

H J R

79

MAR 08 1990

DATE: 3/8/90

FURTHER:

DATE TURNED INTO OFFICE: 4-10-90

Transportation Committee considered  
Relating to air service in rural Alaska.

CS HJR 79 (Sup)

and recommended:

- replace with \_\_\_\_\_ CS \_\_\_\_\_
- or adopt \_\_\_\_\_ CS \_\_\_\_\_
- attached amendment(s)
- \_\_\_\_\_ letter of intent adopted
- same title
- new title
- technical title change (HB only)

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

ATTACHES NEW FISCAL NOTE(S):  
Dept/Date:

fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_

zero fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_

appropriation-no fiscal note

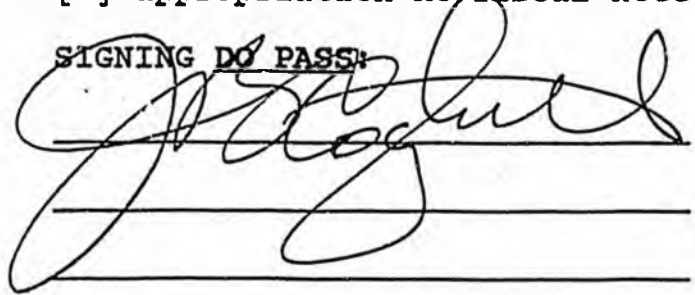
APPROVES PREVIOUS:  
Dept/Date:

fiscal note(s) \_\_\_\_\_  
\_\_\_\_\_

zero fiscal note(s) House Resp Com to

Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:

Februnberg Notes

  (Do Pass)  
Chair: Signature and Recommendation

# ALASKA STATE LEGISLATURE

Representative Eileen Panigeo MacLean  
P.O. Box 290  
Barrow, Alaska 99723



Chairman  
Community & Regional Affairs  
Committee

Vice-Chairman  
State Affairs Committee  
Bush Caucus

Member Finance Subcommittee  
Community & Regional Affairs  
Education  
Corrections

WHILE IN JUNEAU  
Box V  
Juneau, Alaska 99811  
485-4525  
485-4833

## HOUSE OF REPRESENTATIVES

District 22  
Ambler  
Anaktuvik Pass  
Atkasuk  
Barrow  
Buckland  
Deering  
Kaktovik  
Kiana  
Kivalina  
Kobuk  
Kotzebue  
Noatak  
Noorvik  
North Slope  
Borough  
Northwest Arctic  
Borough  
Nulqaut  
Point Hope  
Point Lay  
Selawic  
Shungnak  
Wainwright

April 6, 1990

*Lloyd Jones*  
Honorable Lloyd Jones, Chairman  
Senate Transportation Committee  
Alaska State Legislature  
P.O. Box V  
Juneau, Alaska 99811

Re: CSHJR 79 (Transportation)

Dear Senator Jones,

Thank you for scheduling a hearing of HJR 79, "Relating to essential air service to rural Alaska."

I introduced the measure out of concern over the effect of rising costs on the availability of essential air service to rural Alaska.

Many rural Alaskans rely on air service for basic survival and for medical services. For many rural Alaskans, air service is the only means of traveling in the state.

Compiling a history of the costs of air service is not an easy task. Airlines are none too eager to share that kind of information.

Based on my personal experience, however, I can relate to you the costs of flying from my hometown of Barrow. In 1982, a one-way ticket from Fairbanks to Barrow cost \$147. Today, it costs \$278 -- a 90% increase.

In August 1988, a round-trip ticket from Anchorage to Barrow cost \$666. Today, it costs \$748 -- a 12% increase.

Since HJR 79 was heard in the House Transportation Committee on February 22nd, the price of a round-trip supersaver from Anchorage to Kotzebue alone has gone up from \$348 to \$360.

Letter to Senator Jones  
April 6, 1990

Page 2

I'm sure you have similar anecdotes worth hearing.

Since regulation of the airline industry would fall under the purview of the federal government, the resolution requests Congress and the United States Department of Transportation to examine the costs of air service in context with federal deregulation.

Perhaps a federal examination will demonstrate that the increased costs of air fares have been justified. We will never know, however, until such an examination takes place.

I urge your and your members' support of CSHJR 79 (TRSP).

