

LEG. FINANCE - BILLS 1981 - 1982 1740

SB 881 cont. - SB 887

1740

Bank of America, NT & SA
San Francisco, California
Securities Department 3255
Credit to:

State of Alaska Investment Account

Payment may be made in such other manner or to such other address as Seller may specify in the invoice statement of account or by other written notice. All other payments to be made under this Agreement shall be paid in the same manner. If payment is due on a Saturday, Sunday, or legal holiday of the place where payment is to be received, payment shall be made on the next following business day. It is recognized that Seller may bill, and that Purchaser will pay, amounts that are based upon confidential information held or received by Seller. If confidential information is used as the basis for a billing, then upon request Seller will furnish Purchaser with the certified statement of the Commissioner that the amounts billed are correct based upon the best information available to Seller. Except for obvious clerical mistakes, if a dispute concerning a bill arises, it is agreed that Purchaser will pay the full amount billed by Seller pending final resolution of the dispute. Upon final resolution, the amount paid will be refunded to the Purchaser with interest, if such a refund is appropriate.

5.4 Payment to Lessee. Purchaser, at the request of Seller in the invoice statement of account or otherwise in writing, shall pay all or any portion designated by Seller of that payment required to be made to one or more of

the Lessees at an address or addresses and in the manner designated by Seller. The payment will be made within the time limit specified in Article 5.3. Seller may authorize and designate a third party to make the request and designate the amount, manner and place of payment under this provision. Unless otherwise specified, the balance of the payment due, if any, and payment for subsequent months, shall be made in accordance with Article 5.3.

5.5 Subsequent Adjustments. Purchaser acknowledges that more accurate information concerning the quantity of or Purchase Price for Royalty Oil tendered may subsequently become available to Seller. In the event that any such information should subsequently become available to Seller, Seller shall promptly furnish a corrected invoice statement of account to Purchaser and the parties will adjust the amount billed and pay or refund the amount of those adjustments.

In the event that Seller should render a corrected invoice to Purchaser, the parties will adjust the amount previously billed accordingly. Any amount to be refunded from Seller to Purchaser or paid from Purchaser to Seller will be paid within fifteen (15) days after the date of the corrected invoice. The time for paying an adjustment will be different, however, when the adjustment concerns an amount last invoiced more than sixty (60) days before the corrected invoice, in which case the amount will be paid by Purchaser or refunded by Seller, as the case may be, in

equal monthly installments over the same period of time as that over which the adjustment accrued or six (6) months, whichever is the shorter period. No adjustment will be made more than twelve (12) months after the date of the last original invoice to which the adjustment relates, except for adjustments resulting from (i) regulatory or court proceedings (including appeals) commenced or pending during that twelve (12) month period, whether or not Seller or Purchaser is a party to the proceeding, or (ii) bona fide audits by Seller of any Lessee(s) commencing at any time during the period six (6) years after the date of the last invoice to which such adjustment relates, or any resolution of disputes arising out of those audits. Adjustments due to audits or regulatory proceedings or court proceedings may be made at any time. The provisions of this Article 5.5 will survive any termination of this Agreement.

5.6 Interest. Except for adjustments made upon resolution of Amerada Hess under Article 2.3, the amount of all sums which are not paid when due under this Agreement or which are subsequently determined to be due under an adjustment under Article 5.5, or refunds, shall bear interest from the date accrued until paid in full at a variable rate per annum equal to the prime rate as announced from time to time by the Bank of America, San Francisco, California, plus one and one-quarter percent (1.25%) per annum.

5.7 Late Payment Penalty. Except for unintentional failures to pay, including clerical mistakes or

occurrences not within the reasonable control of Purchaser, or insignificant underpayments, if Purchaser fails to make payment within one day of the date that payment is due, then in addition to the amount due plus interest from the date that payment was due until the date of payment, Purchaser will pay an amount equal to one percent (1%) of the amount owed.

5.8 Payment to Third Parties. Seller may direct that Purchaser pay any amount due or which may become due directly to a third party in the manner and time as may be directed by Seller in written notice to the Purchaser if, in the Seller's sole discretion, the payment to the third party will assist Seller in monitoring or enforcing this Agreement.

ARTICLE VI

TERM

6.1 Term. This Agreement shall become effective upon execution by the parties and after enactment of legislation by the State of Alaska (including approval by the Governor) approving this Agreement. This Agreement shall be null and void if it is not so approved by September 1, 1982. Subject to the other provisions contained in this Agreement, Seller's obligation to sell and Purchaser's obligation to buy Royalty Oil shall begin seven (7) months after the above approval or January 1, 1983, whichever is later, and end January 1, 1995.

ARTICLE VII

DEFAULT OR TERMINATION

7.1 Default. If any one or more of the following events ("Events of Default") occur, then at Seller's option, Seller may terminate or suspend its obligation to tender and sell Royalty Oil and proceed to exercise any one or more of the rights and remedies provided in this Agreement:

(i) Except for obvious clerical errors, Purchaser does not pay in full any sum owed under this Agreement at the time when payment is due; or

(ii) Purchaser fails to observe or perform any of its other covenants and obligations under Article II; or

(iii) Purchaser does not perform any act required or contemplated under this Agreement and either: (a) the nonperformance continues for more than thirty (30) days after Seller has notified the Purchaser of Purchaser's nonperformance; or (b) Purchaser had failed to perform the same or any other act required or contemplated under this Agreement during the immediately preceding 12 month period; or

(iv) There is a material adverse change in Purchaser's condition, business or property which appreciably affects the ability of the Purchaser to perform any of its obligations under this Agreement, and Purchaser is unable to give Seller adequate assurance of continued performance either within fourteen (14) days of a request for such an assurance or within such other shorter time

period as Seller may reasonably request under the circumstances; or

(v) Any representation or warranty made by Purchaser in this Agreement proves to have been false or incorrect in any material respect at the time that the representation or warranty was made.

7.2 Failure to Pay Debts. If at any time Purchaser becomes unable to pay any of its debts when those debts are due, or should otherwise become insolvent (without regard to how that insolvency may be evidenced), Purchaser will immediately give notice of that fact to Seller. Whether or not that notice is given, if Purchaser becomes unable to pay any of its debts when those debts are due or should otherwise become insolvent, Seller's obligation to tender and sell Royalty Oil under this Agreement will automatically and immediately terminate without any requirement of notice or other action by Seller; however, Purchaser will nevertheless be and remain liable for payment and performance of all of its obligations and covenants under this Agreement with respect to Royalty Oil actually tendered by Seller to and after any such termination. Within thirty (30) days after receipt of Purchaser's notice or, if no notice is given, after Seller otherwise becomes aware (as determined in Seller's sole discretion) of Purchaser's insolvency, Seller will have the right, upon written notice to Purchaser, to reinstate all of Seller's and Buyer's

obligations under this Agreement retroactively to the date of termination.

7.3 Seller's Remedies. Upon the occurrence of any Event of Default or if Seller's obligation to tender and sell Royalty Oil under this Agreement is terminated or suspended under Article 7.1 and 7.2, all obligations of Purchaser accrued but not otherwise due and payable under this Agreement will immediately be due and payable in full. In addition, Purchaser will indemnify and hold Seller harmless from and against all other liability, damages (including reasonably foreseeable consequential damages), costs, losses and expenses (including reasonable attorneys' fees and disbursements) incurred by Seller and arising out of the Event of Default, termination, or suspension. Seller shall have the right cumulatively to exercise any and all other rights and remedies and to obtain all other relief available under applicable law or at equity, including mandatory injunction and specific performance. The Seller, upon occurrence of any Event of Default, in its sole discretion, may arrange for any disposition to third parties of Royalty Oil to be tendered and sold under this Agreement. Upon the occurrence of any Event of Default, the Purchaser is released from the obligations set forth in Articles 2.11 (In-State Processing) and 2.12 (Best Efforts) until the Event of Default no longer exists or the obligation of the Purchaser to take Royalty Oil under this Agreement expires. If upon occurrence of any Event of Default the Seller makes

arrangement for disposition to third parties of Royalty Oil or if the Purchaser is released from Articles 2.11 and 2.12, whether or not this Agreement is terminated, Purchaser will nevertheless be and remain liable to Seller for the full amount of the Purchase Price for that Royalty Oil in excess of the Purchase Price over any amount or amounts received by Seller on account of that disposition, net of the expenses of that disposition and for all other costs, expenses (including reasonable attorneys' fees and disbursements), damages (including reasonably foreseeable consequential damages) and losses incurred by Seller and arising out of the Event of Default or disposition.

7.4 Purchaser's Exclusive Remedies. Upon any breach of, or default in, the due and timely observance or performance of any of Seller's covenants or obligations under this Agreement, Purchaser acknowledges and agrees that Purchaser's remedies will not include a temporary restraining order or preliminary injunction preventing Seller from taking any action with regard to the Royalty Oil sold under the Agreement.

