE)	PVO	ANC	WC/AS	192.00	211.00	19.00	9.89	631	.33	25700
			K3/4Y	21.00	4Y 21.60	.60	2.85	12	1.80	AS
QUEEN	UOF	DLG	X6 UIC	44.00	54.00	10.00	22.73	82	.65	28400
RAMPART	RMP	FAI	UIC	50.00	54.00	4.00	8			BE
RED DEVIL	RDV	ANT	UIC	37.00	41.00	4.00	10.81	73	.56	
RUBY	RBY	GAL	X6 UIC	24.00	31.00	7.00	2.00	44	.70	3500
RUSSIAN MISSION	RSH	BET	K3 WC	48.00	49.37	1.37	2.85	71	.69	5500
SAGINAW BAY	SGW	PSG	No	Regulation						
ST. GEORGE	SNG	AKN	No	Regulation						
ST. MARY'S	KSM	ANC	WC	147.00	159.00	12.00	8.16	442	.35	19200
ST. MICHAEL	SMK	UNK	WC	35.00	38.00	3.00	8.57	47	.80	Alaska
ST. PAUL ISLAND	SAP	ANC	RV	354.00	392.00	38.00	10.73	767	.51	39200
SAND POINT	SOP	ANC	RV	245.50	272.00	26.50	10.79	557	.48	27000
SAN JUAN/UCANIK	UGI	ADQ	KO	21.40	31.00	9.60	44.85	31	1.00	4000
SARICIEF/SCOTCH CAP	CSH	CQB	UIC	68.00	76.00	8.00	11.76			
SAVOONCA	SVA	OME	XY UIC	69.94	102.00	32.06	45.84	162	.43	7000

Pay Fare Summary

1983
Apr
mi.le

Great
Circle
miles

\$
INCREASE
%
INCREASE

82 83
FARE FARE

CARRIERS
HUB

SCADRON DAY	HUB	CARRIERS	82 FARE	83 FARE	\$ INCREASE	% INCREASE	Great Circle miles	1983 Apr mi.le
SCADRON DAY	SCM	KS WC	52.00	53.48	1.48	2.84	145	.36
SELANTX	WLK	XY WC	40.00	41.15	1.15	2.87	74	.55
SIAGELUX	SHX	WIC	56.00	61.00	5.00	8.92	77	.79
SIAXTOOLIK	OME	XY WC	75.00	77.14	2.14	2.85	130	.59
SHELDON POINT	SXP	WIC	45.00	49.00	4.00	8.88	59	.83
SIHEYA ISLAND	SYA	RV	510.50	565.00	54.50	10.67	1456	.38
SHISHIMAREF	SHH	XY WC	58.00	59.60	1.60	2.86	122	.48
SHURCNAK	SHG	XY WC	40.00	41.70	1.70	2.83	148	.41
SITKA	SIT	AS	50.00	54.00	4.00	8	95	.56
SITKINAK		REQUIRED UNDER EAS						
SKACWAY	SGY	SE SE	48.00	65.00	17.00	35.41	81	.80
SKWENTIA	SKW	NO SERVICE						
SLEETHUTE	SLQ	WIC	37.00	41.00	4.00	10.81	78	.53
SOLOMON	SOL	NO SERVICE						
SOUTH NAKNEK	USAI	KS WC	30.00	30.80	.80	2.66	13	2.37
STEBBINS	WBB	WIC	35.00	39.00	4.00	11.42	52	.75
STEVENS VILLAGE	SVS	XG WC	44.00	54.00	10.00	22.72	90	.60
STONY RIVER	SRV	WIC	41.00	45.00	4.00	9.75	98	.45
TAKOTNA	TCT	WIC	24.00	28.00	4.00	16.66	15	1.86
TANANA	TAL	XG WC	32.00	35.00	3.00	9.37	127	.27
TATALINA	TLT	WIC	24.00	28.00	4.00	16.66	13	2.15
TATITILEK	TEK	NO SERVICE						
TAYLOR		REQUIRED UNDER EAS						
TELLER	TLA	XY WC	45.00	46.30	1.30	2.88	59	.78
TEENAKEE (TEENAKEE SPRINGS)	THE	AS/1H	42.00	45.00	3.00	7.14	50	.90
TEOROK DAY	KTY	KO	27.23	28.00	.67	2.46	26	1.07