Again, thank you for scheduling a hearing of the resolution.

Respectfully, *Thanks*

*Rep. Eileen P. MacLear*

Rep. Eileen Panigeo MacLear

## FISCAL NOTE

**REQUEST:** \_\_\_\_\_

Revision Date: \_\_\_\_\_  
 Title: HJR 79 - "Relating to essential  
 air service"  
 Sponsor: Rep. Maclean  
 Requestor: \_\_\_\_\_

Agency Affected: DOT  
 BRU: \_\_\_\_\_  
 Components: \_\_\_\_\_

**EXPENDITURES/REVENUES:** (Thousands of Dollars)

OPERATING	FY 90	FY 91	FY 92	FY 93	FY 94	FY 95
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>REVENUE</b>	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING:** (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	-0-	-0-	-0-	-0-	-0-	-0-

**POSITIONS:**

FULL-TIME						
PART-TIME						
<b>TEMPORARY</b>	-0-	-0-	-0-	-0-	-0-	-0-

**ANALYSIS :** (Attach a separate page if necessary)

Prepared by: W. G. Muller Phone: 465-6858  
 Division: House Transportation Date: 2/22/90  
 Approved by Commissioner: Richard Steyer Date: 2/22/90  
 Agency: House Transportation Committee

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

DOT/PF Fiscal note

HOUSE CALENDAR:

WEDNESDAY, MARCH 7, 1990

BILL HISTORY - HOUSE ACTION:

HJR 79

February 12, 1990 House Journal

HOUSE JOINT RESOLUTION NO. 79 by Representative MacLean:  
Relating to essential air service to rural Alaska.  
was read the first time and referred to the Transportation  
Committee.

March 2, 1990 House Journal

The Transportation Committee has considered:  
HOUSE JOINT RESOLUTION NO. 79 by Representative MacLean:  
Relating to essential air service to rural Alaska.  
recommends it be replaced with:  
CS FOR HJR 79 (Transportation)  
Relating to air service in rural Alaska.  
Recommending do pass (3): Foster, Kubina, Grussendorf  
Signing no recommendation (2): Hudson (Acting Chairman),  
Leman  
A new zero fiscal note, by the Transportation Committee,  
published today, was attached to the bill.

Bill History - House Action

by H. Rules Cmte.

February 22, 1990 Transportation Committee Meeting

Representative MacLean provided an overview on HJR 79. She stated her main reason for introducing this legislation was to address the high cost of air transportation in Alaska. This resolution requests the Congress and the federal Department of Transportation to look at the Essential Air Service Program as a means of helping offset some of these high costs. Rep. MacLean read from written testimony which is included with the minutes.

The sponsor requested the House Transportation Committee amend HJR 79 to address the concerns expressed by the Department of Transportation.

Rep. Leman asked what these concerns were. Rep. MacLean explained that Alaska currently receives federal funding under the Essential Air Service program. In 1987, the Essential Air Service Program was reduced significantly and funding for many states was discontinued. Alaska, Hawaii and the Pacific points were exempted from these cutbacks. The department believes that if we bring attention to this fact, we may jeopardize the program.

Rep. MacLean emphasized her desire to see the committee rework this resolution to address the rising costs of airline travel in Alaska without jeopardizing the Essential Air Service Program. The sponsor also requested the committee to initiate a study analyzing the rising costs of air service in Alaska over the past five years. The recommendations in this report should suggest methods of dealing with this problem.

Jennifer Olendorf, administrative assistant for Rural Airports, Department of Transportation, provided background information on the program. A copy of her testimony has been included.

Rep. Kubina asked if anybody had any specific ideas on how to amend this resolution. Rep. MacLean stated she would be happy to work with the committee to address the concerns.

Rep. Foster informed members that HJR 79 would be held in committee and staff will work with the sponsor to draft suitable language for a committee substitute.

March 1, 1990 Transportation Committee Meeting

Christopher Clark spoke on behalf of Rep. MacLean. Mr. Clark stated that the sponsor supported the committee substitute proposed by the House Transportation Committee. Acting Chairman Hudson identified the changes in the committee substitute. Lines 14-21 were added along with two new "whereas" clauses. He asked if there were any objections to adopting the CS. Hearing no objections, the CS for HJR 79 was adopted.