ARTICLE VIII

DISPOSITION OF OIL

8.1 Disposition of Oil Upon Default or Termination. Purchaser acknowledges and agrees that under the Unit Agreement and Leases Seller's election to take Royalty Oil in-kind can be revoked or reversed only upon the satisfaction of various conditions, including the giving of six (6)

months notice to return all or more than ten percent (10%) of Seller's then current nominations. Purchaser acknowledges and agrees that Seller's election to invoke its rights to return to taking its Royalty Oil in value on less than six (6) months notice, or to attempt to secure a waiver of any condition or requirement, is at Seller's sole and complete discretion. Notwithstanding termination of this Agreement for default or for any other reason, including expiration or termination under any provision contained in this Agreement, Purchaser shall continue to take and purchase Seller's Royalty Oil in the amount and for the price set forth in this Agreement for up to seven (7) months following termination of this Agreement if Seller, in its discretion, so requires.

8.2 Inability to Receive Oil. If for any reason Purchaser is unable or refuses to accept or receive any Royalty Oil tendered under this Agreement, Purchaser shall nevertheless be and remain responsible for the disposal of that Royalty Oil and for paying the Seller for the oil as though it had been received and accepted by Purchaser unless Seller, in its sole discretion, elects to waive this requirement.

8.3 No Right to Storage or Underlift. Purchaser waives and disclaims any interest or right that it may assert to storage of Royalty Oil, including by underlift or other means, to which Seller is or may come to be entitled under the Leases or any other agreement.

ARTICLE IX

WAIVER

9.1 Waiver. The failure of either party to insist upon strict performance of any provision of this Agreement shall not constitute a waiver of, or estoppel against, asserting the right to require that performance in the future. A waiver or estoppel in any one instance shall not constitute a waiver or estoppel with respect to a later breach of a similar nature or otherwise. A course of performance established by a party shall also not estop the other party from complaining of a later breach similar in nature.

ARTICLE X

VALIDITY

10.1 Validity. If any provision or clause of this Agreement or application of this Agreement to any person or circumstance is held invalid, that invalidity shall not affect other provisions or applications of this Agreement which can be given effect without the invalid provision or application. If, however, an invalidity should operate to impair any material right or remedy of a party to this Agreement, that party may terminate this Agreement by notice to the other.

ARTICLE XI

FORCE MAJEURE AND CHANGE IN CONDITION

11.1 Effect of Force Majeure. Except for

Purchaser's obligations to make payment of money for Royalty Oil tendered under this Agreement and except for Purchaser's obligations to accept and dispose of Royalty Oil, neither party shall be liable for any failure to perform the terms of this Agreement when the failure is due in whole or in substantial part to force majeure. The term "force majeure" as applied to this Agreement shall mean acts of God, strikes, lockouts and industrial disputes or disturbances, civil disturbances, arrests and restraints from rulers or people, interruptions by government or court orders or by present or future orders of any regulatory body having or asserting jurisdiction, acts of the public enemy, wars, riots, blockades, insurrections, inability to secure materials by reasons of allocations promulgated by authorized governmental agencies, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or pipelines, or any other event or condition, whether of the kind herein enumerated or otherwise, not within the reasonable control of the party claiming the benefit of this excuse. If, however, any material obligation of Purchaser is excused or suspended because of a claim of force majeure for a period of 365 successive days or more, Seller will have the right to terminate this Agreement. Prior to the Seller exercising its right to terminate this Agreement the Seller and Purchaser shall enter into good faith negotiations to restore, to the

fullest extent possible, the Seller and Purchaser to the benefits and obligations that existed under this Agreement before the occurrence of the force majeure condition.

11.2 Responsibility. Upon the occurrence and discovery of an event providing the basis for a claim of force majeure, the party making a claim shall notify the other party to this Agreement of its claim of force majeure. Upon the occurrence of an event constituting force majeure that event shall, so far as possible, be remedied with all reasonable diligence and dispatch. Except for Purchaser's obligations to make payment of money for Royalty Oil tendered under this Agreement and except for Purchaser's obligation to dispose of Royalty Oil, the obligations of the disabled party to perform under this Agreement, insofar as they are affected by that force majeure, shall be suspended from the time that force majeure occurs and for so long as the disability caused should have continued had the party claiming the existence of the force majeure had remedied the event providing the basis of the claim of force majeure with reasonable diligence and dispatch, and for no longer. The settlement of strikes or lockouts or industrial disputes or disturbances will be entirely within the discretion of the party having the difficulty, and the above requirement that any force majeure shall be remedied with diligence and dispatch shall not require the settlement of strikes, lockouts, or industrial disturbances by acceding to the

demands of any opposing party therein when such course is inadvisable in the sole discretion of the disabled party.

ARTICLE XII

NOTICES

12.1 Method. All notices, requests, demands or statements shall be in writing, and may be delivered personally to the party to be notified or may be sent by registered or certified United States mail, postage prepaid, with a return receipt requested to such party. Notice deposited in the mail in this manner shall be effective upon the expiration of seven (7) days after it is so deposited. Notice given in any other manner shall be effective only if and when received by the addressee. For the purposes of notice the addresses of the parties to this Agreement shall be as follows:

If to Seller: State of Alaska
 Commissioner of Natural Resources
 Pouch "N"
 Juneau, Alaska 99811

and

 Commissioner of Revenue
 Pouch "S"
 Juneau, Alaska 99811

and

 Director, Division of Minerals
 and Energy Management
 555 Cordova Street
 Anchorage, Alaska 99501

If to Purchaser:

Tesoro Alaska Petroleum Company
8700 Tesoro Drive
P.O. Box 17536
San Antonio, Texas 78286

12.2 Change of Address. Each party may change its address for notice by giving notice of the change.

ARTICLE XII

RULES AND REGULATIONS

13.1 Rules and Regulations. This Agreement is subject to all present and future valid laws, orders, rules and regulations of the United States, the State of Alaska, and any duly constituted agency thereof.

ARTICLE XIV

SOVEREIGN POWER OF THE STATE

14.1 Sovereign Power of the State. This Agreement and its covenants shall not be interpreted as a limit on the exercise by the State of Alaska of any of its sovereign or regulatory powers, whether conferred on the State by constitution, statute or regulation, including but not limited to, its regulatory power over the Leases. The exercise by the State of Alaska of any sovereign or regulatory power will not operate or be deemed to enlarge any rights of Purchaser or to limit or impair any obligations or liability of Purchaser under this Agreement except for state statutes enacted after the effective date of this Agreement which have a direct and significant adverse affect on the ability of Purchaser to perform an obligation under this Agreement

other than the obligations to accept, dispose, and pay for Royalty Oil tendered under this Agreement.

ARTICLE XV

SECURITY

15.1 Letter of Credit. At least ninety (90) days before the Date of First Delivery, unless waived by Seller, Purchaser shall cause to be furnished to Seller an irrevocable stand-by letter of credit for the benefit of Seller, issued by a state or national banking institution of the United State which is a member of the Federal Deposit Insurance Corporation and has an aggregate capital and surplus of not less than \$100,000,000, or other banking institution acceptable to Seller in its sole discretion. The principle face amount of the letter of credit shall initially be \$48,000,000. The letter of credit shall be substantially in a form satisfactory to the Commissioner, but in any event shall not require any documents to be submitted in support of drafts drawn against this letter of credit other than the certified statement of the Commissioner or his designee and the Attorney General of the State of Alaska or his designee that Purchaser is liable to Seller for a sum equal to the amount of such draft, and that that sum is due and payable in full and has not been timely paid. In the event that Seller should have reasonable grounds for asserting any claims against Puchaser under this Agreement and does assert those claims in an aggregate amount in excess of the aggregate principal face amount of the letter

of credit then in effect, Purchaser shall upon Seller's request (whether or not Purchaser may deny, reject or otherwise resist such claims) cause the principal face amount of the letter of credit to be increased by an amount equal to the excess. The principal face amount of the letter of credit shall also be automatically increased by Purchaser without request from Seller whenever the face amount is less than the expected Purchase Price of sixty (60) days of Royalty Oil tenders under this Agreement, to an amount equal to the expected Purchase Price of sixty (60) days of Royalty Oil tenders. The principal face amount of the letter of credit may be decreased by Purchaser upon approval of Seller if the face amount is less than the expected Purchase Price of sixty (60) days of Royalty Oil tenders under this Agreement, to an amount equal to the expected Purchase Price of sixty (60) days of Royalty Oil tenders. The Commissioner may accept such other or additional security as he, in his sole discretion, considers adequate to protect Seller.

ARTICLE XVI

PREFERENTIAL HIRING AND NON-DISCRIMINATION

16.1 Compliance with Alaska Law. Purchaser will comply with all applicable Alaska statutes and regulations in effect at the time this Agreement becomes effective, as well as all amendments to them and subsequent enactments, providing for preferential hiring of Alaska residents and non-discrimination against them.

16.2 Preference to Qualified Alaska Residents. To the extent not superceded by or inconsistent with subsequently enacted legislation or regulations, Purchaser will use its best efforts to assure that work done by or for it within the State of Alaska in connection with this Agreement shall, to the extent they are available, willing and qualified, be performed by Alaska residents who, at the time of their initial employment by Purchaser, its contractors or subcontractors, fall within one or more of the following employment target groups, as determined by the State or an agency or agencies designated by the State:

(1) "chronically unemployed resident," defined as either:

(A) a resident who has been unemployed for a minimum of eight (8) months, cumulatively, of the twelve (12) months immediately preceding the time of application for determination of status, so long as the individual's income for the 12-month period does not exceed \$25,000; or

(B) a resident who has exhausted benefits available under the Alaska Employment Security Act, AS 23.20, within the (twelve) 12 months immediately preceding the time at which he makes the application for certification and is currently not eligible for unemployment benefits;

(2) "economically disadvantaged resident," defined as a resident whose total household income for the twelve (12) months immediately preceding the time of application for determination of status falls below seventy percent

(70%) of the minimums set by the U.S. Bureau of Labor Statistics "lower living standard income level" as adjusted for Alaska; and

(3) "training-qualified resident," defined as a resident who, within the twelve (12) months immediately preceding the time of application for determination of status, has successfully completed a program of job training designed to qualify the resident for employment on projects carried out in connection with this agreement.

