

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 86/2

5189 HTRA SJR 27 - SJR 54

76

STEVE COWPER  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

April 17, 1987

The Honorable Frank Murkowski  
United States Senate  
709 Hart Building  
Washington, DC 20510

Dear Senator Murkowski:

During the last few months there have been a number of contacts between our offices regarding the development of a hazard to navigation in Kodiak's St. Paul Harbor and the need for the gathering of data on the subsurface formation. We want to thank you for your previous support of our requests to study the shoal.

Since our previous contact, the National Oceanic and Atmospheric Administration (NOAA) has completed a series of soundings on the shoal. It is our understanding that the information has been forwarded to the U.S. Army Corps of Engineers. Preliminary analysis indicates the shoal has changed in formation since sounding studies were conducted in 1983. Since the change in the formation's shape can now be substantiated, we believe it is important to continue to determine the impacts of the shoal on navigation.

We are requesting your support in encouraging the U.S. Army Corps of Engineers to select the project for further study under their Section 107, Continuing Authority Program. Under the Section 107 program, the Corps will be able to conduct a reconnaissance study to determine the shoal's particular characteristics and identify some possible solutions to mitigating its impact on navigation. It is only by proceeding with the reconnaissance study that we eventually may be able to determine the best solution for removing the shoal.

Your support of this request will be appreciated.

Sincerely,

S/S Steve Cowper  
Steve Cowper  
Governor

cc: Senator Fred Zharoff  
Alaska State Legislature

STEVE COWPER  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

April 17, 1987

The Honorable Don Young  
House of Representatives  
2331 Rayburn House Office Bldg.  
Washington, DC 20515

Dear Congressman Young:

During the last few months there have been a number of contacts between our offices regarding the development of a hazard to navigation in Kodiak's St. Paul Harbor and the need for the gathering of data on the subsurface formation. We want to thank you for your previous support of our requests to study the shoal.

Since our previous contact, the National Oceanic and Atmospheric Administration (NOAA) has completed a series of soundings on the shoal. It is our understanding that the information has been forwarded to the U.S. Army Corps of Engineers. Preliminary analysis indicates the shoal has changed in formation since sounding studies were conducted in 1983. Since the change in the formation's shape can now be substantiated, we believe it is important to continue to determine the impacts of the shoal on navigation.

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Your support of this request will be appreciated.

Sincerely,

S/S Steve Cowper

Steve Cowper  
Governor

cc: Senator Fred Zharoff  
Alaska State Legislature

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 488-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • RHUMAGIN ISLANDS

May 6, 1986

Honorable Ted Stevens  
United States Senate  
522 Hart Building  
Washington, D.C. 20510

Dear Senator *Ted* Stevens:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

We have very little information regarding this shoal. The shoal is not shown on any of the existing, and outdated, nautical charts, which at best are approximately 10 years old. The shoal's size, exact location, and rate at which it is growing are unknown. As a first step to solving this problem, we need to find out exactly how serious the shoal is and how rapidly it is growing.

I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

having one of the the National Oceanic and Atmospheric Administration's survey vessels, during this year's planned summer field work, stop into St. Paul Harbor and survey the shoal. The unofficial estimated cost of this survey is less than \$100,000. Please advise whether this appropriation is a possibility. I feel, as do others, the situation is serious and warrants immediate action.

Thank you for any assistance or advice you can offer.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Fred F. Zharoff  
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield  
Col. Gregory, Corps of Engineers  
John Pugh, Kodiak city mayor  
Sam Gesko, Kodiak city manager  
H.L. Schuyler, Sea-Land

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## United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

May 21, 1986

The Honorable Fred F. Zharoff  
Alaska State Senate  
P.O. Box 405  
Kodiak, Alaska 99615

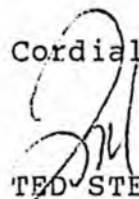
Dear Fred:

Thanks for your letter informing me of a potential problem that is developing in the Kodiak harbor. I have contacted the Corps of Engineers and the National Oceanic and Atmospheric Administration to find out what resources may be available to handle this situation.

I'll be back in touch upon receiving these responses. I appreciate being made aware of this matter, Fred. I'll do what I can.

With best wishes,

Cordially,

  
TED STEVENS



SENATOR FRED F. ZHAROFF  
ALASKA STATE LEGISLATURE

P.O. BOX 405, KODIAK, ALASKA 99585 (907) 465-1289  
DURING SESSION:

P.O. BOX V. JUNEAU, ALASKA 99801 (907) 465-3473 • 465-3474 • 465-3844 (H. OF R. AND COMMERCE CLERK) (M601)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMASH ISLANDS

November 21, 1986

The Honorable Ted Stevens  
United States Senate  
522 Hart Building  
Washington, D.C. 20510

Dear Senator Stevens:

As you are aware, Kodiak is facing a potential problem due to the formation of a shoal in St. Paul Harbor. This shoal presents a problem to ships attempting to dock at Pier 3 in Kodiak. Sea-Land Services, Inc., the major container ship line that services Kodiak, is planning to deploy larger ships in the Alaska market. This further the need to investigate this problem shoal.

