

HJR

63

FISCAL NOTE

No. 1.

Version: HJR 63

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STATE OF ALASKA
1998 LEGISLATIVE SESSION

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						
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CHANGE IN REVENUES ()						
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FUND SOURCE

(Thousands of Dollars)

FUND SOURCE	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
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

POSITIONS	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

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

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

Alaska State Legislature
Representative Carl E. Moses

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Member
House Finance Committee



MEMORANDUM

April 22, 1998

TO: Senator Jerry Ward, Chair
Senate Transportation Committee

FROM: Representative Carl E. Moses *CEM*
Sponsor HJR 63

RE: Scheduling request HJR 63

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

HJR 63 asks the Congress to appropriate the necessary funds to the Federal Aviation Administration 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.

HJR 63 passed the House 39-0 and has a zero fiscal note. For information please contact my staff Bryce Edgmon at 4451.

CEM/bc

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. It carries a zero fiscal note.

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 reopen the school. The Corporation is also petitioning 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 open for business.

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

CEM



December 19, 1997

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

Carl

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 ordinance 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

[Signature]
Elary Gromoff, Jr.
President/ CEO

*You continue support
will lead to the
success of Adak
[Signature]*

Enclosure



**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 the servicing of 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.