

SCOMM

105:7

Alaska State Legislature
Representative Carl E. Moses

Member
House Finance Committee



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Position Paper

HJR 63

(Rep. Moses)
Prime sponsor

House Joint Resolution 63 asks the Congress to appropriate to the Federal Aviation Administration funds to keep the Adak airport (Mitchell Field) operational and maintained by the State of Alaska.

With the amount of military infrastructure remaining on Adak Island and the island's proximity to the Far East, exciting economic opportunities abound. The Adak Reuse Corporation recognizes this and is working with the Navy to get the Master Development Lease signed.

Efforts are also underway with the Navy to ensure the extended visitation of families and to get the school functioning again. The Corporation presently is submitting a petition to the Local Boundary Commission for incorporation into a 2nd class municipality.

However, the airport is a key piece of the puzzle. With the current fiscal climate there is no assurance that state resources will be available. In this regard, HJR 63 asks the Congress to become involved and to appropriate funds to keep the airport operational.

For further information please contact Bryce Edgmon in my office at 465-4451.

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. HJR 63

Revision Date: _____
Title: _____

Dept. Affected None
BRU _____
Component _____

Sponsor: Rep. Moses
Requester: House Special Committee for Military & Veterans' Affairs

Component Serial No. _____

| Expenditures/Revenues | | (Thousands of Dollars) | | | | |
|------------------------|------------|------------------------|------------|------------|------------|------------|
| OPERATING EXPENDITURES | FY 99 | FY 00 | FY 01 | FY 02 | FY 03 | FY 04 |
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|-----------------------------|--|--|--|--|--|--|
| CAPITAL EXPENDITURES | | | | | | |
|-----------------------------|--|--|--|--|--|--|

| | | | | | | |
|-------------------------------|--|--|--|--|--|--|
| CHANGE IN REVENUES () | | | | | | |
|-------------------------------|--|--|--|--|--|--|

| FUND SOURCE | | (Thousands of Dollars) | | | | |
|----------------------------------|------------|------------------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| 1091 Designated Program Receipts | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY97) cost: _____

| POSITIONS | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

Prepared by Office of Rep. Beverly Masek
Division Donald Stolworthy
Approved by Representative Beverly Masek
Agency Beverly Masek

Phone 465-2679
Date 2-25-98
Date 3-4-98



December 19, 1997

The Honorable Carl Moses
Alaska State Legislature
State Capitol, Room 521
Juneau, Alaska 99801

Dear Representative Moses:


Enclosed is our most recent video on the development of Adak, under separate cover we will mail to you a first ever picture of Adak. As you know Adak has been a top secret base and no recent pictures have been made available of Adak. The Aleut Corporation has agreed to set aside considerable amounts of infrastructure at Adak for the future City of Adak. The Aleut Corporation expects to pay taxes to the new City of Adak for those facilities that are put into active reuse at Adak. To bridge the gap between no sustainable reuse and active reuse, we need the State of Alaska's assistance and to take an active role in Adak. We strongly believe that Adak can be the bridge to Far East Russia and its development.

Our primary concerns are the airport operations and schools for our children. We need the State of Alaska's active involvement in the operation and maintenance of the Adak airport to keep Adak alive and operating while we transition to active reuse of Adak. We would appreciate your assistance in appropriating sufficient funds to the Department of Transportation and Department of Education to support our efforts.

Exciting activities are taking place at Adak. The Master development lease between the Adak Reuse Corporation is close to signing. The Navy has now allowed visitation to Adak by family members of employees which we hope will turn into a permanent status. The unexploded ordnance issue is resolved and the Navy continues to survey the land to ensure the safety of the community. This summer we had the first ever tour ships (three) to dock and tour Adak. The Russian fishing fleet has expressed an interest in Adak for refueling and crew transfers rather than doing this activity on the high seas as they have in the past. The first ever live crab shipment occurred on December 18, 1997 from Adak. We are excited about the future of Adak and would appreciate your support.