Through your help, NOAA made some soundings of this shoal during this past summer. These soundings can now be compared to the soundings of 1983 in order to determine if, in fact, the shoal is growing in size.

Because of the hazard this shoal creates to ships navigating into St. Paul Harbor, I respectfully request you to attempt to obtain funds through the Congressional Supplemental Appropriations to determine the content and size of the shoal by core drilling and accurate cost estimates for removal of the shoal. I request funds through this vehicle in order for work to begin this spring or summer.

I am most appreciative of your past support on this important matter and I thank you in advance for your efforts.

Sincerely,

Fred F. Zharoff  
Alaska State Senate

cc: Governor-Elect Steve Cowper

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# United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

December 16, 1986

Senator Fred F. Zharoff  
P.O. Box 405  
Kodiak, Alaska 99615

Dear Senator Zharoff:

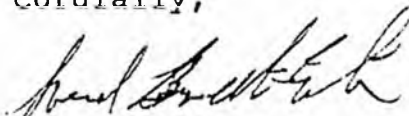
Senator Stevens is away from his Washington office during this Congressional recess. However, I shall bring your request for work on the shoal to his attention upon his return. We have contacted the Corps of Engineers to determine the time frame necessary to conduct such work.

Due to the changes in the budget process resulting from Gramm-Rudman-Hollings, only very limited funds are available through supplemental appropriations. To obtain funds in a supplemental appropriations bill it is now necessary to take those funds out of some other program. Because funds were spread thinly this year there is likely to be strong resistance to removal of funds from any programs during this budget cycle.

I hope you find this is responsive to your request.

With best wishes,

Cordially,

  
Svend Brandt-Erichsen  
Legislative Assistant to  
TED STEVENS

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MILEN SPECTER, PENNSYLVANIA	FRANK H. LAUTENBERG, NEW JERSEY
FETE V. DOMENICI, NEW MEXICO	TOM HARKIN, IOWA

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

## United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510

January 13, 1987

Senator Fred F. Zharoff  
Alaska State Legislature  
P.O. Box V  
Juneau, Alaska 99811


Dear Fred:

Enclosed is the response I received from the Corps of Engineers concerning the shoal in St. Paul harbor at Kodiak.

Colonel Gregory indicates that it will take them some time to complete a comparison of the 1983 and 1986 data. I will pass on the results of the Corps' investigation as soon as it is completed.

With best wishes,

Cordially,

  
TED STEVENS

Enclosure



REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
P.O. BOX 898  
ANCHORAGE, ALASKA 99506-0898

Plan Formulation Section

December 31, 1986

Honorable Ted Stevens  
United States Senate  
Washington, D.C. 20510

Dear Senator Stevens;

I received your December 16, 1986 letter regarding State Senator Zharoff's inquiry about the formation of a shoal in St. Paul harbor at Kodiak, Alaska.

A comparison of the soundings done by NOAA last summer with previous soundings in 1983 can be accomplished at minimal cost and is within our funding capability. The comparison can be done in a few days, but it will take some time to collect the required data. We will provide a detailed response to you within 60 days.

A copy of this letter is being sent to your Anchorage office.

If you have any questions please feel free to contact Mr. Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

A handwritten signature in black ink, reading "Wilbur T. Gregory, Jr.", is positioned above the typed name.

Wilbur T. Gregory, Jr.  
Colonel, Corps of Engineers  
District Engineer

JOHN C. STENNIS, MISSISSIPPI, CHAIRMAN

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WARREN RUDMAN, NEW HAMPSHIRE  
ARLEN SPECTER, PENNSYLVANIA  
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CHARLES E. GRASSLEY, IOWA  
DON NICKLES, OKLAHOMA

## United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-6025

April 9, 1987

FRANCIS J. SULLIVAN, STAFF DIRECTOR  
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

The Honorable Fred F. Zharoff  
Alaska State Senate  
P.O. Box V  
State Capitol  
Juneau, Alaska 99811


Dear Fred:

I have received a response from Colonel Gregory concerning the Corps of Engineers' study of the shoal in St. Paul Harbor at Kodiak. Enclosed is a copy of his letter for you to review.

The Corps will conduct a more detailed study if a local or State government sponsor will share in the study costs.

With best wishes,

Cordially,



TED STEVENS

Enclosure



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
P.O. BOX 898  
ANCHORAGE, ALASKA 99506-0898

REPLY TO  
ATTENTION OF:

Plan Formulation Section

Honorable Ted Stevens  
United States Senate  
Washington, D.C. 20510

Dear Senator Stevens:

This will follow up my December 31, 1986 letter to you regarding the formation of a shoal in St. Paul Harbor at Kodiak, Alaska. We have reviewed soundings done by the National Oceanic and Atmospheric Administration (NOAA) in 1986. The shallowest point on the shoal has an elevation of -30 feet MLLW.