1983 GREAT Circle Miles PER MILE

HUB	CARRIERS	P2 FARE	83 FARE	INCREASE	% INCREASE	GREAT Circle Miles	PER MILE
TIKCIK LAKE	ON DEMAND						
TIN CITY	XY WC	60.00	61.70	1.70	2.83	103	.59
TOCIAK	YY XO	35.00	36.00	1.00	2.85	67	.53
TOKSOOK	K3 WC	42.00	43.20	1.20	2.85	113	.38
TULUKSAK	K3 WC	24.00	24.70	.70	2.91	36	.68
TUNTATULLAK	K3 WC	22.00	22.63	.63	2.86	41	.55
TUNUNAK	K3 WC	42.00	43.20	1.20	2.85	118	.36
THIN HILLS	K3	35.00	36.00	1.00	2.85	63	.57
UCANIK	SEE SAN JUAN						
UCASHIK	AKN	80.00	82.30	2.30	2.87	86	.95
UHLAT	FAI	140.00	140.00				
UPSAK ISLAND (NIKOLSKI)	RV	140.00	155.00	15.00	10.71	294	.52
UNALASKEET	ANC	140.00	152.00	12.00	8.57		.38
UTOPLA	GAL	70.00	75.00	5.00	7.14	128	.60
VALDEZ	ANC	68.00	70.00	2.00	2.94	125	.56
VENETIE	FYU	26.25	34.00	7.75	29.52	45	.75
WAINWRIGHT	BRW	45.00	69.00	24.00	53.33	87	.79
WALES	OME	60.00	61.70	1.70	2.83	109	.56
WEST POINT	ADQ	30.14	31.00	.86	2.85	39	.79
WHITE MOUNTAIN	OME	45.00	46.30	1.30	2.88	67	.74
WISEMAN	FRT	NOT IN OAC	126.00			190	.66
WOOD RIVER	ON DEMAND						
WRANGELL	JNU	69.00	75.00	6.00	8.69	154	.49
YAKUTAT	ANC	79.00	107.00	28.00	35.32	372	.28
ZACHAR BAY	ADQ	40.83	42.00	1.17	2.86	47	.85

FEB 13 1986

*
* DELIVER TO: JFOM *
* *
* ORIGINAL *
* SENT: 02/11/86 TIME: 16:14 *
* FROM: LIODLG *
* SUBJECT: PUBLIC OPINION MESSAGE *
* PRINT DATE: 02/11/86 TIME: 16:15 *
* *

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, MARROU, PIGNALBERI, SCHULTZ

SENATOR ZHAROFF

FROM: JUDITH MORRIS, BOX 255, KING SALMON, AK. 99613
PHONE 246-3469

RE: HCR 36, AIRLINE TRAVEL

REQUEST YOUR CONSIDERATION OF HCR 36. AIR TRANSPORTATION COSTS TO RURAL ALASKA CONTINUE TO RISE. RARELY ARE WE ABLE TO TAKE ADVANTAGE OF PRICE WARS OR SPECIAL FARES. WE HAVE NO ALTERNATE MEANS OF TRANSPORTATION. I WOULD LIKE TO KNOW WHY, AND IF THESE FARES ARE NECESSARY.

EOM

*
* DELIVER TO: JPOM
*
* ORIGINAL
* SENT: 02/11/86 TIME: 16:02
* FROM: LICDLG
* SUBJECT: PUBLIC OPINION MESSAGE
* PRINT DATE: 02/11/86 TIME: 16:02
*

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS
FURNACE, MARROU, PIGNALBERI, SCHULTZ
SENATOR ZHAROFF

FROM: FAY YOAS, BOX 398, KING SALMIN, AK. 99613
PHONE 246-3321

FEB 13 1986

RE: HCR 36, AIRLINE TRAVEL

INTRASTATE RATES ARE SO HIGH. I HOPE THEY CAN BE LOWERED.

EOM

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, MARROU, PIGNALBERI, SCHULTZ
SENATOR ZHAROFF

FROM: DOREEN WILLIAMS, BOX 233, KING SALMON, AK. 99613
PHONE 246-3403

RE: HCR 36, AIRLINE TRAVEL

AT THE PRESENT AIR FARES, WE IN THE BUSH CAN'T AFFORD NECESSARY
TRIPS TO OTHER TOWNS IN THE STATE.