16.3 Assurance of Compliance. Purchaser shall use its best efforts to assure that neither it, nor its contractors and subcontractors, hire nonresidents when residents falling within one or more of the employment target groups set out in Article 16.2 are known to be available, willing and qualified for employment for work performed in connection with this Agreement within the State of Alaska.

16.4 Exceptions. The requirements of this Article do not apply to bona fide administrative, executive or professional employees of the Purchaser or its contractors or subcontractors, as those terms are defined in 8 AAC 15.910.

16.5 Collective Bargaining Agreements. In implementing the requirements of this Article, Purchaser shall assure that it and its contractors and subcontractors use their best efforts to include in all collective bargaining agreements with labor unions covering work to be performed in connection with this Agreement provisions that will

assure employment preference to Alaska residents falling within the target groups set out in Article 16.2 in accordance with the requirements of this Article.

16.6 Non-discrimination. Purchaser shall assure that neither it nor its contractors or subcontractors engage in discriminatory practices against Alaska residents falling within the employment target groups set out in Article 16.2 who are employed or seeking employment by Purchaser or its contractors or subcontractors. Prohibited discriminatory practices include, but are not necessarily limited to:

(1) rejection of a resident referred to an employer by a collective bargaining agent in favor of a nonresident of similar qualifications in employment covered by a collective bargaining agreement;

(2) rejection of a resident in favor of a nonresident of similar qualifications in employment not covered by a collective bargaining agreement;

(3) termination of a resident in favor of a nonresident of similar qualifications; and

(4) differentiation in payment of wages, salaries, fringe benefits, and working conditions between a resident and nonresident.

16.7 Definitions. In this Article,

(1) "qualified" means able, by education, training and experience or combinations of them, to perform the duties and satisfy the terms and conditions which are usual in the offered employment, provided that the duties, terms

and conditions meet the reasonable standards of the industry as required of other employees performing the same type of work in the industry; and

(2) "resident" means a person who

(A) except for brief intervals, military service, attendance at an educational or training institution, or for absences for good cause, is physically present in the state for a period of at least 30 days immediately before the time that person's status is determined;

(B) maintains a place of residence in the state;

(C) has established residency for voting purposes in the state;

(D) has not, within the period of required residency, claimed residency in another state; and

(E) shows by all attending circumstances that that person's intent is to make Alaska his or her permanent residence.

ARTICLE XVII.

APPLICABLE LAW

17.1 Alaska Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Alaska, excluding any conflict-of-law rule or principle which might refer such construction to the laws of another state or country.

17.2 Submission to Jurisdiction. Any legal action or proceeding arising out of or relating to this Agreement or for the enforcement of the covenants or obligation of either party must be instituted in a State court of general jurisdiction sitting in the State of Alaska, and Purchaser hereby irrevocably submits to the jurisdiction of that court in any such action or proceeding.

ARTICLE XIII

WARRANTIES

18.1 No Warranties. The purchase and sale of Royalty Oil under this Agreement is subject only to the warranties of Seller expressly set forth in this Agreement and Seller disclaims and Purchaser waives all other warranties, express or implied in law, whatsoever.

ARTICLE XIX

AMENDMENT

19.1 Amendment. This Agreement may be supplemented, amended or modified at any time, but only by written instrument duly executed by the parties to this Agreement. In addition, material amendments to this Agreement which appreciably reduce the consideration to Seller must be approved by the Legislature of the State of Alaska.

ARTICLE XX

SUCCESSORS AND ASSIGNS

20.1 General Prohibition. No assignment, pledge or encumbrance of this Agreement shall be made by either party without first obtaining the written consent of the

other party. The Commissioner may grant such consent on behalf of the Seller. The Commissioner shall have sole and complete discretion in granting or denying a proposed assignment, pledge or encumbrance. Subject to the above requirements in this Article, this Agreement will be binding upon and inure to the benefit of each of the parties and its successors and permitted assigns. In addition, if Purchaser gains or acquires a controlling interest in an entity which has an agreement with Seller for the sale of Royalty Oil ("Other Agreement"), then upon at least one year's notice Seller, at its option may require Purchaser to terminate either this Agreement or the Other Agreement. The choice of which Agreement to terminate will be Purchaser's. Purchaser may request that Seller waive this option in advance of Purchaser gaining a controlling interest in an entity which has an agreement with Seller for the sale of Royalty Oil. The Commissioner has sole and complete discretion in granting or denying the requested waiver.

ARTICLE XXI

HEADINGS

21.1 Headings. Headings used in this Agreement are for convenience only and shall not affect the construction of this Agreement.

ARTICLE XXII

RECORDS

22.1 Preservation of Records. Purchaser will

preserve and maintain all books, accounts, and records relating to or arising out of the performance of this Agreement, including but not limited to the purchase or sale of Royalty Oil and its refined products, for a period of six (6) years. Purchaser will also maintain and preserve all similar books, accounts, and records of which it has possession belonging to those third parties with whom it contracts for the performance of various parts of this Agreement. Neither Purchaser nor Seller shall be required to retain any records for more than six (6) years unless retention of such records is specifically required by applicable law or regulation. Purchaser shall either maintain its records within the State of Alaska or make such records available to Seller at Purchaser's principal office in the State of Alaska within thirty (30) days after written request by Seller.

22.2 Inspection of Records of Parties. Purchaser and Seller will accord to each other and to their authorized agents, attorneys, and auditors during reasonable business hours access to any and all property, records, books, documents, and indexes directly relating to the Purchaser's or Seller's performance of this Agreement and which are under the control of the party from which access is desired so that the other party may inspect, photograph and make copies of that property, records, books, documents and indexes. In no event, however, shall Seller be required to disclose any information, data, or records which are

required to be held confidential by state law or regulation. If the information obtained by Seller may be held confidential under state or federal law or regulation, Purchaser may request that that information be held confidential by Seller.

ARTICLE XXIII

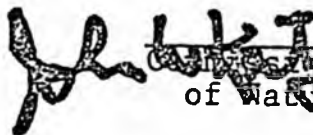
INTERPRETATION OF TERMS AND CONDITIONS

23.1 Commissioner finding and review. In the event that there is a disagreement about the meaning or application of a word, term, or condition in this Agreement, Purchaser will present the arguments supporting its view in writing to the Commissioner for his consideration. The Commissioner will subsequently, within a reasonable time, issue a finding on the meaning or application of the disputed word, term, or condition, and setting forth the basis for his conclusions. Purchaser agrees to accept findings by the Commissioner under this Article as long as there is substantial evidence supporting the Commissioner's findings.

DATED this 26 day of February, 1982.

SELLER:

THE STATE OF ALASKA

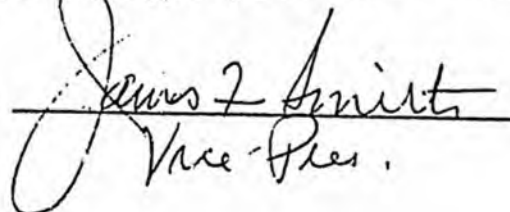


Commissioner, Department
of Natural Resources

PURCHASER:

Esso Alaska Petroleum Company

By:



James F. Smith
Vice-Pres.



ALASKA ROYALTY
OIL & GAS BOARD

Introduced: 3/30/82
Referred: Finance

1 IN THE SENATE

BY THE JUDICIARY COMMITTEE

2 SENATE BILL NO. 882

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to interest in eminent domain cases;
7 and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 09.55.440(a) is amended to read:

10 (a) Upon the filing of the declaration of taking and the deposit
11 with the court of the amount of the estimated compensation stated in the
12 declaration, title to the estate as specified in the declaration vests
13 in the plaintiff, and that property is condemned and taken for the use
14 of the plaintiff, and the right to just compensation for it vests in the
15 persons entitled to it. The compensation shall be ascertained and
16 awarded in the proceeding and established by judgment. The judgment
17 shall include interest at the rate established in AS 09.30.070 [OF SIX
18 PERCENT PER YEAR] on the amount finally awarded which exceeds the amount
19 paid into court under the declaration of taking. The interest runs from
20 the date title vests to the date of payment of the judgment.

21 * Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
22 070(c).

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COMMITTEE COPY

ALASKA STATE LEGISLATURE

TWELFTH Legislature SECOND Session

SENATE BILL NO. 882

By THE JUDICIARY COMMITTEE

An Act relating to interest in eminent domain cases; and providing for an effective date."

Introduced in the Senate 3/30/, 19... 82

HISTORY IN THE SENATE

19 82	3	30	Read first time and referred to Committee on Finance Reported back with recommendation that																						
			Read second time and																						
			Read third time and																						
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19			Read first time and referred to Committee on																						
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HISTORY IN THE SENATE

19		Received from House
		To enrolling
		Reported correctly enrolled
		Sent to Governor
	 by Governor
		Filed with Lt. Governor
		Chapter No.