The Corps was authorized to study the deep-draft navigation needs of Southcentral Alaska through resolutions adopted by the Committee on Public Works of the U.S. Senate on April 27, 1970, and by the Committee on Public Works of the U.S. House of Representatives on December 2, 1970. Under this authorization the Corps produced a preliminary interim Deep-Draft Navigation Report for Kodiak in June of 1982 which recommended that further investigations concentrate on breakwater and channel improvements as additional data became available. The study was discontinued in 1984 due to the decline in shipping volumes at Kodiak resulting from the collapse of the king crab resource. The study will resume when the cargo volume increases. Navigation problems from the shoal in question could then be investigated as part of that study.

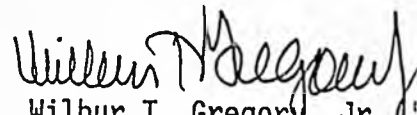
The Corps could also evaluate this problem through a Section 107 navigation study under our continuing authorities if a local or State government sponsor requests our assistance. A Reconnaissance Report could be prepared at Federal expense. If Federal participation in a project appears to be economically feasible, the non-Federal sponsor would be asked to share the cost of a feasibility study in accordance with the Water Resources Development Act of 1986.

A copy of this letter is being sent to your Anchorage office.

-2- .

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Mr. Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

A handwritten signature in cursive script, appearing to read "Wilbur T. Gregory, Jr.".

Wilbur T. Gregory, Jr.  
Colonel, Corps of Engineers  
District Engineer

JOHN C. STENNIS, MISSISSIPPI, CHAIRMAN

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CHARLES E. GRASSLEY, IOWA  
DON NICKLES, OKLAHOMA

## United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, DC 20510-6025

FRANCIS J. SULLIVAN, STAFF DIRECTOR  
J. KEITH KENNEDY, MINORITY STAFF DIRECTOR

May 19, 1987

The Honorable Fred F. Zharoff  
Alaska State Senate  
P.O. Box V  
State Capitol  
Juneau, Alaska 99811

Dear Fred:


I want to share with you the latest letter I have received from Colonel Gregory concerning the shoal in Kodiak's harbor.

The Corps of Engineers is apparently willing to go forward with a reconnaissance study of the shoal's movement. However, a local sponsor -- or the State -- must request the Corps' assistance before they can go forward. This is due to the requirement that a non-federal sponsor share in the costs of a feasibility study if the reconnaissance study indicates one is warranted.

I hope this information proves useful.

With best wishes,

Cordially,

  
TED STEVENS

Enclosure



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
P.O. BOX 898  
ANCHORAGE, ALASKA 99506-0898

REPLY TO  
ATTENTION OF:

Plan Formulation Section

April 29, 1987

Honorable Ted Stevens  
United States Senate  
Washington, D.C. 20510

Dear Senator Stevens:

This will respond to your letter of April 9, 1987 concerning the formation of a shoal in St. Paul Harbor at Kodiak. This will also supplement my letter to you of March 27, 1987.

The soundings done by the National Oceanic and Atmospheric Administration (NOAA) in 1986 were compared with those done by NOAA in 1982. It appears that the shoal has grown slightly in that time period. To determine the shoal's long-term potential for growth or decline, it would be necessary to conduct a detailed investigation into the physical processes acting on the shoal.

The Corps of Engineers is not authorized to initiate such an investigation on its own motion. However, the Corps could evaluate this problem through a Section 107 navigation study under our continuing authorities if a local or State government sponsor requests our assistance. A Reconnaissance Report could be prepared at Federal expense. If Federal participation in a project appears to be economically feasible, the non-Federal sponsor would be asked to share the cost of a feasibility study in accordance with the Water Resources Development Act of 1986.

A copy of this letter is being sent to your Anchorage office.

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Carl Borash of my Plan Formulation Section at (907) 753-2632.

Sincerely,

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Wilbur T. Gregory, Jr.  
Colonel, Corps of Engineers  
District Engineer

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • PRIBILOF ISLANDS • SHUMAGIN ISLANDS

May 6, 1986

Honorable Frank H. Murkowski  
United States Senate  
709 Hart Building  
Washington, D.C. 20510

Dear Senator Murkowski:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

We have very little information regarding this shoal. The shoal is not shown on any of the existing, and outdated, nautical charts, which at best are approximately 10 years old. The shoal's size, exact location, and rate at which it is growing are unknown. As a first step to solving this problem, we need to find out exactly how serious the shoal is and how rapidly it is growing.

I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

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Thank you for any assistance or advice you can offer.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fred F. Zharoff".