Sincerely,

THE ALEUT CORPORATION


Elary Gromoff, Jr.
President/CEO

Enclosure

*You Continue Support
will lead to the
success of Adak*

**STATEMENT OF SUPPORT FOR HJR-63,
RELATING TO THE SUPPORT FOR MITCHELL FIELD
ADAK, ALASKA**

The Adak Reuse Corporation(ARC) is the federal and state designated team charged with planning and implementing the reuse of former Naval Air Facility Adak in the Aleutian Islands. The ARC is made up of representatives from the region surrounding Adak and those with an interest in seeing Adak provide benefits to the region. The ARC includes members from the Community of Atka, The Aleut Corporation, The Alaska Federation of Natives, Reeve Aleutian Airways, a fishing representative, native tribes in the region and the Community of Adak. The State of Alaska is an ex-officio member and DCRA staff attends ARC meetings to ensure that the state's public interest is maintained in all Adak planning.

The Western Aleutians regional airport at Adak is important to Alaska. The airfield was the primary asset for Navy use of Adak for over 50 years. They invested heavily into two 7800 foot asphalt runways, electronic landing and enroute navigation aids, fire and crash facilities, operation tower and maintenance and an air terminal. Numerous taxiways lighting clear zones, hangers, fuel pipelines and other assets exist as basic infrastructure - around which an important regional economy can be built. Keeping the airfield at Adak open and operating the airfield creates new areas of economic activity to the state: one of which the creation of a major fresh seafood transfer point to the orient, may provide substantial benefits to fishermen in Western Alaska and Kodiak. This economic opportunity can not occur without a well developed airfield at a location under 2,500 miles from Tokyo.

The airport is physically the best jet airport in the region. More money has been invested in Adak over the last twenty years than any other airport west of Anchorage. It was built to have greater than 90 percent success rate for inbound landings in spite of the inclement weather in the region. Adak is not constrained to daylight operations like Dutch Harbor. It can handle C-5a and 747 jets, although its 7,800 foot length limits heavy jet takeoff loading. Adak is the natural service center for the community of Atka 70 miles to the east. It is the closest U.S. Alaskan airport to Sakhalin Island¹ Russian Far East.

¹ Adak is the closest American and Alaskan community to Sakhalin Island. It allows Alaskans to easily participate in the Sakhalin oil field development from

The Instrument Flight Rules (IFR) airport at Adak allows the establishment, for the first time, of a new fresh seafood export industry to Japan and China. The amount of money paid for fresh seafood appears to be sufficient to establish a completely new fishery in the Western Aleutians for the good of many Alaskan fishermen.

State support of the IFR airport at Adak produces many regional and Adak benefits:

- **Adak provides the community of Atka with freight, mail and medivac support.**

A functioning IFR airport at Adak allows the community of Atka to have medivac service such as that which occurred a few months ago. A small child was hurt and needed to be transported to Anchorage - immediately. All planes attempting to service Atka rely totally on the availability of an IFR "divert" field at Adak. If Adak had not been in operation, the plane would not have been able to leave Anchorage unless it had enough fuel to go all the way from Anchorage to Atka and then back to Cold Bay - fuel needed for over 2,000 miles of travel. Most medivac aircraft would not be able to attempt an Atka airlift without an IFR "divert" field at Adak.

- **The Adak airport is important for search and rescue operations in a thousand square mile area.**

Even in the last month, the US Coast Guard has performed search and rescue operations which have saved at least three lives in vessel incidents in the western Aleutians. The Coast Guard uses Adak to refuel/resupply and to stabilize victims in search and rescue operations.

- **The airport is important to support development of Adak.**

Reuse of 1.5 billion dollars of installed infrastructure, housing, port and research facilities on Adak depends upon a functioning airport. The facilities on Adak, while extensive and of high-quality require air service to the island. Similar to Atka, if there is no IFR airport within 400 miles then aircraft could not leave Anchorage or Dutch Harbor, their "divert" field would be Cold Bay, over 600 miles to the east. The reuse of Adak also needs U.S. Postal Service "bypass mail" to reduce the cost of living in the early years of community startup.