Introduced: 3/30/82
Referred: Finance

1 IN THE SENATE

BY THE JUDICIARY COMMITTEE

2 SENATE BILL NO. 882

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to interest in eminent domain cases;
7 and providing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 09.55.440(a) is amended to read:

10 (a) Upon the filing of the declaration of taking and the deposit
11 with the court of the amount of the estimated compensation stated in the
12 declaration, title to the estate as specified in the declaration vests
13 in the plaintiff, and that property is condemned and taken for the use
14 of the plaintiff, and the right to just compensation for it vests in the
15 persons entitled to it. The compensation shall be ascertained and
16 awarded in the proceeding and established by judgment. The judgment
17 shall include interest at the rate established in AS 09.30.070 [OF SIX
18 PERCENT PER YEAR] on the amount finally awarded which exceeds the amount
19 paid into court under the declaration of taking. The interest runs from
20 the date title vests to the date of payment of the judgment.

21 * Sec. 2. This Act takes effect immediately in accordance with AS 01.10.-
22 070(c).

Introduced: 4/2/82
Referred: Finance

BY THE LABOR AND COMMERCE
COMMITTEE BY REQUEST

1 IN THE SENATE

2 SENATE BILL NO. 884

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act imposing a surtax on aviation fuel; and provid-
7 ing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 43.40 is amended by adding a new section to read:

10 Sec. AS 43.40.015. SURTAX ON AVIATION FUEL. (a) There is levied
11 a surtax on aviation fuel, in addition to the tax imposed in AS 43.40.-
12 010, in the following amounts:

13 (1) one-half cent a gallon on all aviation gasoline sold or
14 otherwise transferred in the state or consumed by a user; and

15 (2) one-fourth cent a gallon on all aviation fuel other than
16 gasoline sold or otherwise transferred in the state or consumed by a
17 user.

18 (b) The surtax levied under this section shall be deposited in the
19 general fund. The legislature may annually appropriate an amount equal
20 to the proceeds of the surtax levied in this section for aviation safety
21 training programs.

22 * Sec. 2. This Act terminates on July 1, 1985.

23 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
24 070(c).

ALASKA STATE LEGISLATURE

TWELFTH Legislature SECOND. Session

SENATE BILL..... NO. ...384

By THE LABOR AND COMMERCE...
COMMITTEE BY REQUEST

"An Act imposing a surtax on aviation fuel; and providing for an effective date."

Introduced in the Senate 4/2/....., 19.82

HISTORY IN THE SENATE

19	82	Read first time and referred to Committee on																						
4	2	Finance																						
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HISTORY IN THE SENATE

19		Received from House
		To enrolling
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		Sent to Governor
	 by Governor
		Filed with Lt. Governor
		Chapter No.

Introduced: 4/2/82
Referred: Finance

BY THE LABOR AND COMMERCE
COMMITTEE BY REQUEST

1 IN THE SENATE

2 SENATE BILL NO. 884

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act imposing a surtax on aviation fuel; and provid-
7 ing for an effective date."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 * Section 1. AS 43.40 is amended by adding a new section to read:

10 Sec. AS 43.40.015. SURTAX ON AVIATION FUEL. (a) There is levied
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12 010, in the following amounts:

13 (1) one-half cent a gallon on all aviation gasoline sold or
14 otherwise transferred in the state or consumed by a user; and

15 (2) one-fourth cent a gallon on all aviation fuel other than
16 gasoline sold or otherwise transferred in the state or consumed by a
17 user.

18 (b) The surtax levied under this section shall be deposited in the
19 general fund. The legislature may annually appropriate an amount equal
20 to the proceeds of the surtax levied in this section for aviation safety
21 training programs.

22 * Sec. 2. This Act terminates on July 1, 1985.

23 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
24 070(c).

STATE OF ALASKA

DEPARTMENT OF REVENUE

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, GOVERNOR

POUCH S
JUNEAU, ALASKA 99811
PHONE: (907) 465-2300

April 15, 1982

The Honorable Don Bennett
The Honorable M. E. Dankworth
Co-Chairmen
Senate Finance Committee
Room 525 - Capitol Building
Juneau, Alaska

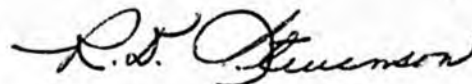
Re: Senate Bill No. 884

Dear Senators Bennett and Dankworth:

Senate Bill No. 884, an Act imposing a surtax on aviation fuel, was introduced in the Senate on April 2, 1982 and was referred to the Senate Finance Committee.

For the consideration of the Senate Finance Committee, I am enclosing copies of Fiscal Notes prepared by Mr. Robert R. Kessel, Director, Audit Division and Mr. Robert W. Elliott, Research Analyst, Research Section of the Department of Revenue concerning the proposed legislation.

Sincerely,



R. D. Stevenson
Special Assistant

Enclosures

cc: Joseph K. Donohue
Deputy Commissioner
Department of Revenue

Robert R. Kessel, Director
Audit Division
Department of Revenue

Robert W. Elliott, Research Analyst
Research Section
Department of Revenue

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution Number: SB 884

Title: An Act imposing a surtax on aviation fuel

Requested by: Senate Finance Committee

Date: April 12, 1982

II. FISCAL DETAIL

Agency Affected: Department of Revenue

Program Category Affected: Revenue Collection and Management

BRU, Program, or Subprogram(s) Affected: Audit Division

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	-	-	-	-	-	-
200 TRAVEL	-	-	-	-	-	-
300 CONTRACTUAL	-	-	-	-	-	-
400 COMMODITIES	-	-	-	-	-	-
500 EQUIPMENT	-	-	-	-	-	-
600 LAND & STRUCTURES	-	-	-	-	-	-
700 GRANTS, CLAIMS, ETC	-	-	-	-	-	-
800 MISCELLANEOUS	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-

FUNDING (Thousands of Dollars)

GENERAL FUND	-	-	-	-	-	-
FEDERAL FUNDS	-	-	-	-	-	-
OTHER (Specify Source)	-	-	-	-	-	-

POSITIONS

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

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

See attached memo to R. D. Stevenson dated April 12, 1982.

IV. DATE: April 12, 1982

PREPARED BY: Robert R. Kessel

AGENCY: Audit Division

PHONE: 465-2320

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

Robert R. Kessel

M E M O R A N D U M

TO: R. D. Stevenson
Special Assistant

FROM: Robert R. Kessel
Director, Audit Division *RM*

DATE: April 12, 1982

RE: SB 884 "An Act imposing a surtax on aviation fuel"

Section 43.40.010 currently levies a tax of four cents a gallon on aviation gasoline and a tax of two and one-half cents a gallon on all aviation fuel other than gasoline.

SB 884 would impose a surtax of one-half cent a gallon on all aviation gas and one-fourth cent a gallon on all aviation fuel other than gasoline. The effective tax rate per gallon would then become

- a) four and one-half cents a gallon on all aviation gasoline and
- b) two and three-fourths cents a gallon on all aviation fuel other than gasoline.

The surtax would necessitate a minor redesign of the motor fuel form and would not create a noticeable increase in workload for the Audit Division. Collections would have to be separately accounted for to accomplish Sec. 1(b) of the bill.

There appears to be no noticeable problems with the bill as written.

RRK/gb

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution Number: SB 884

Title: Imposing a surtax on aviation fuel.

Requested by: Senate Finance Committee

Date: 04/06/82

II. FISCAL DETAIL

Agency Affected:

Program Category Affected:

BRU, Program, or Subprogram(s) Affected:

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES	-	-	-	-	-	-
200 TRAVEL	-	-	-	-	-	-
300 CONTRACTUAL	-	-	-	-	-	-
400 COMMODITIES	-	-	-	-	-	-
500 EQUIPMENT	-	-	-	-	-	-
600 LAND & STRUCTURES	-	-	-	-	-	-
700 GRANTS, CLAIMS, ETC	-	-	-	-	-	-
800 MISCELLANEOUS	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-

FUNDING (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
GENERAL FUND	-	470	490	510	-	-
FEDERAL FUNDS	-	-	-	-	-	-
OTHER (Specify Source)	-	-	-	-	-	-

POSITIONS

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
FULL TIME	-	-	-	-	-	-
PART TIME	-	-	-	-	-	-
TEMPORARY	-	-	-	-	-	-

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The figures represent the additional aviation fuel surtax paid into the General Fund, if the rates are levied per SB 884. It was assumed the bill would become effective July 1, 1982.

IV. DATE: 04/06/82

PREPARED BY: Robert W. Elliott

AGENCY: Revenue

PHONE: 465-2173

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

5B 884



ALASKA AIRMEN'S ASSN., INC.

P.O. Box 4-1287

Anchorage, Alaska 99509



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

Atten: Ms Tulinda Deegan,
Executive Director

March 23, 1982

Dear Tulinda,

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

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

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

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

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



pp 2 of 2
Alaskan Aviation Safety Foundation
23 March 1982

One other small area of discussion please: HB 10, submitted last year, and designed to delete boat fuel taxes and make some changes to where the aviation fuel taxes would go (to Highway trust funds!) got our attention and we proposed deleting the aircraft fuel tax as long as boats were making a dent. We obviously prefer your current plan and will withdraw support of certain changes to HB 101. Meanwhile, it would be our intent that the statute be amended to force expenditure of all aviation fuel tax moneys on aviation projects. Subject to interfering with the technicalities of making the Foundation's program work, we would propose the change attached. With it, or equivalent wording and effect, we can support the program with no reservations.