Rep. Leman MOVED CS HJR 79 out of the House Transportation Committee with INDIVIDUAL RECOMMENDATIONS. Hearing no objections, it was so ordered.

Acting Chairman Hudson then asked members to review the

resumes of the two persons requiring confirmation by the committee. The Acting Chairman then outlined the resume of Captain Michael J. O'Hara and asked if there were any objections to the confirmation of this appointment. Hearing none, Rep. Hudson confirmed the House Transportation Committee's endorsement of Mr. Michael J. O'Hara for appointment to the Board of Marine Pilots. The committee then took up the next confirmation. Debbie Tilsworth's appointment to the Railroad Labor Relations Agency was reviewed by the members. Rep. Hudson again outlined the qualifications of the appointee and asked if there were any objections to this appointment. Hearing none, Acting Chairman Hudson confirmed the House Transportation Committee's endorsement of Debbie Tilsworth for appointment to the Railroad Labor Relations Agency. There being no further business to come before the House Transportation Committee, Acting Chairman Hudson adjourned the meeting at 8:37 a.m.

# HOUSE COMMITTEE REPORT

3/2  
Rules

(5)

Date Referred: February 12, 1990

FURTHER REFERRALS:

Date of Committee Action: 3/1/00

The TRANSPORTATION Committee considered:

HJR 79

HOUSE JOINT RES. NO. 79

ESSENTIAL AIR SERVICE TO RURAL ALASKA

Relating to essential air service to rural Alaska.

### RECOMMENDATIONS:

- be replaced with CS HJR 79 (Imp)  the same title
- have attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of intent

ATTACHES NEW FISCAL NOTE(s):  
(Dept)

APPROVES PREVIOUS:

(Date/Dept)

- fiscal impact \_\_\_\_\_
- zero fiscal note H. Imp
- zero with analysis \_\_\_\_\_
- fiscal note(s) \_\_\_\_\_
- zero fiscal note(s) \_\_\_\_\_
- zero fn/analysis \_\_\_\_\_

SIGNING DO PASS:

SIGNING:

(Check approp. column)

Do Not Pass No Rec Amend

SIGNING DO PASS:		SIGNING:		
		(Check approp. column)		
		Do Not Pass	No Rec	Amend
<u>Eugene Miller</u>	RUBINA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Bill Hudson</u>	GRUSSENDORF	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>Richard Foster</u>	FOSTER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Bill Hudson (acting)  
Chairman's Signature (ACTING)

## ESSENTIAL AIR SERVICE

Essential Air Service (EAS) is a U.S. Department of Transportation (U.S. DOT) program for subsidizing air service to generally smaller communities which would not otherwise receive scheduled air service. The U.S. DOT, under this program, makes payments to air carriers to provide EAS to communities determined by the U.S. DOT, using criteria mandated by statute, to be eligible for this service. Generally, carriers, unless they are subsidized, would not provide scheduled air service to certain EAS communities because these communities do not generate sufficient numbers of passengers at fares that cover carrier costs. The U.S. DOT authorizes subsidy for a carrier to provide EAS only when no carrier is willing or able to provide the required level of service without subsidy support.

In 1978, when the Airline Deregulation Act (ADA) took effect, 746 communities in the United States and its territories were listed on air carrier certificates issued under Section 401, Federal Aviation Act. Prior to deregulation, most of these communities were assured a minimum level of air service. In light of the ADA's provisions allowing air carriers to terminate service without prior Government approval, there was concern that communities that generated low traffic levels would lose service as carriers withdrew to larger, more lucrative markets. To address this concern, as part of the ADA the Congress added Section 419 to the Federal Aviation Act, which ensured that these communities would continue to receive EAS for ten years, with Federal subsidy if needed.

Under this program, U.S. DOT determines the minimum level of EAS that these communities require. U.S. DOT will provide subsidy to an air carrier, if necessary, to assure that this minimum level of service is provided. Of the approximately 208 communities for which EAS determinations have been issued in Alaska, 41 communities receive service that is supported by an EAS subsidy.

U.S. DOT - Essential Air Service (EAS)

The ten year service period designated by the Airline Deregulation Act of 1978 was scheduled to terminate on October 24, 1988. However, Congressional interest in ensuring continued service to these communities remained strong, and prior to the expiration date, legislation was enacted (attached) expanding the EAS program and extending it for ten additional years.