One example of an Alaskan company using Adak to support commercial activity on Sakhalin is Linden Air Freight. Linden currently has an oil spill response contract to provide logistical and support services (ADS package contract) for oil spill cleanup activities at Sakhalin. They are evaluating the use of Mitchell Field at Adak to pre-positioning emergency response equipment.

- **The airport is important to supply emergency landing options for international air carriers.**

Adak airport has been written into all air carriers routing's who operate two engine aircraft from Europe to Asia. Boeing aircraft company can not sell a 757, 767 or 777 aircraft for service from Europe to Asia without the existence of a functioning airport at Adak. International air rules limit the use of twin engine commercial aircraft to routes which are always within 180 minutes (flight time on one engine) of an emergency divert field with IFR capabilities. Carriers using Adak as an emergency divert field (Delta, American, British Air, Continental, United and others) could not operate between Europe and Asia without an IFR airport at Adak. (Boeing Aircraft company has received encouragement from the US Congress to change the 180 minute rule in case Adak airport is closed - to the detriment of the entire flying public.)

- **Adak airport is important for research and development in the Bering Sea.**

The Bering Sea and North Pacific fisheries have received world attention in recent months. They will receive considerably more attention as the pollock fisheries decreases, as the Russians continue to fish over 1.2 million tons of Pollock each year and as the endangered Stellar Sea Lion continues to lose population. Adak exists as the only established community to perform quality research in the western Aleutians. It has considerable infrastructure to support research and development to assist Alaska's fisheries. Use of Adak for research and development can not occur without a functioning IFR airport.

- **The airport is important for fisheries enforcement.**

The airfield at Adak is important for fisheries enforcement aircraft by the U.S. Coast Guard. Recently, there have been numerous Russian incursions into American/Alaskan fishery areas. C-130's operating out of Kodiak with refueling capabilities at Adak can provide effective reconnaissance fisheries enforcement activities in the region.

- **The airport is important for protection and restoration of the western Aleutians.**

State of Alaska territory extends over 600 miles to the East of Adak. Adak is the only instrument rated airport to operate 24 hours a day west of Cold

Bay. (It is over 600 miles away.) Losing the air field at Adak would provide a serious impediment to commercial operations associated with federal island clean up activities at formerly used defense sites (FUDS) on numerous islands around and to the west of Adak. Clean up operations will provide economic activity to the region and the state. They would most likely be staged out of Seattle if air service into Adak is not available.

State support for regional airports which provide life safety assistance and essential air service is well established. The considerable Navy investment in Adak facilities provides cost effective use of state airport maintenance dollars. The ARC is working with our congressional delegation, the U.S. Coast Guard, USF&WS and other federal agencies to "partner" the maintenance and upkeep of the airport. Support from these agencies (and possibly Boeing Aircraft Company) would be substantially improved if there was also a state commitment to support airfield maintenance at Adak.

The Adak Reuse Corporation appreciates Representative Moses sponsoring HJR 63. We urge its passage and consideration for a measure of State of Alaska support for Adak airport in the future.

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MEMORANDUM

February 19, 1998

TO: Representative Beverly Masek, Chair
House Military & Veterans Affairs Committee

FROM: Representative Carl E. Moses
Sponsor HJR 63

RE: Scheduling request – House Bill HJR 63

I would like to respectfully request the scheduling of House Joint Resolution 63 "Relating to support for Mitchell Field Adak airport."

HJR 63 asks the Congress to appropriate funds to the Federal Aviation Administration necessary to keep the Mitchell Field Adak airport operational and maintained. The funds would be appropriated to the Adak Reuse Corporation.

The Adak airport is essential for use an alternate airport for flights conducted by the State of Alaska, the United States Air Force, Navy, Coast Guard and numerous other civilian activities including the communities of Atka and Shemya.