Please feel free to use this letter and its attachments in whole or in part, as you see fit in Juneau or in the press. We support the program and do so without qualification. It is a high hope for us...and just about the only hope for everyone!

Good luck in Juneau, and in your new relationship with the AACA and Foundation,

Best Personal Regards,

JIM WOOD,
President

encl: 1. Resolution
2. Proposed Amendment
3. Rationale'

cy: 1. Senator Mulcahy
(w/encl) 2. Representative Hurlbert
-3. Ms Jessie Dodson
4. Representative Adams
5. Representative Fuller
6. Dep Commissioner Donohue



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

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

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

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

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

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

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

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

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

PROPOSED AMENDMENT TO COMMITTEE BILL

* Section ____ AS 43.40.010(e) is amended to read;

(e) Sixty per cent of the proceeds of the revenue from the taxes on aviation fuel, excluding the amount determined to have been spent by the state at its collection, shall be refunded to a municipality owning and operating or leasing and operating an airport in the proportion that the revenue was collected at the municipal airport. All other proceeds of the taxes on aviation fuel shall be paid into a special aviation fuel tax account in the general fund. The legislature [may] shall appropriate funds from this account for aviation facilities [.] and programs.

*W. H. DEAN -
APR 01 1982*

RATIONALE'

The purpose of this change is to simply assure that taxes collected on aviation fuel are spent on aviation projects. The current legislation would allow some 40% of the fund to lapse or be spent on other projects. In order to receive full support from the pilots, operators and aircraft owners, who in fact provide all the funds for this tax, this logical step needs to be taken.

Additionally, the addition of "and programs" at the end would facilitate expenditure on programs such as design, studies, masterplans and the like. Present language limits such expenditures to "facilities". This is absolutely mandatory in order that the Safety Foundation receive funds from the program.

NOTE: It appears that this change at the end of the last sentence is required in order to facilitate the Foundation plan, no matter what the treatment of the "may" "shall" question.

Alaskan Aviation Safety Foundation

REQUEST FOR FUNDING

January, 1982

Board of Directors:

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

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

Executive Director:

Tulinda Deegan

INTRODUCTION

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

Purpose

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

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

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

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

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

Background

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

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

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

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

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

Interviews

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

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

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

Next Step

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

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

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

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

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

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

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

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

Alaskan Aviation Safety Foundation Programs

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

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

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

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

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

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

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

ALASKAN AVIATION SAFETY FOUNDATION
EXPENSES
12 Months
1982 - 1983

Management

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

Programs

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

GRAND TOTAL \$870,000

INTERVIEWS TO DATE

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

Interviews To Date

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

LIST OF CITIES VISITED

BY

AATC INTERVIEWERS

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

* City visited but no interview conducted.

Interviews To Date

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

SAND POINT AIR SERVICE, INC.

GEORGE KIMBALL
President

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



March 22, 1982

The Honorable Robert Mulcahy
Pouch V
Juneau, Ak. 99811

Dear Senator Mulcahy,

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

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

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

Sincerely,

George Kimball,
President

enc.

GK/md

MEMORANDUM

State of Alaska

Department of Revenue

TO: Joseph K. Donohue
Deputy Commissioner, Taxation

DATE: March 31, 1982

FILE NO:

APR 1 1982

TELEPHONE NO:

GOVERNORS OFFICE

FROM: Robert Elliott *REW*
Research Analyst

SUBJECT: Aviation Fuel Taxes

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

FY 1979

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

FY 1980

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

FY 1981

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

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

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

R E S O L U T I O N

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

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

PASSED FULL AACA MEMBERSHIP MARCH 13, 1982.

Alaska Air Carriers Association

March 19, 1982

Senator Mulcahy
Pouch V
Juneau, AK 99503

Dear Senator Mulcahy:

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

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

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

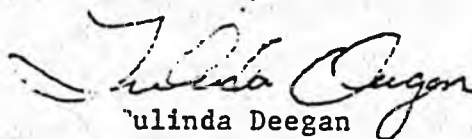
Governor Hammond has promised his support to the proposal.

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

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

We appreciate your support of our proposal.

Sincerely,



Linda Deegan

Linda Deegan
Executive Director

8812338CHARLS G

2 MAR 82

ATTN: G. ANDERSON

PLEASE PASS FOLLOWING TO M. MITCHELL

AS LEADING LLOYD'S UNDERWRITERS ON MANY ALASKAN OPERATORS
I WISH EXTEND INVITATION BEHALF MY COLLEAGUES AND MYSELF THAT
YOU VISIT LLOYD'S IN NEXT 2 MONTHS TO EXPLAIN TO LLOYD'S AND
LONDON COMPANY U/WRS THE WORK OF THE NEW ALASKA AVIATION
SAFETY FOUNDATION, WHOSE WORK WE VALUE HIGHLY.

YOUR PRESENCE IN LONDON ESSENTIAL TO ASSIST US WITH FULLEST
EXPLANATION OF THIS WORK, SO THAT WE MAY ASSESS THE LIKELY
IMPACT ON AIR SAFETY, AND THUS CALCULATE POSSIBLE PREMIUM
REDUCTIONS FOR THOSE OPERATORS WHO UNDERGO THE TRAINING COURSES
THAT YOU ARE ORGANISING.

REGARDS

MICHAEL CHARLESWORTH

8812338CHARLS G

*
RBH ALASKA AHG

REPLY TO THIS TELEX VIA RCA

T



AIRCRAFT
OWNERS
AND
PILOTS
ASSOCIATION

2-16
ALASKAN AVIATION SAFETY FOUNDATION, INC.
4790 Business Park Boulevard
Anchorage, Alaska 99503

Atten: Ms Tulinda Deegan, Executive Director

081-26

Dear Tulinda,

22 March 1982

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

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

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

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

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

pp 2

Alaskan Aviation Safety Foundation
22 March 1982

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

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



KENT LEE WOODMAN,
Regional Representative

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

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

5B 884

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. Proposed Aviation Fuel Tax rate increase
 Title _____
 Requested by Sen. Bob Mulcahy Date 4/2/82

II. FISCAL DETAIL
 Agency Affected _____
 Program Category Affected _____
 BRU, Program, Or Subprogram(s) Affected _____
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		470	490			
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The above figures represent additional aviation fuel tax receipts paid into the general fund, if the rates are increased to 2.75¢ per gallon for jet fuel and to 4.50¢ per gallon for aviation gasoline.

IV. DATE 4/2/82 PREPARED BY Robert W. Elliott
 AGENCY Revenue
 Original: Legislative Finance PHONE 465-2173
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/81)

COMMITTEE REPORT
SENATE

4/3/82

FURTHER: none

Date: 4-2-82

Mr. President:

The Committee on FINANCE has had SB 685
dedication of revenues to the Alaska Permanent Fund

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for SB 685 (11/82) same title
 new title
- and recommends SB 685
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

Original sponsor: Rules/Governor

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 885 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 TWELFTH LEGISLATURE - SECOND SESSION
5 A BILL

6 For an Act entitled: "An Act relating to the dedication of revenues to the
7 Alaska permanent fund and to the 1981 appropriation
8 from the general fund to the Alaska permanent fund; and
9 providing for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. AS 37.13.010(a)(1) is amended to read:

12 (1) 35 [25] percent of all mineral lease rentals; royalties,
13 royalty sale proceeds, net profit shares under AS 38.05.180(f) and (g),
14 and federal mineral revenue sharing payments received by the state from
15 mineral leases issued on or before December 1, 1979, and 35 [25] percent
16 of all bonuses received by the state from mineral leases issued on or
17 before February 15, 1980;

18 * Sec. 2. AS 37.13.010(a)(1) is amended to read:

19 (1) 25 [35] percent of all mineral lease rentals, royalties,
20 royalty sale proceeds, net profit shares under AS 38.05.180(f) and (g),
21 and federal mineral revenue sharing payments received by the state from
22 mineral leases issued on or before December 1, 1979, and 25 [35] percent
23 of all bonuses received by the state from mineral leases issued on or
24 before February 15, 1980;

25 * Sec. 3. Section 1, ch. 61, SLA 1981 is repealed.

26 * Sec. 4. Section 1 of this Act takes effect July 1, 1983.

27 * Sec. 5. Sections 2 and 3 of this Act takes effect when the deposits to
28 the Alaska permanent fund, as a result of the operation of sec. 2, ch. 61,
29 SLA 1981, as amended, and of the increase in dedication from 25 to 35 percent

1 under AS 37.13.010(a)(1) as amended in sec. 1 of this Act, equal
2 \$1,800,000,000.
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THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution Number: SB 885

Title: Dedication of revenues to the Alaska Permanent Fund.