EOM



FEB 13 1986

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* DELIVER TO: JPOH *
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* ORIGINAL *
* SENT: 02/11/86 TIME: 15:57 *
* FROM: LIODLG *
* SUBJECT: PUBLIC OPINION MESSAGE *
* PRINT DATE: 02 .1/86 TIME: 15:57 *
*

TO: HOUSE TRANSPORTATION COMMITTEE MEMBER:
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS
FURNACE, HERRMANN
MARCROU, PIGNALBERTI, AND SHULTZ

SENATOR ZHAROFF

FROM: SHIRLEY CHAPMAN, P.O. BOX 442, KING SALMON, AK. 99613
PH 246-4442

RE: HCR 36: AIRLINE TRAVEL

AIRLINE RATES ARE SO HIGH MOST PEOPLE IN THE BUSH AREAS CAN'T AFFORD THEM.

EOM

* ORIGINAL
* SENT: 02/11/86 TIME: 10:14
* FROM: LIODLG
* SUBJECT: PUBLIC OPINION MESSAGES
* PRINT DATE: 02/11/86 TIME: 10:21
*

9

FEB 12 1986

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, MARROU, PIGNALBERI, SCHULTZ

SENATOR ZHAROFF

FROM: DUANE DURAND, BOX 358, KING SALMON, AK. 99613

RE: HCR 36, AIRLINE TRAVEL

I WOULD LIKE TO EXPRESS MY INTEREST AND SUPPORT FOR HCR36
REGARDING AIRLINE TRAVEL FARES INSIDE ALASKA. THANK YOU.

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, MARROU, HERRMANN, PIGNALBERI
AND SHULTZ

SENATOR ZHAROFF

FROM: PEGGY LOBDELL, BOX 61, KING SALMON AK. 99613

RE: HCR36, AIRLINE TRAVEL

PLEASE SUPPORT AND PASS HCR36. HOPE YOU CAN BEGIN WORK TO LOWER
AIRLINE FARES WITHIN ALASKA. THANK YOU.

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS
FURNACE, HERRMANN,
MARROU, PIGNALBERI AND SHULTZ

SENATOR ZHAROFF

FROM: FLOYD STEELE, KING SALMON, AK. 99613

RE: HB460, OFF ROAD VEHICLES

A KNOWLEDGE AND PERFORMANCE TEST SHOULD BE REQUIRED PRIOR TO
OPERATION OF AN ATV. EDUCATIONAL MATERIAL ON THE SAFE OPERATION
OF THE MACHINE SHOULD BE PROVIDED TO ALL SCHOOL CHILDREN. ATV'S
SHOULD BE TITLED AND REGISTERED TO ASSIST LAW ENFORCEMENT IN
RECOVERING STOLEN ATVS

856

JAN 29 1986

 *
 * DELIVER TO: JFOM
 *
 * ORIGINAL
 * SENT: 01/29/86 TIME: 09:14
 * FROM: DOROTHY LARSON
 * SUBJECT: HCR36-POM
 * PRINT DATE: 01/29/86 TIME: 09:14
 *

TO: HOUSE TRANSPORTATION COMMITTEE
 REPRESENTATIVES CATO, CHAIR, DAVIS, FURNACE
 HERRMANN, MARROU, FIGNALBERI, SHULTZ

 REPRESENTATIVES WALLIS AND THOMPSON

 SENATOR ZHAROFF, ALASKA STATE SENATE

 FROM: LEE HOTCHKISS, BOX 10201, DILLINGHAM, AK. 99576

 RE: HCR36-RELATING TO AIRLINE TRAVEL

PLEASE CONSIDER PASSAGE OF HCR36 TO UNDERTAKE A STUDY OF AIR
 FARES TO RURAL ALASKA, WE LIVING OUT HERE KNOW THE AIR FARES
 CHARGED ARE EXTREMELY HIGH. WHY IS IT CHEAPER TO GO FROM
 ANCHORAGE TO THE LOWER 48 THAN IT IS FOR US TO GET TO ANCHORAGE?

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
 REPRESENTATIVES CATO, CHAIR, DAVIS, FURNACE,
 HERRMANN, MARROU, FIGNALBERI, SHULTZ

 REPRESENTATIVES WALLIS AND THOMPSON

 SENATOR FRED ZHAROFF, ALASKA STATE SENATE

 FROM: MARK LISAC, BOX 2818, DILLINGHAM, AK. 99576

 RE: HCR36-AIRLINE TRAVEL

HOPE THAT YOU WILL CONSIDER HCR36 FAVORABLY. AIRLINE TRAVEL TO
 RURAL AREAS NEEDS TO BE STUDIED AND REASONS GIVEN FOR THE
 DISCREPANCY AND DIFFERENCES IN AIR TRAVEL FROM URBAN TO RURAL
 AREAS VERSUS THE COST OF TRAVEL FROM OUR URBAN CENTERS TO LOWER
 48 AND HAWAII.