Fred F. Zharoff  
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield  
Col. Gregory, Corps of Engineers  
John Pugh, Kodiak city mayor  
Sam Gesko, Kodiak city manager  
· H.L. Schuyler, Sea-Land

FRANK H. MURKOWSKI  
ALASKA

CHAIRMAN, COMMITTEE ON  
VETERANS' AFFAIRS  
COMMITTEE ON ENERGY AND  
NATURAL RESOURCES  
COMMITTEE ON FOREIGN  
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# United States Senate

WASHINGTON, DC 20510

June 11, 1986

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(907) 271-3735

FAIRBANKS OFFICE:  
101 12TH AVENUE, BOX 7  
(907) 458-0233

JUNEAU OFFICE:  
FEDERAL BUILDING, BOX 1847  
(907) 586-7400

The Honorable Fred F. Zharoff  
Alaska State Legislature  
Pouch V (MS 3100)  
Juneau, Alaska 99811

Dear Fred:

Thank you for contacting me regarding the shoal forming in  
St. Paul Harbor.

I recognize the threat which this situation poses and have  
contacted both the U.S. Army Corps of Engineers and the National  
Oceanic and Atmospheric Association for their assistance. I will  
let you know when I receive further word from them.

With best wishes,

Sincerely,



Frank H. Murkowski  
United States Senator

FRANK H. MURKOWSKI  
ALASKA

CHAIRMAN, COMMITTEE ON  
VETERANS' AFFAIRS  
COMMITTEE ON ENERGY AND  
NATURAL RESOURCES  
COMMITTEE ON FOREIGN  
RELATIONS  
SELECT COMMITTEE  
ON INDIAN AFFAIRS  
SELECT COMMITTEE  
ON INTELLIGENCE

# United States Senate

WASHINGTON, DC 20510

August 14, 1986

WASHINGTON OFFICE:  
(202) 224-6666

ANCHORAGE OFFICE:  
701 C STREET, BOX 1  
(907) 271-3735

FAIRBANKS OFFICE:  
101 12TH AVENUE, BOX 7  
(907) 456-0233

JUNEAU OFFICE:  
FEDERAL BUILDING, BOX 1647  
(907) 586-7400

The Honorable Fred F. Zharoff  
P.O. Box 405  
Kodiak, Alaska 99615

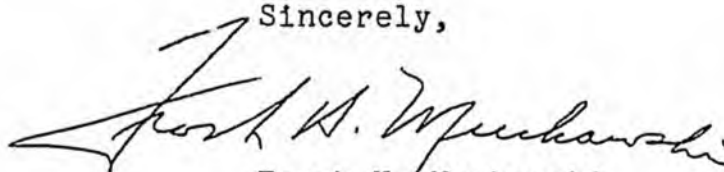
Dear Fred:

Enclosed are the responses that I received from the U.S. Army Corps of Engineers and the National Oceanic and Atmospheric Administration regarding the shoaling problem in St. Paul Harbor.

I am pleased to learn that NOAA has been working with Kodiak on this matter. I hope that the information they provided is of assistance to you. Please continue to keep me updated on your further discussions with the Corps.

With best wishes,

Sincerely,



Frank H. Murkowski  
United States Senator

Enclosures



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
P.O. BOX 898  
ANCHORAGE, ALASKA 99506-0898

REPLY TO  
ATTENTION OF:

Plan Formulation Section

June 26, 1986

Honorable Frank Murkowski  
United States Senate  
Washington, D.C. 20510

Dear Senator Murkowski:

Based on your request dated June 11, 1986 and Senator Zharoff's letter dated May 6, 1986, my staff has examined the shoaling problem to the west of Gull Island in Kodiak.

Contact with city officials, specifically with the harbormaster and the city engineer, revealed a developing problem near the collar buoy adjacent to Gull Island. Apparently, this problem has recently become more pronounced. Potentially hazardous shoaling was evidently recognized in the 1970's, when the U.S. Coast Guard placed the collar buoy on or near an obstruction.

Surveys and other site-specific data to define the specific geometry or physical character of the obstruction are needed.

The National Oceanic and Atmospheric Administration (NOAA) has a survey vessel operating in the area this summer, and it is our understanding that NOAA has apparently just conducted a survey of the obstruction. We are currently confirming this information and will take appropriate action to evaluate the problem upon receipt of the survey data.

A copy of this letter is being sent to your Anchorage office.

If I can be of further assistance, please do not hesitate to contact me directly. If further details are desired by your staff, contact can be made with Mr. Carl E. Borash of my Plan Formulation Section at (907) 753-2620.

Sincerely,

s/Colonel Wilbur T. Gregory, Jr.