Requested by: Senate Finance Committee Date: April 19, 1982

II. FISCAL DETAIL

Agency Affected:

Program Category Affected:

BRU, Program, or Subprogram(s) Affected:

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES	-	-	-	-	-	-
200 TRAVEL	-	-	-	-	-	-
300 CONTRACTUAL	-	-	-	-	-	-
400 COMMODITIES	-	-	-	-	-	-
500 EQUIPMENT	-	-	-	-	-	-
600 LAND & STRUCTURES	-	-	-	-	-	-
700 GRANTS, CLAIMS, ETC	-	-	-	-	-	-
800 MISCELLANEOUS	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-

FUNDING (Millions of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
GENERAL FUND	-119.28	-141.84	-164.82	-193.38	-212.88	-167.80
FEDERAL FUNDS	-	-	-	-	-	-
OTHER (Specify Source)	-	-	-	-	-	-

POSITIONS

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
FULL TIME	-	-	-	-	-	-
PART TIME	-	-	-	-	-	-
TEMPORARY	-	-	-	-	-	-

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The above projected estimates (based on Department of Revenue March forecast) represent the additional 10% portion transferred from the General Fund. Projections were derived from royalties, mineral lease rentals, and federal mineral revenue sharing payments. Bonus and royalty sale proceeds were not included in the estimates since bids are impossible to anticipate prior to sales. As a result of increasing the dedication from 25% to 35%, deposits to the Alaska Permanent Fund would reach a billion dollars during FY 89.

IV. DATE: April 19, 1982

PREPARED BY: Robert W. Elliott

AGENCY: Revenue

PHONE: 465-2173

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

JAY S. HAMMOND
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

April 8, 1982

The Honorable Jalmar Kerttula
President of the Senate
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. President:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the dedication of revenues to the Alaska permanent fund. This bill increases the dedication to the fund under AS 37.13.-010(a)(1) from 25 to 35 percent of certain revenues received from Prudhoe Bay oil production. The increase will be effective July 1, 1983, and continue until \$1,000,000,000 are added to the permanent fund.

This bill is offered as a companion to the proposed amendment to the appropriation made to the permanent fund last session by ch. 16, SLA 1981, as amended by sec. 68, ch. 92, SLA 1981. The proposed amendment, being offered for inclusion in the operating budget this session, would reduce that appropriation from \$1,800,000,000 to \$800,000,000. This bill will ensure that the remaining \$1,000,000,000 are deposited to the permanent fund through a temporary increase in the statutory dedication of revenues.

I urge your prompt consideration and passage of this bill.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Jay S. Hammond".

Jay S. Hammond
Governor

Introduced: 4/8/82
Referred: Finance

1 IN THE SENATE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 SENATE BILL NO. 885

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the dedication of revenues to the
7 Alaska Permanent Fund; and providing for an effective
8 date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. AS 37.13.010(a)(1) is amended to read:

11 (1) 35 [25] percent of all mineral lease rentals, royalties,
12 royalty sale proceeds, net profit shares under AS 38.05.180(f) and (g),
13 and federal mineral revenue sharing payments received by the state from
14 mineral leases issued on or before December 1, 1979, and 35 [25] percent
15 of all bonuses received by the state from mineral leases issued on or
16 before February 15, 1980;

17 * Sec. 2. AS 37.13.010(a)(1) is amended to read:

18 (i) 25 [35] percent of all mineral lease rentals, royalties,
19 royalty sale proceeds, net profit shares under AS 38.05.180(f) and (g),
20 and federal mineral revenue sharing payments received by the state from
21 mineral leases issued on or before December 1, 1979, and 25 [35] percent
22 of all bonuses received by the state from mineral leases issued on or
23 before February 15, 1980;

24 * Sec. 3. Section 1 of this Act takes effect July 1, 1983.

25 * Sec. 4. Section 2 of this Act takes effect when the deposits to the
26 Alaska permanent fund, as a result of the increase in dedication from 25 to
27 35 percent under sec. 1 of this Act, equal \$1,000,000,000.

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Funding Information
General Fund \$127,021,300
Other Funds -0-
\$127,021,300

Introduced: 4/19/82
Referred: Finance

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 SENATE BILL NO. 887

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making special appropriations for revenue
7 sharing and other assistance to municipalities; and
8 providing for an effective date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 * Section 1. The sum of \$55,721,300 is appropriated from the general fund
11 to the Department of Community and Regional Affairs for municipal aid programs
12 under AS 29.88 - AS 29.95.

13 * Sec. 2. The sum of \$71,300,000 is appropriated from the general fund to
14 the Department of Revenue for municipal revenue sharing under AS 43.20.016.

15 * Sec. 3. If AS 29.88 - AS 29.95 or AS 43.20.016 are amended or repealed,
16 or if the state agencies designated to administer these laws are changed, the
17 appropriations made in this Act are appropriated to the appropriate state
18 agencies to finance similar municipal aid and revenue sharing programs that
19 are established in a bill or bills passed by the Twelfth Legislature and
20 enacted into law.

21 * Sec. 4. The unexpended and unobligated portions of the appropriations
22 made by this Act lapse into the general fund June 30, 1983.

23 * Sec. 5. This Act takes effect July 1, 1982.

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FY 1982 STATE REVENUE SHARING ENTITLEMENTS
FOR MUNICIPALITIES

FEBRUARY 22, 1982

(REPLACES 2/19/82 COMPUTER RUN)

STATE OF ALASKA
DEPARTMENT OF COMMUNITY & REGIONAL AFFAIRS
DIVISION OF LOCAL GOVERNMENT ASSISTANCE
POUCH BH
JUNEAU, ALASKA 99811

(907) 465-4733 or 465-4736

FY 1982 MUNICIPAL REVENUE SHARING ENTITLEMENTS

TOTAL APPROPRIATION = \$55,707,000
 CHAPTER 88 APPROPRIATION = \$34,913,800
 CHAPTER 89 APPROPRIATION = \$14,047,800
 CHAPTER 90 APPROPRIATION = \$5,746,000

CHAPTER 88 PRORATION FACTOR = 6.43407506040690
 CHAPTER 89 PRORATION FACTOR = 0.92865022020026
 CHAPTER 90 PRORATION FACTOR = 0.23123348093043
 MINIMUM ENT. PRORATION FACTOR = 0.96709754619341
 HOLD HARMLESS PRORATION FACTOR = 0.99905232582675

KEY	MUNICIPALITY	POPULATION	MILL RATE EQV.	CHAPTER 88 ENTITLEMENT	CHAPTER 89 AND 90 ENTITLEMENT	MINIMUM ENTITL... ADD ON	HOLD HARMLESS ENTITLEMENT	TOTAL FY 1982 ENTITL.
DROUGHS AND SERVICE AREAS								
010	ANCHORAGE A.W.	180,740	6.25	\$6,005,670	\$7,565,322	\$0	\$0	\$13,570,992
020	CITY S.A.	53,410	0.48	\$161,606	\$0	\$0	\$157,448	\$319,054
030	EAGLE RIVER	7,639	0.78	\$37,384	\$60,281	\$0	\$0	\$97,665
040	CHUGIAK	5,105	0.76	\$24,416	\$0	\$0	\$11,921	\$36,337
060	GIRDWOOD	539	1.13	\$3,818	\$24,446	\$0	\$0	\$28,264
070	GLEN ALPS	245	2.13	\$3,245	\$24,562	\$0	\$0	\$27,807
080	FIRE S.A.	148,761	1.28	\$1,189,204	\$0	\$0	\$86,312	\$1,275,516
090	ROADS & DRAINAGE	130,845	1.18	\$362,464	\$0	\$0	\$0	\$362,464
095	LIMITED ROAD S.A.	5,172	0.77	\$25,002	\$0	\$0	\$0	\$25,002
100	POLICE S.A.	146,004	1.87	\$1,699,341	\$0	\$0	\$414,200	\$2,113,541
110	PARKS & REC	148,710	0.57	\$531,369	\$0	\$0	\$342,741	\$874,110
120	P & R/CHUGIAK	13,789	0.60	\$51,969	\$0	\$0	\$10,290	\$62,259
130	SOLID WASTE S.A.	149,215	0.32	\$299,716	\$0	\$0	\$0	\$299,716
140	CHUGIAK/SOLID WASTE	13,789	0.16	\$14,342	\$0	\$0	\$0	\$14,342
150	BUILDING SAFETY	148,676	0.17	\$157,829	\$0	\$0	\$0	\$157,829
160	CITY SA ROADS & DRAINAGE	53,410	0.08	\$26,958	\$0	\$0	\$1,226	\$28,184
170	SERVICE AREA 35	77,435	0.58	\$282,266	\$0	\$0	\$0	\$282,266
175	UPPER O'MALLEY	1	0.00	\$0	\$33,863	\$0	\$0	\$33,863
180	PORT OF ANCH.	180,740	0.35	\$397,677	\$0	\$0	\$0	\$397,677
185	ROADS	1	0.00	\$0	\$134,897	\$0	\$0	\$134,897
190	AIRPORT S.A.	180,740	0.01	\$17,127	\$0	\$0	\$0	\$17,127
195	PUBLIC TRANSIT	180,740	0.09	\$108,844	\$0	\$0	\$0	\$108,844
200	PARKING S.A.	180,740	0.13	\$150,294	\$0	\$0	\$0	\$150,294
TOTAL				\$12,150,548	\$7,843,375			\$21,018,093
210	BRISTOL BAY BOROUGH	1,182	25.97	\$198,205	\$59,031	\$0	\$0	\$257,236
230	FAIRBANKS BOROUGH	51,659	8.21	\$2,613,784	\$251,551	\$0	\$0	\$2,865,335
240	ESTER F.P.	944	0.76	\$4,468	\$0	\$0	\$0	\$4,468
250	NORTH STAR F.P.	5,575	1.05	\$36,425	\$0	\$0	\$19,636	\$56,061
260	UNIVERSITY F.P.	6,156	1.49	\$57,199	\$0	\$0	\$4,702	\$61,901