For further information you can reach me or my staff, Bryce Edgmon, at x4451. Thank you for considering this request.

CEM/be

Author: Shari_Kochman@gov.state.ak.us at CC2MHS1
Date: 3/4/98 10:46 AM
Priority: Normal
TO: Don Stolworthy at LAA_TRANS
CC: Dennis_Poshard@dot.state.ak.us at CC2MHS1
Subject: Re: Fiscal Note HJR 63

don,

i still don't think dot needs to do a fiscal note on this. the resolution remains the legislature's expression of action they're hoping congress will take. but the resolution does not make that action happen. should the funds become available, the legislature will have to pass a bill to accept and appropriate the funds. that's when dot would need to do a fiscal note.

thanks.

Reply Separator

Subject: Fiscal Note HJR 63
Author: Don_Stolworthy@legis.state.ak.us ("Don Stolworthy") at CC2MHS1
Date: 3/4/98 9:35 AM

Shari,

I've done a zero fiscal note for HJR 63, but in rereading the resolution I noticed that it calls on the FAA AND the State of Alaska to fund and maintain Mitchell Field on Adak. It also calls for these funds to be sent to the Adak Reuse Corporation.

I guess we'd better get a fiscal note from DOTPF on this one. Will keeping Mitchell Field open and maintained by the State cost us more than is currently being expended?

The hearing is next Tuesday. I need the fiscal note by Friday, COB.

Thanks.

Don

Close bases or else

Air Force chief prods Congress

By MICHAEL D. TOWLE
Fort Worth Star-Telegram

ORLANDO, Fla. — Acting Air Force Secretary Whitten Peters warned Friday that he might close military bases on his own authority if Congress ignores Pentagon requests for another round of base closures.

Peters told an annual gathering of top Air Force officers that failure to close unnecessary bases would make it more difficult to come up with money to pay for new weapons programs and to improve the lives of service personnel.

But lawmakers have traditionally protected military facilities in their home districts. They are very reluctant to set up another round of cutbacks under the Base Closure and Realignment Commission, a civilian panel set up by Congress in 1988 to remove closure decisions from the political arena.

"I have another way of closing bases and it is truly ugly," Peters said. "I can close bases without BRAC right now, and the result would be runways left pockmarked, buildings which are rundown, no economic redevelopment and no significant environmental cleanup.

"I can do that today, but that is essentially equivalent

Please see Page A-4, BASES

BASES: Warning to Congress

Continued from Page A-1

on a community and that is not what we ought to be doing. We ought to be looking for a fair way to do that that provides for economic development and provides for environmental cleanup."

The base-closing commission, devised by House Majority Leader Dick Army of Texas, has led to the closure of nearly 100 military installations as the Soviet Union collapsed and the Cold War ended.

Peters said that the four previous rounds of base closings, the last in 1995, saved a total of \$5.6 billion.

"To put that in perspective, \$5.6 billion equates to a three-squadron wing of F-22s and Joint Strike Fighters," Peters said, referring to two new fighter plane programs.

But the White House and Congress are at odds over additional base closings. Republican lawmakers have accused President Clinton of interfering in a 1995 decision by the commission to close McClellan Air Force Base near Sacramento, Calif., and Kelly Air Force Base at San Antonio.

Since then, GOP members and many Democrats have said they would balk at closing bases, a politically difficult exercise even with the Clinton administration and the Republican-controlled Congress committed to balancing the federal budget.

Peters' remarks were the toughest to date from the Clinton administration. The president, in his 1999 defense budget, asked Congress to consider base closing rounds in 2001 and 2005. The administration says it can save \$3 billion by closing more bases.

But lawmakers complain that Clinton's promise during the 1996 presidential campaign to privatize Kelly and McClellan amounted to him injecting politics into the closure process. GOP members say they don't want another BRAC, but instead would like the Pentagon to find another system for closing bases.

ANCHORAGE DAILY NEWS
28 FEB 98