Wilbur T. Gregory, Jr.  
Colonel, Corps of Engineers  
District Engineer



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
Washington, D.C. 20230

THE ADMINISTRATOR

JUL 21 1986

Honorable Frank H. Murkowski  
United States Senate  
Washington, D.C. 20510

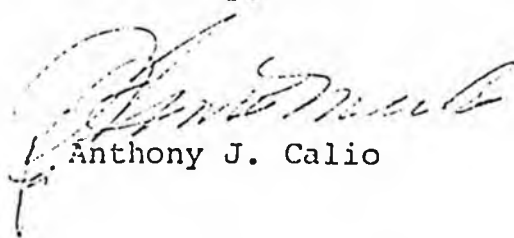
Dear Senator Murkowski:

Thank you for your letter regarding reports of a shoal forming in St. Paul Harbor.

The NOAA Ship FAIRWEATHER is presently assigned to a survey project in the Shelikof Strait area with port calls in Kodiak. During a recent in-port period, FAIRWEATHER personnel met with representatives of the city, the pilots, and Sea Land, Inc., to show them a copy of a thorough hydrographic survey of the harbor completed in 1983 and to discuss the reported shoaling problem.

Following the meeting, FAIRWEATHER conducted a very detailed hydrographic survey of the area of reported shoaling. The area in question is in fact a shoal, but this new survey revealed that the least depth and size of the shoal are unchanged since the basic survey of 1983. Copies of both the 1983 survey and the new survey will be available to those concerned in Kodiak.

Sincerely,



Anthony J. Calio



FRANK H. MURKOWSKI  
ALASKA

CHAIRMAN, COMMITTEE ON  
VETERANS' AFFAIRS  
COMMITTEE ON ENERGY AND  
NATURAL RESOURCES  
COMMITTEE ON FOREIGN  
RELATIONS  
SELECT COMMITTEE  
ON INDIAN AFFAIRS  
SELECT COMMITTEE  
ON INTELLIGENCE

# United States Senate

WASHINGTON, DC 20510

December 15, 1986

WASHINGTON OFFICE:  
(202) 224-6666

ANCHORAGE OFFICE:  
701 C STREET, BOX 1  
(907) 271-3735

FAIRBANKS OFFICE:  
101 12TH AVENUE, BOX 7  
(907) 466-0233

JUNEAU OFFICE:  
FEDERAL BUILDING, BOX 1647  
(907) 688-7400

The Honorable Fred F. Zharoff  
P.O. Box 405  
Kodiak, Alaska 99615

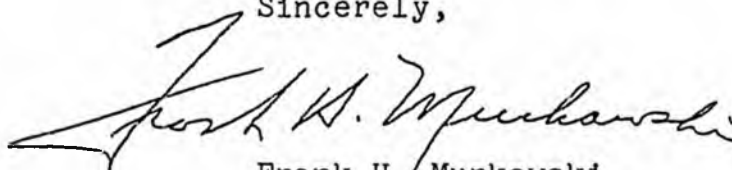
Dear Fred:

Thank you for your letter regarding the St. Paul Harbor shoal.

Sea-Land's Washington office has informed me that they have hired a private contractor to perform core sampling to determine the nature of the shoal, as well as to provide an estimate of the cost of shoal removal.

When this information is available and if you feel Corps of Army Engineers's involvement is warranted, please contact me and I will be glad to pursue funding.

Sincerely,



Frank H. Murkowski  
United States Senator

SENATOR FRED F. ZHAROFF

ALASKA STATE LEGISLATURE

P. O. BOX 405, KODIAK, ALASKA 99615 (907) 486-5259

DURING SESSION:

P. O. BOX V, JUNEAU, ALASKA 99811 • (907) 465-3473 • 465-3474 • 465-3844 (Labor and Commerce Committee)

DISTRICT N

ALASKA PENINSULA • ALEUTIAN CHAIN • BRISTOL BAY • KODIAK ISLAND • LAKE CLARK/LAKE ILIAMNA • Pribilof Islands • SHUMAGIN ISLANDS

May 6, 1986

Honorable Donald E. Young  
United States House of Representatives  
2331 Rayburn House Office Building  
Washington, D.C. 20515

Dear Congressman Young:

I respectfully request your assistance in solving a problem that poses a potential threat to the economy and commerce of Kodiak Island and, possibly, western Alaska.

It has been brought to my attention that a large shoal apparently is forming 900 yards off the face of the City of Kodiak dock in St. Paul Harbor. The shoal could pose a major threat to navigation by seriously restricting the turning radius in the channel. From unscientific and unofficial surveys, its depth appears to be 25 feet at low tide. With the container ships now coming into Kodiak drawing between 29 feet and 40 feet, you can see how serious the situation has become. If a ship were to strike the shoal, the southwest entrance to Kodiak harbor could be blocked. Combined with the already existing problems of rapidly changing cross-winds and tidal action, this shoal poses a serious threat to the ocean traffic in and out of the Port of Kodiak.