In the 1987 legislation, which became effective October 1, 1988, Congress provided for a continuation of EAS guarantees, termed "Basic EAS". Under Basic EAS, any point was to be provided ten more years of basic service if it was (1) eligible for service under the earlier program, (2) actually receiving service during any part of Fiscal Year 1988, and (3) situated at least 45 miles from the nearest "hub" airport -- now defined as an airport enplaning annually at least 0.25% of all enplanements in the United States. Certain other service upgrades were also mandated, such as general employment of aircraft having at least 15 passenger seats, and use of pressurized aircraft if the flight normally flies higher than 8,000 feet above sea level. For Alaska however, the 1987 Act contains language which allows for the use of smaller aircraft to provide service, provided that the community agrees in writing with the U.S. DOT.

The 1987 legislation also established two forms of service enhancement, by which communities could receive more service than basic EAS by (1) agreeing to a subsidy-sharing commitment or by (2) risking loss of basic service if U.S. DOT-funded enhanced service failed to meet agreed levels of passenger usage. The new legislation also provided that any community not entitled to Basic EAS might agree with U.S. DOT on a reasonable service level and receive service as a "new point" on a subsidy-sharing basis.

Under the new Act, each EAS point currently receiving service must be re-evaluated to determine the adequacy of both service and subsidy. At this point, only a handful of Alaskan EAS points have been addressed and it appears that it may be six months until all

points have been re-evaluated. Until that time, service and subsidies as stipulated under the current agreement between the carrier and the U.S. DOT will continue.

In FY89, a \$6.6 million supplemental appropriation was required to fully fund the FY88 service levels. Although ultimately passed by the legislature, the need for a supplemental appropriation was heatedly debated in Congress.

In FY90, Congress appropriated \$30.6 million for the EAS program, which is \$3.4 million less than required to continue the current program. The House and Senate gave the U.S. DOT discretion to alter the eligibility requirements of the program to accommodate the funding shortfall.

The U.S. DOT has responded to the reduced funding levels by limited subsidized service to 1) communities 70 road miles or more from the nearest large or medium hub airport, 2) 55 road miles or more from the nearest small hub airport, or 3) 45 road miles or more from the nearest non-hub airport. Communities in the last category must have historically enplaned at least 100 passengers per day and the subsidy must not now exceed \$200/passenger. Twenty communities in the lower 48 lost subsidized EAS as a result of the modifications to the eligibility requirements.

Alaska, Hawaii and the Pacific points were exempted from the recent cutbacks in view of their reliance on essential air service and in recognition of a lack of alternate modes of transportation available to these remote communities. Should funding reductions occur in future years, however, Alaska may be evaluated for service reductions.

SAMPLE AIR FARES

As of February 22, 1990

Communities served by MarkAir:

-- Anchorage to Barrow:

One-way: \$374  
Roundtrip: \$748

-- Anchorage to Unalakleet:

One-way: \$197  
Roundtrip: \$394

-- Anchorage to Bethel:

One-way: \$178  
Roundtrip: \$356

-- Anchorage to Dillingham:

One-way: \$186  
Roundtrip: \$336

-- Anchorage to Kodiak:

One-way: \$155  
Roundtrip: \$280

Communities served by Alaska Airlines:

-- Anchorage to Kotzebue:

If tickets were bought seven days in advance:

Supersaver Roundtrip: \$348

If tickets were bought fourteen days in advance:

Supersaver Roundtrip: \$326

Rural airfares & subsidies

-- Anchorage to Nome:

If tickets were bought seven days in advance:

Supersaver Roundtrip:       \$348

If tickets were bought fourteen days in advance:

Supersaver Roundtrip:       \$326

**ALASKAN POINTS CURRENTLY RECEIVING 419 SUBSIDIZED SERVICE**

NIKOLSKI (UMNAK ISLAND)	ALEUTIAN AIR, LTD.	\$39,570
✓ CORDOVA GUSTAVUS ✓ PETERSBURG ✓ WRANGELL ✓ YAKUTAT	ALASKA AIRLINES, INC.	\$1,414,021
BOSWELL BAY CAPE YAKATAGA ICY BAY	CHITINA AIR SERVICE	\$109,384
CHISANA CENTRAL CIRCLE	40 MILE AIR, LTD.	\$55,466
NYAC	RYAN AIR SERVICE, INC.	(???)
✓ SAND POINT ✓ PORT HEIDEN PERRYVILLE IVANOFF BAY ✓ KING COVE FALSE PASS	REEVE ALEUTIAN AIRWAYS, INC.	\$1,241,985
✓ ATKA ✓ ST. GEORGE	PENINSULA AIRWAYS, INC.	\$ 485,159
✗ AKHICK ✗ AMOOK BAY ✗ KARLUK ✗ KITOI BAY ✗ LARSEN BAY ✗ LAZY BAY/ALITAK ✗ MOSER BAY ✗ OLD HARBOR ✗ OLGA BAY ✗ OUZINKIE ✗ PARKS/UYAK ✗ PORT BAILEY ✗ PORT LIONS ✗ PORT WILLIAMS ✗ SAN JUAN/UGANIK ✗ SEAL BAY ✗ TERROR BAY ✗ WEST POINT/VILLAGE ISLE ✗ ZACHAR BAY	HERMANS/MARK AIR EXPRESS	\$ 181,021
MAY CREEK MCCARTHY	SPORTSMAN FLYING SERVICE	\$18,705
✓ SEWARD	HARBOR AIR	\$59,331
	<b>TOTAL</b>	<b><u>\$ 3,592,444</u></b>

ALASKAN ESSENTIAL AIR SERVICE POINTS

<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>	<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>MI</u>
Adak Island	ANC	1192	Deering	OTZ	1
Akhik	ADQ	84	Dutch Harbor	ANC	75
Akiachak	BET	16	Eagle	FAI	15
Akiak	BET	22	Eek	BET	4
Akutan	CDB	143	Egegik	AKN	4
Alakanuk	KSM	61	Ekwok	DLG	1
Aleknagik	DLG	17	Ekwok	DLG	4
→ Allakaket	BTT	40	Elfin Cove	JNU	6
Ambler	OTZ	130	Elim	OME	9
• Amook Bay	ADQ	84	Excursion Inlet	JNU	2
Anaktuvuk Pass	BTT	88	False Pass	CDB	3
→ Aniak	ANC	318	• Farwell	MCG	6
Angoon	JNU	59	• Flat	MCG	8
Annette/Metlakatla	KTN	22	→ Port Yukon	FAI	14
→ Anvik	ANT	77	Funter Bay	JNU	1
• Arctic Village	FYU	108	→ Galena	ANC	330
Atka Island	ADK	108	Gambell	FAI	261
Atmautluak	BET	18	Golovin	OME	19
Barrow	FAI	503	Goodnews Bay	OME	7
Barter Island/Kaktavik	FAI	386	→ Grayling	BET	118
→ Beaver	SCC	115	Gulkana	ANI	93
Bethel	FAI	108	Gustavus	ANC	164
→ Battles	ANC	399	Haines	JNU	41
→ Birch Creek	FAI	179	Hawk Inlet	JNU	70
• Boswell Bay	FYU	27	→ Holy Cross	JNU	17
Brevig Mission	COV	24	Homer	ANI	178
Buckland	OME	64	Hoonah	ANC	117
• Candle	OTZ	75	Hooper Bay	JNU	35
• Cape Lisburne	OTZ	140	→ Hughes	DOT	153
• Cape Newenham	OTZ	166	Huslia	GAL	119
• Cape Romanzof	BET	148	Hydaburg	GAL	69
• Cape Yakataga	BET	158	Icy Bay	KTN	47
Central	CDB	106	• Igiugig	CDB	136
→ Chalkyitsik	FAI	104	Iliamna	AKN	52
Chatham	FYU	41	Ivanoff Bay	ANC	195
• Chernofski	JNU	60	Kake	PTH	80
Chevak	DUT	84	→ Kalskag	PSG	40
Chicken	BET	138	→ Kaltag	ANI	25
Chefornak	TOK	62	Karluk	GAL	61
Chignik	BET	90	Kanai	ADQ	74
Chignik Lake	PTH	46	Katchikan	ANC	60
Chignik Lagoon	PTH	46	Kiana	SEA	679
• Chisana	PTH	45	King Cove	OTZ	59
Circle	TOK	90	Kionuk	KVC	14
Clark's Point	FAI	248	Kitoi Bay	BET	96
Cold Bay	DLG	14	Kivalina	ADQ	31
Cordova	ANC	621	Klawock	OTZ	78
Council	ANC	160	Kobuk	KTN	58
Craig	OME	58	• Koliganek	OTZ	166
→ Crooked Creek	KTN	59	Kotlik	DLG	69
	ANI	51		SKM	68