JAN 29 1986

 *
 * DELIVER TO: JPOM *
 * *
 * ORIGINAL *
 * SENT: 01/29/86 TIME: 09:05 *
 * FROM: DOROTHY LARSON *
 * SUBJECT: HCR36--POM *
 * PRINT DATE: 01/29/86 TIME: 09:08 *
 * *

TO: HOUSE TRANSPORTATION COMMITTEE
 REPRESENTATIVES CATO, CHAIR, DAVIS, FURNACE
 HERRMANN MARROU, FIGNALBERI, SHULTZ
 REPRESENTATIVES WALLIS AND THOMPSON

SENATOR ZHAROFF, ALASKA STATE SENATE

FROM: DAVE FISHER, BOX 10201, DILLINGHAM, 99576

RE: HCR36, AIRLINE TRAVEL

URGE SUPPORT OF HCR 36 CONCERNING INTRASTATE AIRLINE TRAVEL.
 COST OF TRANSPORTATION TO RURAL AREAS IS PROHIBITIVE COMPARED TO
 TRAVEL OUT OF THE STATE. URGE CONSIDERATION THAT THESE AIR FARES
 BE STUDIED.

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
 REPRESENTATIVES CATO, CHAIR, DAVIS, FURNACE,
 HERRMANN, MARROU,
 FIGNALBERI AND SHULTZ

REPRESENTATIVES WALLIS AND THOMPSON

SENATOR ZHAROFF, ALASKA STATE SENATE

FROM: JOHANNA BOUKER, BOX 241, DILLINGHAM, ALASKA 99576
 - PH 842-5433

RE: HCR36-RELATING TO AIRLINE TRAVEL

IT APPEARS MAJOR STRUCTURAL CHANGES WILL TAKE PLACE AMONG RURAL
 CARRIERS DUE TO DEREGULATION. INSURANCE RATES ARE AT A
 PREMIUM-ONE OF THE CAUSES FOR HIGH FARES. (LOWERING FARES MIGHT
 CONSTITUTE HAZARD TO RURAL TRAVELERS IN CARRIERS ATTEMPT TO SAVE
 ON MAINTENANCE COSTS, ETC..) MAJOR CARRIERS RATES BETWEEN CITIES
 AND BUSH SHOULD BE STUDIED.

JAN 29 1986

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 * DELIVER TO: JFOM *
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 * ORIGINAL *
 * SENT: 01/29/86 TIME: 09:38 *
 * FROM: DOROTHY LARSON *
 * SUBJECT: HCR36-FOM *
 * PRINT DATE: 01/29/86 TIME: 09:39 *
 * *

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
 REPRESENTATIVES CATO, CHAIR; DAVIS, FURNACE,
 HERRMANN, MARROU, PIGNALBERI, AND SHULTZ
 REPRESENTATIVES WALLIS AND THOMPSON
 SENATOR FRED ZHAROFF, ALASKA STATE SENATE

FROM: SHELLEY FARLER, BOX 10018, DILLINGHAM, AK. 99576

RE: HCR36, AIRLINE TRAVEL

PLEASE PASS HCR36 OUT OF YOUR COMMITTEE, AIR FARES ARE EXTREMELY HIGH WHEN TRAVELING FROM RURAL ALASKA TO THE LARGER CITIES. STUDY SHOULD BE CONDUCTED TO DETERMINE WHY THIS IS SO.

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS,
 REPRESENTATIVES CATO - CHAIR, DAVIS, FURNACE,
 HERRMANN, MARROU, PIGNALBERI, SHULTZ
 REPRESENTATIVES WALLIS AND THOMPSON
 SENATOR FRED ZHAROFF, ALASKA STATE SENATE

FROM: KEN HARPER, DILLINGHAM, AK. 99576

RE: HCR36 - AIRLINE TRAVEL

URGE PASSAGE OF HCR36 TO STUDY THE TARIFFS THAT ARE CHARGED RURAL ALASKANS TO TRAVEL. WE PAY HIGH PRICES TO TRAVEL WITHIN THE STATE. WHY IS IT CHEAPER TO TRAVEL TO THE LOWER 48 THAN TO TRAVEL INTRASTATE?