In addition, Sea-Land Service, Inc., is planning to upgrade its fleet to vessels of a larger size, drawing 40 feet. Vessels of this size will truly need the flexibility for proper maneuvering to use Kodiak as one of their ports of call.

Kodiak and the surrounding communities are heavily dependent on sea transportation for the importation of supplies and for the export of millions of dollars worth of seafood products, the mainstay of the region's economy. This navigational hazard could cause a major disruption in the flow of ocean traffic resulting in devastation to the local economy.

We have very little information regarding this shoal. The shoal is not shown on any of the existing, and outdated, nautical charts, which at best are approximately 10 years old. The shoal's size, exact location, and rate at which it is growing are unknown. As a first step to solving this problem, we need to find out exactly how serious the shoal is and how rapidly it is growing.

I respectfully request you to explore the possibility of obtaining supplemental funding for the Army Corps of Engineers with the intent of

having one of the the National Oceanic and Atmospheric Administration's survey vessels, during this year's planned summer field work, stop into St. Paul Harbor and survey the shoal. The unofficial estimated cost of this survey is less than \$100,000. Please advise whether this appropriation is a possibility. I feel, as do others, the situation is serious and warrants immediate action.

Thank you for any assistance or advice you can offer.

Sincerely,



Fred F. Zharoff  
Alaska State Senate

Enclosure

cc: Governor Bill Sheffield  
Col. Gregory, Corps of Engineers  
John Pugh, Kodiak city mayor  
Sam Gesko, Kodiak city manager  
H.L. Schuyler, Sea-Land

**DON YOUNG**  
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE  
2331 RAYBURN BUILDING  
TELEPHONE 202/225-5765

COMMITTEES:

INTERIOR AND INSULAR  
AFFAIRS

MERCHANT MARINE AND  
FISHERIES

POST OFFICE AND  
CIVIL SERVICE



**Congress of the United States**  
**House of Representatives**

Washington, D.C. 20515

June 13, 1986

DISTRICT OFFICES

701 C STREET, BOX 3  
ANCHORAGE, ALASKA 99513  
TELEPHONE 907/271-5978

BOX 10, 101 12TH AVENUE  
FAIRBANKS, ALASKA 99701  
TELEPHONE 907/456-0210

401 FEDERAL BUILDING  
P.O. BOX 1247  
JUNEAU, ALASKA 99802  
TELEPHONE 907/586-7400

501 FEDERAL BUILDING  
KETCHIKAN, ALASKA 99902  
TELEPHONE 907/225-6880

Rt. 1, Box 1605  
KENAI, ALASKA 99611

Box 177  
KODIAK, ALASKA 99615

P.O. Box 1860  
NOME, ALASKA 99762

The Honorable Fred Zharoff  
P.O. Box 405  
Kodiak, AK 99615

Dear Fred:

Thank you for your letter regarding the need for additional surveys of Kodiak Harbor. I appreciated hearing from you.

I have been informed by the National Oceanic and Atmospheric Administration (NOAA) that a survey done in 1983 will be updated in the near future. Representatives of NOAA will be visiting Kodiak in June or July to meet with the harbormaster and see what work needs to be done. The work will be accomplished using existing funds and facilities and will not require additional funding support by the Congress.

If I can be of any other assistance in the future, please do not hesitate to let me know.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Young", written over the typed name.

DON YOUNG  
Congressman for all Alaska

DY:rmm

DON YOUNG  
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE  
2331 RAYBURN BUILDING  
TELEPHONE 202/225-5765

COMMITTEES:  
INTERIOR AND INSULAR  
AFFAIRS  
MERCHANT MARINE AND  
FISHERIES  
POST OFFICE AND  
CIVIL SERVICE



**Congress of the United States**  
**House of Representatives**

Washington, D.C. 20515

November 26, 1986

DISTRICT OFFICES

701 C STREET, BOX 3  
ANCHORAGE, ALASKA 99513  
TELEPHONE 907/271-5978

BOX 10, 101 12TH AVENUE  
FAIRBANKS, ALASKA 99701  
TELEPHONE 907/456-0210

401 FEDERAL BUILDING  
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KETCHIKAN, ALASKA 99902  
TELEPHONE 907/225-6880

RT. 1, BOX 1605  
KENAI, ALASKA 99611

BOX 177  
KODIAK, ALASKA 99615

P.O. BOX 1860  
NOME, ALASKA 99762

Honorable Fred Zharoff  
Alaska State Senate  
Box 405  
Kodiak, AK 99615

Dear Senator Zharoff:

Thank you for your letter regarding problems with the shoal in Kodiak harbor. I hope that the following will be of interest to you.

Sea-land Services, Inc., has retained a private contractor to conduct test drilling on the shoal to determine size and composition. After the work is completed, the contractor will provide an estimate to Sea-land as to the cost of removing the shoal. If the cost is not excessive, Sea-land intends to pay for removal itself. Otherwise, some State or federal funding may be necessary.