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KEY	MUNICIPALITY	POPULATION	MILL RATE EQV.	CHAPTER 88 ENTITLEMENT	CHAPTER 89 AND 90 ENTITLEMENT	MINIMUM ENTITL. ADD ON	HOLD HARMLESS ENTITLEMENT	TOTAL FY 1982 ENTITL.
BOROUGH AND SERVICE AREAS								
	TOTAL			\$2,711,877	\$251,551			\$2,967,774
270	HAINES BOROUGH	1,712	5.85	\$62,294	\$0	\$0	\$0	\$62,294
280	FIRE DISTRICT	394	1.89	\$4,632	\$0	\$0	\$0	\$4,632
	TOTAL			\$66,926	\$0			\$66,926
290	JUNEAU BOROUGH A.W.	21,080	14.81	\$1,932,630	\$424,736	\$0	\$0	\$2,357,366
300	S.A. 1	4,883	12.35	\$374,886	\$33,005	\$0	\$0	\$407,891
310	S.A. 2	1,378	6.60	\$56,536	\$11,782	\$0	\$0	\$68,318
320	S.A. 3	14,819	1.18	\$109,615	\$89,632	\$0	\$0	\$199,247
330	S.A. 4	1,848	0.56	\$6,482	\$0	\$0	\$5,450	\$11,932
340	S.A. 5	10,822	1.57	\$106,234	\$0	\$0	\$0	\$106,234
350	S.A. 6	855	1.01	\$5,406	\$0	\$0	\$338	\$5,744
360	S.A. 7	326	0.76	\$1,554	\$0	\$0	\$0	\$1,554
370	S.A. 8	695	0.28	\$1,219	\$0	\$0	\$3,077	\$4,296
	TOTAL			\$2,594,675	\$559,217			\$3,152,792
380	KENAI PENINSULA BOROUGH	26,520	4.01	\$649,435	\$6,965	\$0	\$0	\$656,400
385	CENTRAL PENINSULA HOSPITAL	15,921	2.60	\$257,865	\$249,662	\$0	\$0	\$507,527
390	NIKISKI F.P.	3,136	1.53	\$29,891	\$0	\$0	\$0	\$29,891
395	SOUTH PENINSULA HOSPITAL	6,027	1.33	\$50,135	\$249,662	\$0	\$0	\$299,797
400	NORTH KENAI REC.	2,344	0.58	\$8,571	\$0	\$0	\$11,971	\$20,542
410	BEAR CREEK F.P.	674	2.82	\$11,830	\$0	\$0	\$0	\$11,830
	TOTAL			\$1,007,729	\$506,291			\$1,525,920
420	KETCHIKAN BOROUGH	11,373	9.12	\$643,174	\$0	\$0	\$0	\$643,174
430	SHORELINE S.A.	504	0.99	\$3,128	\$0	\$0	\$2,144	\$5,272

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DROUGHS AND SERVICE AREAS								
	TOTAL			\$646,302	\$0			\$646,302
440	KODIAK ISLAND BOROUGH	8,358	6.84	\$355,490	\$375,493	\$0	\$0	\$730,983
450	FIRE DISTRICT I	1,480	2.01	\$18,560	\$0	\$0	\$0	\$18,560
455	SERVICE DISTRICT	1,207	1.16	\$8,748	\$0	\$0	\$0	\$8,748
460	ROAD DISTRICT	230	4.00	\$5,727	\$37,449	\$0	\$0	\$43,176
	TOTAL			\$388,527	\$412,942			\$801,469
470	MAT-SU BOROUGH	19,123	7.42	\$831,340	\$0	\$0	\$0	\$831,340
480	WASILLA F.P.	3,201	0.50	\$10,019	\$0	\$0	\$20,163	\$30,182
490	BUTTE F.P.	2,068	0.68	\$8,839	\$0	\$0	\$10,659	\$19,498
500	GREATER PALMER F.P.	2,498	0.49	\$7,635	\$0	\$0	\$20,182	\$27,817
510	SUTTON F.P.	675	2.32	\$9,754	\$0	\$0	\$0	\$9,754
520	NON AREA-WIDE	14,695	0.51	\$47,458	\$0	\$0	\$0	\$47,458
525	TALKEETNA FLOOD S.A.	254	1.21	\$1,912	\$0	\$0	\$0	\$1,912
530	TALKEETNA F.P.	371	0.61	\$1,420	\$0	\$0	\$0	\$1,420
540	GARDEN TERRACE	65	1.62	\$654	\$0	\$0	\$0	\$654
541	MIDWAY	1	0.00	\$0	\$1,417,588	\$0	\$0	\$1,417,588
550	LAKES F.P.	1,485	1.35	\$12,551	\$0	\$0	\$0	\$12,551
	TOTAL			\$931,588	\$1,417,588			\$2,400,132
560	NORTH SLOPE BOROUGH	7,098	9.71	\$428,833	\$258,665	\$0	\$0	\$687,498
570	SITKA BOROUGH	7,927	13.58	\$669,578	\$311,990	\$0	\$0	\$981,568
FIRST CLASS CITIES								
600	BARROW	2,539	5.98	\$94,458	\$0	\$0	\$0	\$94,458
610	CORDOVA	2,223	29.61	\$409,286	\$317,530	\$0	\$0	\$726,816
620	CRAIG	1,560	31.15	\$108,455	\$33,654	\$0	\$0	\$142,109

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FIRST CLASS CITIES								
030	DILLINGHAM	1,670	24.03	\$249,506	\$23,318	\$0	\$0	\$272,824
040	FAIRBANKS	25,568	15.67	\$2,492,152	\$1,850,514	\$0	\$0	\$4,342,666
050	GALENA	805	22.08	\$110,500	\$23,263	\$0	\$0	\$136,199
060	HAINES	1,017	23.97	\$151,555	\$26,064	\$0	\$0	\$177,619
070	HOMER	2,538	13.27	\$213,571	\$45,188	\$0	\$0	\$258,759
080	HOGNAH	799	5.38	\$26,768	\$9,995	\$0	\$28,312	\$65,075
090	HYDABURG	356	4.79	\$10,622	\$7,352	\$6,421	\$0	\$24,395
100	KAKE	583	16.78	\$60,829	\$12,441	\$0	\$0	\$73,270
110	KENAI	4,558	23.13	\$655,599	\$130,498	\$0	\$0	\$786,097
120	KETCHIKAN	7,200	22.29	\$1,266,560	\$348,215	\$0	\$0	\$1,614,775
140	KING COVE	513	21.13	\$67,388	\$18,906	\$0	\$0	\$86,294
150	KLAWOCK	389	2.93	\$7,094	\$11,341	\$6,091	\$0	\$24,526
160	KODIAK	4,678	17.83	\$518,592	\$36,650	\$0	\$0	\$555,242
170	MEWANA	592	21.76	\$80,097	\$41,289	\$0	\$0	\$121,386
180	NOME	3,039	16.96	\$320,508	\$418,924	\$0	\$0	\$739,432
190	NORTH POLE	928	8.19	\$47,302	\$23,810	\$0	\$0	\$71,112
200	PALMER	2,275	17.10	\$241,893	\$287,228	\$0	\$0	\$529,121
210	PELICAN	172	22.30	\$23,852	\$10,735	\$0	\$0	\$34,587
220	PETERSBURG	3,001	22.62	\$422,028	\$256,554	\$0	\$0	\$678,582
230	SAND POINT	697	22.08	\$95,676	\$34,632	\$0	\$0	\$130,308
240	SAINT MARY'S	432	28.36	\$76,165	\$53,732	\$0	\$0	\$129,897
250	SELDOVIA	505	15.15	\$47,585	\$23,742	\$0	\$0	\$71,327
260	SEWARD	1,943	16.45	\$198,785	\$439,281	\$0	\$0	\$638,066
270	SKAGWAY	819	12.30	\$62,654	\$31,707	\$0	\$0	\$94,361
280	SOLDOTNA	2,445	15.43	\$234,580	\$61,866	\$0	\$0	\$296,446
290	UNALASKA	1,944	36.39	\$439,880	\$124,905	\$0	\$0	\$564,785
300	VALDEZ	3,279	6.38	\$130,103	\$331,793	\$0	\$0	\$461,896
330	WRANGELL	2,345	23.04	\$335,932	\$273,199	\$0	\$0	\$609,131
360	YAKUTAT	430	16.92	\$45,233	\$16,253	\$0	\$0	\$61,486
COND CLASS CITIES								
00	AKHTOK	103	0.00	\$0	\$9,986	\$16,341	\$0	\$19,970