JAN 29 1986

 *
 * DELIVER TO: JPOM
 *
 * ORIGINAL
 * SENT: 01/28/86 TIME: 16:32
 * FROM: DOROTHY LARSON
 * SUBJECT: HCR 36 - POM
 * PRINT DATE: 01/28/86 TIME: 16:54
 *

TO: HOUSE TRANSPORTATION COMMITTEE
 REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
 FURNACE, HERRMANN,
 MARROU, PIGNALBERI, AND
 SHULTZ
 REPRESENTATIVES WALLIS AND THOMPSON

FROM: SOUTHWEST REGION SCHOOLS, DILLINGHAM, AK. 842-5287

RE: HCR 36 - RELATING TO AIRLINE TRAVEL

THE SOUTHWEST REGION BOARD OF EDUCATION SUPPORTS HCR 36 AND FURTHER REQUESTS THAT THE LEGISLATURE INVESTIGATE SOME FORM OF SUBSIDY AS CURRENTLY PRACTICAL WITH STUDENT TRAVEL ON THE STATE FERRY SYSTEM.

AIR TRAVEL IS THE ONLY FORM OF TRANSPORTATION BETWEEN OUR SITES OR MAJOR COMMUNITIES OUTSIDE OF OUR DISTRICT.

IT MAY BE OF INTEREST TO KNOW THAT THE COST OF A ROUND TRIP TICKET TO ANCHORAGE, 300 MILES FROM DILLINGHAM APPROXIMATES THE COST OF A ROUND TRIP TICKET FROM ANCHORAGE TO SAN FRANCISCO, 2,018 AIR MILES.

JAN 29 1986

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* DELIVER TO: JPOM *
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* *
* ORIGINAL *
* SENT: 01/28/86 TIME: 16:30 *
* FROM: JEAN MILLER *
* SUBJECT: POM *
* PRINT DATE: 01/28/86 TIME: 16:53 *
* *

TO: HOUSE TRANSPORTATION COMMITTEE

REPRESENTATIVES CATO, DAVIS, SHULTZ, HERRMANN, FURNACE
PIGNALBERI AND MARROU

FROM: DR. LEROY OWENS
SUPERINTENDENT, ALEUTIAN REGION SCHOOL DISTRICT
640 WEST 36TH, SUITE 3
ANCHORAGE, AK 99503 PHONE: 562-2924

SUBJECT: HCR 36 - INTRASTATE TRAVEL

THE ALEUTIAN REGION SCHOOL DISTRICT SUPPORTS THE ATTENTION OF HCR 36 TO INVESTIGATE THE RATE CHARGE FOR INTRASTATE TRAVEL. RATE INCREASES HAVE RESTRICTED THE ABILITY OF RURAL DISTRICT TO OPERATE EFFECTIVELY. SEVERAL RURAL DISTRICTS ARE INVOLVED IN AN ATTEMPT TO NEGOTIATE THEIR RATES FOR REQUIRED DISTRICT TRAVEL. THIS EFFORT COULD BE GREATLY AIDED BY PASSAGE OF HCR 36.

*
* DELIVER TO: JPOM

* ORIGINAL

* SENT: 01/28/86 TIME: 16:42

* FROM: DOROTHY LARSON

* SUBJECT: HCR 36 - POM

* PRINT DATE: 01/28/86 TIME: 16:54

*

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVES CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, HERRMANN,
MARROU, PIGNALBERI, AND SHULTZ
REPRESENTATIVES WALLIS AND THOMPSON

FROM: NORMAN ANDERSON, BOX 112 NAKNEK, AK. 99633

RE: HCR 36, RELATING TO AIR TRAVEL INTRASTATE

I WISH TO EXPRESS MY VIEWS ON HCR36. TRANSPORTATION COSTS IN THE BRISTOL BAY AREA ARE AT AN ALL TIME HIGH. ALTHOUGH WE ARE ENJOYING A REDUCED FARE PRESENTLY, THIS IS A TEMPORARY AND TIMELY FIXED RATE. IN A COUPLE OF WEEKS, WE AGAIN, WILL HAVE TO PAY THE INFLATED SCHEDULED RATES WHICH, FIRSTLY MAKES TRAVEL BY SMALL CHARTER AIRLINES MORE ATTRACTIVE WHICH IS PLACING MORE OF A RISK TO TRAVELERS. SMALL PLANES ARE MORE SUSCEPTIBLE TO THE HARSH WEATHER AND TERRAIN CONDITIONS BETWEEN THE ANCHORAGE AND BRISTOL BAY AREA.