Because the work has not yet been completed, I suggest that we wait for the cost determinations before attempting to obtain scarce State or federal dollars. If outside funding is needed, however, I can assure you that I will do what I can to assist.

If I can provide any other help in the meantime, please let me know.

Sincerely,

A handwritten signature in cursive script that reads "Don Young".

DON YOUNG  
Congressman for all Alaska

DY: rhm

Sept.12,1983

Mr.D.Venetiou  
Vessel Operations  
P.O.Box 3045  
Seattle,Wash.98114

Dear Mr.Venetiou,

On Sept.9,1983 I took a series of soundings in the harbor at Kodiak,Ak. using the tug Kodiak King. The King has two operable fathometers,both digital readout. The recording fathometer was not operational.Soundings at the dock indicated that there was approximately one more foot of water than indicated on the fathometer. Readings at the survey area were taken from fifteen minutes before to twenty five minutes after a high water of 9.4 feet.We assumed the tide table figure to be correct and constant during this period and that the position of the buoys as indicated on the chart was correct.The chart used for reference was the final computer drafted NOAA Survey chart completed in 1982.

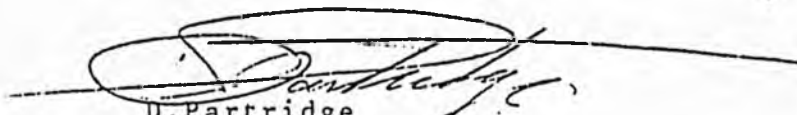
The tug went between the two buoys along the normal ship's course(013-193) ,once directly in the center of the channel and once each on either side of mid channel. Also we steamed along a line between the two buoys and once on each side of such an imaginary line. The final area checked was a 360 degree turn around buoy #7 at a transducer distance of about 25 feet.No exact positions were taken as time and equipment did not allow for such accuracy. The fathometer was observed visually(reading in feet and tenths about once per second),the tug's position was estimated by eye, and the depth and position observed was compared with the NOAA chart directly in front of me.Also the numbers being flashed were mentally averaged and the correction to zero datum applied.There were numerous random numbers flashed whenever we encountered any swirling current or air bubbles from our previously made wake which were discounted.

The purpose of this exercise as I understand it was to investigate the reported existence of a 31.5 foot spot in the middle of the channel.This was investigated briefly by Capt.Collar and myself when it was first reported<sup>two previous attempts</sup> and we found the charted depth to be correct.. Again,no such depths were found.Were I to draw a chart with depths along our midchannel course and somewhat to each side,it would show that there was 36 feet when abeam buoy seven,37 feet abeam buoy six and 35 feet midway between them along our course. The soundings around Buoy #7 would read 33 feet in the NW quadrant and 34 feet in all other quadrants.The 4½ fathom spot on our navigation chart did not appear and is not indicated on the NOAA chart.

When passing through buoys 6-7 on the Portland arriving and departing,the fathometer was constantly monitored.(The accuracy of this fathometer has not been checked.) A different method of determing actual depth was used in each case but both times, the depth of the water, reduced to chart datum,was 33½ feet.