FY 1982 MUNICIPAL REVENUE SHARING ENTITLEMENTS

LOCAL APPROPRIATION = \$55,707,600
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IND CLASS CITIES							
AKIACHAK	435	3.23	\$8,763	\$31,760	\$0	\$1,115	\$39,158
AKIAK	197	0.00	\$0	\$9,964	\$22,730	\$0	\$32,755
AKOLMIUT	695	4.30	\$18,600	\$103,534	\$0	\$0	\$111,734
AKUTAN	189	###.###	\$151,277	\$0	\$0	\$0	\$151,277
ALAKANUK	534	14.26	\$47,349	\$37,365	\$0	\$0	\$84,715
ALEKNAGIK	152	0.00	\$0	\$9,603	\$21,965	\$0	\$31,569
ALLAKAKET	158	0.00	\$0	\$5,722	\$25,207	\$0	\$33,929
AMBLER	198	8.05	\$9,919	\$27,200	\$0	\$0	\$27,120
ANAKTUVUK PASS	235	0.00	\$0	\$0	\$0	\$0	\$0
ANDERSON	500	3.75	\$11,659	\$16,152	\$6,362	\$0	\$34,173
ANGCON	445	1.43	\$3,983	\$12,476	\$9,034	\$13,274	\$32,768
ANIAK	338	5.28	\$11,100	\$93,361	\$0	\$0	\$104,461
ANVIK	110	3.94	\$2,698	\$10,337	\$20,946	\$0	\$33,982
ATMAUTLUAK	226	1.13	\$1,598	\$9,973	\$21,214	\$3,613	\$35,614
BETHEL	3,549	23.43	\$516,963	\$255,489	\$0	\$0	\$772,453
BREVIC MISSION	149	7.11	\$6,590	\$10,337	\$17,054	\$0	\$33,962
BUCKLAND	211	6.03	\$7,917	\$0	\$25,724	\$0	\$33,642
CHEFORNAK	230	7.61	\$10,887	\$9,964	\$11,903	\$0	\$32,755
CHEVAK	491	2.55	\$7,211	\$11,521	\$13,473	\$0	\$32,806
CHUATHBALUK	104	5.72	\$3,700	\$34,889	\$0	\$0	\$24,704
CLARK'S POINT	78	12.74	\$6,177	\$9,603	\$15,788	\$0	\$31,569
DEERING	155	18.80	\$12,118	\$10,337	\$5,526	\$0	\$32,582
DELTA JUNCTION	345	0.00	\$0	\$37,876	\$0	\$4,987	\$42,863
DIOMEDE	149	2.35	\$2,181	\$0	\$29,071	\$0	\$31,253
EAGLE	186	2.11	\$2,450	\$6,423	\$19,325	\$0	\$28,199
EEK	226	0.00	\$0	\$0	\$0	\$0	\$0
EKWOK	76	0.00	\$0	\$0	\$0	\$0	\$0
ELIM	228	3.93	\$5,571	\$15,507	\$13,076	\$0	\$30,754
EMMONAK	568	6.32	\$22,318	\$34,594	\$0	\$0	\$56,913
FORT YUKON	599	10.86	\$40,465	\$43,611	\$0	\$0	\$84,077
FORTUNA LEDGE	243	3.87	\$5,856	\$25,533	\$1,877	\$0	\$33,267

FY 1982 MUNICIPAL REVENUE SHARING ENTITLEMENTS

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FEBRUARY 22, 1982

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D CLASS CITIES							
GAMBELL	480	3.91	\$11,681	\$0	\$21,960	\$0	\$33,642
GOLOVIN	94	6.93	\$4,050	\$10,337	\$19,594	\$0	\$32,010
GOODNEWS BAY	167	0.00	\$0	\$0	\$0	\$0	\$0
GRAYLING	202	0.00	\$0	\$0	\$0	\$0	\$0
HOLY CROSS	233	5.16	\$7,477	\$23,259	\$3,670	\$0	\$34,407
HOOVER BAY	624	2.45	\$3,513	\$0	\$22,913	\$0	\$26,427
HOUSTON	583	0.11	\$416	\$1,396	\$0	\$0	\$1,813
HUGHES	71	0.00	\$0	\$0	\$0	\$0	\$0
HUSLIA	230	0.00	\$1	\$67,517	\$0	\$0	\$67,519
KACHENAK	425	2.06	\$5,461	\$0	\$20,538	\$0	\$25,999
KAKTOVIK	201	0.25	\$323	\$0	\$33,318	\$0	\$33,642
KALTAG	239	0.00	\$0	\$0	\$0	\$0	\$0
KASAAN	64	0.10	\$43	\$7,422	\$16,933	\$0	\$24,398
KIANA	356	2.64	\$5,856	\$17,444	\$10,915	\$0	\$34,216
KIVALINA	249	4.16	\$6,441	\$0	\$27,200	\$0	\$33,642
KOBUK	64	0.00	\$0	\$0	\$0	\$0	\$0
KOTLIK	339	3.48	\$7,339	\$9,964	\$15,451	\$0	\$32,755
KOTZESUE	2,250	14.66	\$205,125	\$56,856	\$0	\$0	\$261,981
KOYUK	203	5.40	\$6,817	\$16,120	\$11,235	\$0	\$34,172
KOYUKUK	95	8.75	\$5,167	\$13,568	\$15,352	\$0	\$34,088
KUPREANOF	49	0.00	\$0	\$0	\$0	\$0	\$0
KWETHLUK	451	0.00	\$0	\$0	\$0	\$0	\$0
LARSEN BAY	167	0.00	\$0	\$0	\$25,999	\$0	\$25,999
LOWER KALSKAG	244	2.81	\$4,270	\$100,339	\$0	\$0	\$104,609
MANOKOTAK	290	1.51	\$2,737	\$10,894	\$17,980	\$0	\$31,611
MCCRATH	343	1.71	\$3,666	\$45,711	\$0	\$0	\$49,378
MEKORYUK	176	7.90	\$8,646	\$9,964	\$14,144	\$0	\$32,755
MOUNTAIN VILLAGE	580	13.29	\$50,109	\$54,492	\$0	\$0	\$104,601
NAPAKIAK	283	7.25	\$12,764	\$17,686	\$2,553	\$0	\$33,003
NAPASKIAK	242	0.00	\$0	\$9,964	\$22,791	\$0	\$32,755
NEUHALEN	135	0.39	\$335	\$3,603	\$21,630	\$0	\$25,568

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SECOND CLASS CITIES							
CO NEW STUYAHOK	327	0.00	\$0	\$9,603	\$21,965	\$0	\$30,819
CO NEWTOK	175	0.81	\$891	\$9,964	\$21,899	\$0	\$32,753
CO NIGHTMUTE	135	7.12	\$5,977	\$9,964	\$16,814	\$0	\$32,753
CO NIKOLAI	88	0.00	\$0	\$0	\$0	\$0	\$0
CO NONDALTON	171	0.18	\$197	\$14,105	\$17,414	\$0	\$31,717
CO NOORVIK	508	2.89	\$9,152	\$18,155	\$6,932	\$0	\$34,239
CO NULATO	338	2.07	\$4,362	\$29,074	\$1,162	\$0	\$34,599
CO NUIGSUT	271	0.00	\$0	\$0	\$0	\$0	\$0
CO OLD HARBOR	334	0.18	\$387	\$11,110	\$14,867	\$0	\$26,355
CO OUZINKIE	170	1.39	\$1,473	\$7,739	\$17,041	\$0	\$26,254
CO PILOT STATION	323	5.17	\$10,398	\$6,227	\$16,005	\$0	\$32,632
CO PLATINUM	55	13.59	\$4,653	\$0	\$27,805	\$1,294	\$33,752
CO POINT HOPE	531	1.03	\$3,412	\$0	\$30,229	\$0	\$33,642
CO PORT ALEXANDER	90	2.59	\$1,450	\$0	\$23,609	\$0	\$25,059
CO PORT HEIDEN	91	1.08	\$613	\$89,432	\$0	\$0	\$90,045
CO PORT LIONS	218	8.99	\$12,189	\$8,463	\$5,624	\$0	\$26,276
CO GUINHAGAK	409	3.01	\$7,660	\$13,856	\$11,366	\$0	\$22,882
CO RUBY	190	0.60	\$715	\$0	\$32,927	\$0	\$33,642
CO RUSSIAN MISSION	168	0.00	\$0	\$0	\$0	\$0	\$0
CO SAINT MICHAEL	258	2.33	\$3,750	\$10,337	\$19,894	\$0	\$33,981
CO SAINT PAUL	591	8.45	\$31,051	\$112,541	\$0	\$0	\$143,592
CO SAVOONGA	530	6.59	\$21,734	\$10,337	\$1,910	\$0	\$33,981
CO SAXMAN	276	0.00	\$0	\$7,422	\$16,976	\$0	\$24,398
CO SCAMMON BAY	249	2.36	\$3,667	\$3,892	\$24,995	\$0	\$32,554
CO SELAWIK	372	0.00	\$0	\$0	\$0	\$0	\$0
CO SHAGELUK	127	0.92	\$730	\$6,460	\$26,663	\$0	\$33,853
CO SHAKTOOLIK	177	2.88	\$3,172	\$56,533	\$0	\$0	\$59,705
CO SHELDON POINT	103	5.67	\$3,636	\$9,964	\$19,154	\$0	\$32,753
CO SHISHMAREF	425	3.06	\$8,092	\$6,396	\$19,363	\$0	\$33,852
CO SHUNGNAK	208	1.96	\$2,546	\$10,337	\$21,093	\$0	\$33,976
CO STESSINS	357	3.79	\$8,432	\$10,337	\$15,212	\$0	\$33,981