SECONDLY, TRAVEL BETWEEN ANCHORAGE AND OUR AREAS IS COMPARED TO TRAVEL COAST TO COAST OUTSIDE. MANY PEOPLE ARE LIMITED TO TRAVEL OUTSIDE THE METROPOLITAN AREA BECAUSE OF THE HIGH COST OF AIRFARE LIMITING THE AVAILABILITY AND ACCESS TO LESS EXPENSIVE PRODUCTS FORCING US TO PAY THE HIGH COST LOCALLY. WE ARE A CAPTIVE AUDIENCE AND AT THE MERCY OF THESE AIR PIRATES.

TO: HOUSE TRANSPORTATION COMMITTEE
REPRESENTATIVE CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, HERRMANN, MARROU
PIGNALBERI, SHULTZ

REPRESENTATIVES WALLIS AND THOMPSON

FROM: BILLIE BENEDICT, BOX 10019, DILLINGHAM, AK.

RE:

I WOULD LIKE TO FULLY SUPPORT REPRESENTATIVE HERRMANN'S, THOMPSON'S AND WALLIS' LEGISLATION FOR LOOKING INTO AIR FARES TO RURAL ALASKA AREAS. IN CHOOSING TO LIVE IN ISOLATION, WE WERE AWARE OF THE SACRIFICES. HOWEVER, THE HIGH AIR FARES ARE NOT ONLY AN INCONVENIENCE WHICH PREVENTS US FROM TAKING VACATION OUTSIDE OUR AREA, BUT MOST OF US LEFT FAMILIES BEHIND FROM WHOM WE ARE CUT OFF. ALSO, CONSIDER THE COST TO THE STATE FOR THESE AIR FARES WHEN STATE WORKERS AND WORKERS FROM STATE FUNDED ORGANIZATIONS TRAVEL. THE COST IN OUR COMMUNITY ALONE IS INCREDIBLE. I WOULD LIKE TO SEE SOMETHING POSITIVE DONE TO INCLUDE US IN THE REST OF THE WORLD.

JAN 29 1986

*
* DELIVER TO: JPOM
*
* ORIGINAL
* SENT: 01/28/86 TIME: 16:14
* FROM: DOROTHY LARSON
* SUBJECT: HCR 36 FOM
* PRINT DATE: 01/28/86 TIME: 16:40
*

TO: HOUSE TRANSPORTATION COMMITTEE MEMBERS
REPRESENTATIVES CATO, CHAIR, REPRESENTATIVES DAVIS,
FURNACE, HERRMANN, AND MARROU,
PIGNALBERI AND SHULTZ

REPRESENTATIVES WALLIS AND THOMPSON

SENATOR FRED ZHAROFF, ALASKA STATE SENATE

FROM: SUE FLENSBURGER, BOX 174, DILLINGHAM, AK., 842-2666

RE: HCR36-RELATING TO AIRLINE TRAVEL

BRISTOL BAY REGION IS ACCESSIBLE TO THE REST OF ALASKA BY AIR AND WATER ONLY. THE COMMERCIAL AIRLINES SERVING OUR REGION HAVE EXCESSIVE FARES CREATING AN ECONOMIC HARDSHIP. AN AUTHORIZED INVESTIGATION INTO THIS SITUATION IS WARRANTED. A MEANS OF ALLEVIATING INSURANCE PROBLEMS FOR AIR TAXIS ALSO DESERVES CONSIDERATION AND ATTENTION.

JAN 29 1986

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* DELIVER TO: JPOM
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* ORIGINAL
* SENT: 01/28/86 TIME: 16:06
* FROM: LIKOD
* SUBJECT: KODIAK POM
* PRINT DATE: 01/28/86 TIME: 16:32
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TO: REPRESENTATIVES CATO, DAVIS, FURNACE, HERRMANN, MARROU, PIGNALBERI, SHULTZ

FR: NANCY GROSS, MANAGER
CITY OF UNALASKA
P.O. BOX 89
UNALASKA, ALASKA 99685
PH: 581-1251

RE: HCR 36 - INTRASTATE AIRLINE TRAVEL

UNALASKA SUPPORTS HCR 36. THREE CARRIERS NOW SERVE US AND THE TICKETS HAVE GONE UP. WE WOULD LIKE TO KNOW WHY.