<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>	<u>E.A.S. Point</u>	<u>Service Hub</u>	<u>Miles</u>
Koyuk	OME	130	St. George	CDB	283
→ Koyukuk	GAL	25	→ St. Mary's	ANC	442
Kwathluk	BET	13	St. Michael	UNK	47
• Kwigillingok	BET	80	St. Paul Island	ANC	787
Kwiguk/Fmmanak	KSM	49	Sand Point	ANC	257
• Lake Minchumina	FAI	148	San Juan/Uganik	ADQ	32
• Larsen Bay	ADQ	58	Savoonga	OME	162
Lazy Bay/Alitak	ADQ	89	Scammon Bay	BET	145
Levelock	AKN	31	Selawik	OTZ	74
• Manley Hot Springs	FAI	83	Seward	ANC	74
→ Marshall/Fortuna Ledge	BET	75	→ Shageluk	ANI	77
• May Creek	GKN	104	Shaktolik	UNK	32
McCarthy	GKN	97	Sheldon Point	SKM	59
→ McGrath	MCG	221	Shemya	ANC	1486
Makoryuk	BET	154	Shishmaref	OME	122
• Minto	FAI	39	Shuriginak	OTZ	148
• Moyer Bay	ADQ	64	Sitka	JNU	95
→ Mountain Village	KSM	14	Skagway	JNU	91
Naknek	AKN	14	• Skwentna	ANC	68
Napaklak	BET	11	→ Sleetmute	ANI	78
Napaskiak	BET	6	South Naknek	AKN	13
New Stuyahok	DLG	90	Stabbin	UNK	52
Newtok	BET	96	→ Stevens Village	FAI	90
Noatak	OTZ	48	→ Stony River	ANI	98
Noorvik	OTZ	43	→ Takotna	MCG	15
→ Nulato	GAL	34	→ Tanana	FAI	127
• Nunapitchuk	BET	23	• Tatolina	MCG	13
• NYAC	ANI	44	Teller	OME	59
Old Harbor	ADQ	49	Tenakee Springs	JNU	50
• Olga Bay	ADQ	77	Terror Bay	ADQ	26
Ouzinkie	ADQ	11	Tin City	OME	103
Parks	ADQ	57	Togiak	DLG	67
Pelican City	JNU	67	Toksook	BET	113
Perryville	PTH	75	→ Tuluksak	BET	36
Petersburg	JNU	123	Tuntatuliak	BET	41
Pilot Point	KTN	112	Tununak	BET	118
→ Pilot Station	AKN	84	• Twin Hills	DLG	63
Platinum	KSM	16	Ugashik	AKN	86
Point Hope	BET	123	• Unnak Island/Nikolaki	DUT	116
• Point Lay	OTZ	150	Unalakleet	ANC	393
• Porcupine Creek	BRW	180	Utopia	GAL	128
Portage Creek	BTT	40	Valdez	ANC	125
Port Bailey	DLG	30	• Venetie	FYU	45
Port Heidon	ADQ	24	Wainwright	BRW	87
Port Lions	ANC	484	Wales	OME	109
Port Williams	ADQ	16	West Point	ADQ	39
Prudhoe Bay/Deadhorse	ADQ	47	White Mountain	OME	62
• Queen	ANC	627	Wrangell	KTN	83
Quinhagak	DLG	12	Yakatat	JNU	154
→ Rampart	BET	71	Zacher Bay	ANC	372
• Red Devil	FAI	82	Kongiganak	JNU	199
→ Ruby	ANI	73	Manokatak	ADQ	49
→ Russian Mission	GAL	44	Seal Bay	BET	76
Tatitlek	BET	71	Port Alexander	ULG	20
• Umiat			Portage Creek	ADQ	44