JAN 29 1986

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 * DELIVER TO: JPOM *
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 * ORIGINAL *
 * SENT: 01/28/86 TIME: 15:01 *
 * FROM: DOROTHY LARSON *
 * SUBJECT: POM - HCR 36 *
 * PRINT DATE: 01/28/86 TIME: 15:02 *
 * *

TO: HOUSE TRANSPORTATION COMMITTEE
 REPRESENTATIVES CATO, DAVIS, FURNACE, HERRMANN,
 MARROU, PIGNALBERI, SHULTZ

FROM: IDA APOKEDAK, PRESIDENT, EXECUTIVE COMMITTEE,
 BRISTOL BAY AREA HEALTH CORPORATION, DILLINGHAM,
 ALASKA 99576
 PHONE - 842-5201

RE: HCR 36, RELATING TO INTRASTATE AIRLINE TRAVEL

THE EXECUTIVE COMMITTEE OF THE BRISTOL BAY AREA HEALTH CORPORATION MET TODAY AND VOTED BY RESOLUTION TO SUPPORT HCR 36 RELATING TO THE HIGH COST OF AIRLINE TRAVEL IN RURAL AREAS. WE HOPE THAT SOMETHING CAN BE DONE TO LOWER AIRFARES. PLEASE PASS HCR 36. OTHER MEMBERS OF THE EXECUTIVE BOARD ARE JOHN MARK, ANDREW WASSILLIE AND ALVIN BOSKOFKY.

JAN 29 1986

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* DELIVER TO: JPOM
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* ORIGINAL
* SENT: 01/28/86 TIME: 15:46
* FROM: DOROTHY LARSON
* SUBJECT: HCR36 POM
* PRINT DATE: 01/28/86 TIME: 15:47
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TO: HOUSE TRANSPORTATION COMMITTEE
 REPRESENTATIVE CATO, CHAIR
 REPRESENTATIVES DAVIS, FURNACE, HERRMANN, MARROU,
 PIGNALBERI AND SHULTZ

REPRESENTATIVES WALLIS AND THOMPSON

SENATOR ZHAROFF, ALASKA STATE SENATE

FROM: CARLOS TENIENTE, BOX 34, ADAK, ALASKA, FPO
 SEATTLE 89791

RE: HCR36, RELATING TO AIRLINE TRAVEL

URGE YOUR POSITIVE CONSIDERATION AND PASSAGE OF HCR36. AIRLINE TRAVEL IS AN AREA OF GREAT CONCERN TO THOSE OF US IN THE RURAL AREAS AND THOSE WHOSE PRIAMRY MODE OF TRAVEL IS BY AIR CARRIER AND QUITE COSTLY. THANK YOU.

JAN 29 1986.

*

TO: HOUSE TRANSPORTATION COMMITTEE
REPS. CATO, DAVIS, SHULTZ, HERRMANN, FURNACE, PIGNALBERI,
MARROU
AND REP. HERRMANN
FROM: LAMAR COTTEN/CITY OF SAND POINT, BOX 177, SAND POINT,
AK, 99661, 383-2696
SUBJECT: HCR 36, INTRASTATE AIRLINE INDUSTRY

CITY OF SAND POINT SUPPORT THE EFFORTS OF REP. HERRMANN AND OTHERS TO ANALYZE AND DETERMINE THE HIGH COST OF INTRA STATE TRANSPORTATION AND RECOMMEND THAT THE TRANSPORTATION COMMITTEE INVESTIGATE THIS MATTER.

*

TO: HOUSE TRANSPORTATION COMMITTEE
REPS. CATO, DAVIS, SHULTZ, HERRMANN, FURNACE, PIGNALBERI,
MARROU
AND REP. HERRMANN
FROM: LAMAR COTTEN/CITY OF KING COVE, KING COVE, AK 99612
SUBJECT: HCR 36, INTRASTATE AIRLINE INDUSTRY

CITY OF KING COVE SUPPORT THE EFFORTS OF REP. HERRMANN AND OTHERS TO ANALYZE AND DETERMINE THE HIGH COST OF INTRA STATE TRANSPORTATION AND RECOMMEND THAT THE TRANSPORTATION COMMITTEE INVESTIGATE THIS MATTER.

Introduced: 5/9/85
Referred: Transportation
and Finance

BY HERRMANN, WALLIS AND
THOMPSON

1 IN THE HOUSE

2

HOUSE CONCURRENT RESOLUTION NO. 36

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

Relating to intrastate airline travel.

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

7

WHEREAS intrastate air travel is an essential and often the only
8 effective means of transportation in rural areas of the state; and

9

WHEREAS competitive market forces in many other states has caused a
10 decline in commercial air fares; and

11

WHEREAS these same competitive forces have not caused a ^{significant} decline in
12 air fares, ^{offered by the major carriers for travel to and from} ~~in the~~ rural areas of the state; and

13

WHEREAS the cost of air travel, ^{to and from} ~~in~~ rural areas of the state has become
14 prohibitively expensive; and

15

WHEREAS the high cost of ^{air travel to and from Alaska} ~~air travel~~ has the appearance of
16 profiteering and may constitute a violation of state or federal law;

17

BE IT RESOLVED by the Alaska State Legislature that the Governor is
18 respectively requested to direct the Department of Transportation and
19 Public Facilities, and the Department of Commerce and Economic Development
20 to jointly investigate the tariffs charged by ^{major air carriers serving} ~~rural air carriers in the~~
21 state; and be it

22

FURTHER RESOLVED that the results of the investigation and in parti-
23 cular recommendations for action by the legislature be reported to the

24

~~Second~~ Session of the ^{First} ~~Fourteenth~~ ^{15th} Legislature by January 31, 1986 ⁷

SB 356 cont'd

Senator Kelly moved and asked unanimous consent that CS FOR SENATE BILL NO. 356 (FIN) am be held until May 5. Without objection, it was so ordered and the bill will be on the May 5 calendar in third reading on reconsideration.

CITATIONS

Honoring - Alaska State Elks Association - Know
Your State Government Program
by Representatives Cato, Marrou, Thompson, Cotten,
Uehling, Martin and Navarre
Senators: Bennett, Ziegler, Sturgulewski, Zharoff,
Eliason, Fahrenkamp, DeVries, Rodey, Halford,
Paul Fischer, Kerttula, Vic Fischer and Abood

Senator Halford moved and asked unanimous consent that the citation calendar be adopted. Without objection, the citation was adopted and referred to the Secretary for transmittal.

UNFINISHED BUSINESS

HCR 36 *file*

Senator Zharoff, Chairman, moved and asked unanimous consent that the Labor and Commerce Committee referral on CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) (intrastate airline travel) be waived. Without objection, it was so ordered.

CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) was referred to the Rules Committee.

Senator Halford moved and asked unanimous consent that a letter of thanks be sent on behalf of the State Senate to the City and Borough of Juneau for the certificates of appreciation and flowers. Without objection, it was so ordered.

ANNOUNCEMENTS

Senator Sackett, Co-Chairman, moved and asked unanimous consent that the five-day notice and publication requirements be waived for the Finance Committee meeting on May 3 to consider CS FOR HOUSE BILL NO. 500 (FIN) (making appropriations for the operating and loan program expenses of state government; efd) (budget)). Without objection, it was so ordered.

Announcements appear at the end of the journal.

SPECIAL ORDERS

Senator Fahrenkamp moved and asked unanimous consent that she be excused from the Senate, not subject to a call, May 16 through June 2. Without objection, Senator Fahrenkamp was excused.

Senator Kerttula moved and asked unanimous consent that he be excused from a call of the Senate on May 6. Without objection, Senator Kerttula was excused.

Senator Ray moved and asked unanimous consent that he be excused from a call of the Senate, May 16 through July 23. Without objection, Senator Ray was excused.

Senator Rodey moved and asked unanimous consent that he be excused from a call of the Senate, May 3 - 4. Without objection, Senator Rodey was excused.

Senator Sturgulewski moved and asked unanimous consent that she be excused from a call of the Senate, May 3 - 4. Without objection, Senator Sturgulewski was excused.

ENROLLMENT

SJR 33

SENATE JOINT RESOLUTION NO. 33 (Supporting National Friendship Week) was enrolled, signed by the President and Secretary, Speaker and Chief Clerk of the House and the engrossed and enrolled copies transmitted to the Office of the Governor at 8:30 a.m., May 2, 1986.

SB 8

CS FOR SENATE BILL NO. 8 (HESS) (Relating to a personal safety curriculum in public schools) with Legislative Letter of Intent, was enrolled, signed by the President and Secretary, Speaker and Chief Clerk of the House and the engrossed and enrolled copies transmitted to the Office of the Governor at 8:30 a.m., May 2, 1986.