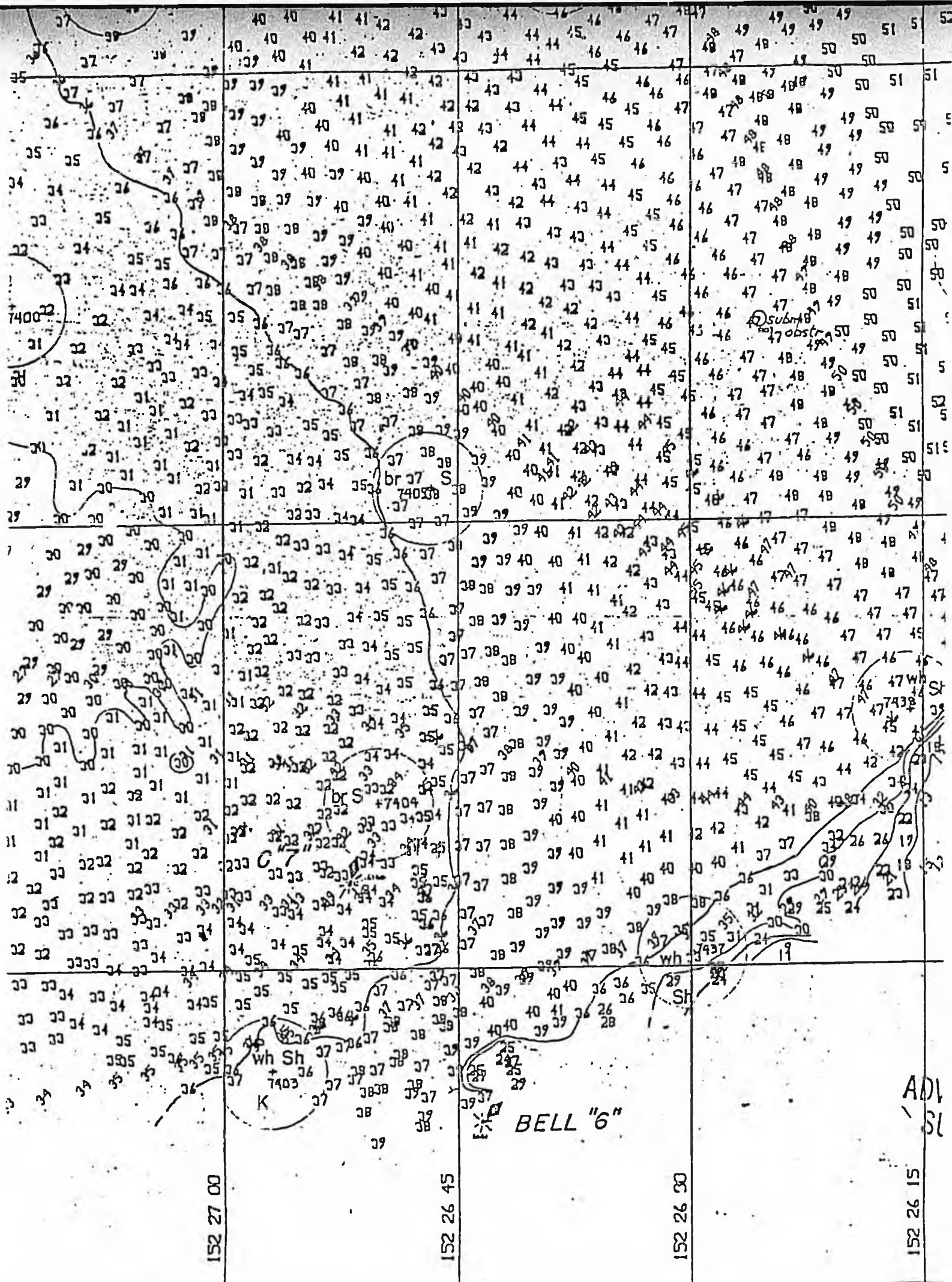
Finally, as to the accuracy of my survey from the King,I would estimate that an allowance of plus/minus one foot should be applied due to the many instances of rounding off indicated.I am confident that there is no water in the vicinity of mid channel less than 34 feet at chart datum.

The NOAA survey chart is attached to this report. I found no water less than that indicated and no cause to dispute any of their findings. I am in doubt now about the existence of the 4½ fathom spot NW of buoy #7 and whether buoy #6 is really in the best position for the safe navigation of deep water vessels. I hope you find the information contained in this report to be of some use.



D. Partridge  
Master  
SS Portland

cc:File





Sea-Land Service, Inc.

H. L. Zetterer  
Director, Alaska Office  
March 26, 1986

March 26, 1986

Honorable Fred Zharoff  
Alaska State Senator  
Room 121, Capitol Building  
Juneau, Alaska 99811

Dear Senator:

In July 1985, we wrote a letter to Mr. Boardman, Chief, Army Corps of Engineers, Alaska District with copy to Commissioner Knapp, Transportation and Public Facilities for the State of Alaska, relative to this hazard to navigation. In August 1985, we received an answer back from a Harlan E. Moore, Chief, Engineer Division, Corps of Engineers, Alaska Division.

The answer we received was certainly not pertinent to the problem. His statement referred to the collapse of the crab fishery and to the downtrend in shipping as reasons for discontinuing their study. Of course there are peaks and valleys in commerce in every port in the world, but Kodiak has come back very well and salmon is still a big item, as well as the developing bottom fishery. Sea-Land as well as other vessels are using this port and are working with Kodiak industry in developing more trade, domestic as well as export.

X Fred, the Governor should ask for a NOAA survey of the shoal, to be done in the summer or fall of 1986, and thus track the growth as it occurs. The Port of Kodiak is a difficult port to maneuver in and out of with the various cross-winds and tidal actions, which change very rapidly. I think you can relate to this because of your own fishing experiences. We think that with political pressure in Washington D.C., a supplemental appropriation could be granted to the Corps of Engineers to have NOAA survey this shoal at the beginning or end of their summer work.

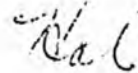
Honorable Fred Zharoff  
March 26, 1986

2

Kodiak will increase in volume for seafood, since it is the hub for that area in domestic shipments as well as export. Container ships are being built larger these days in order to compete economically and the seafood industry relies on fast, economical transportation.

Please feel free to call on me for any additional needed information. Best regards.

Sincerely,



HLS/lc

Attach.

# STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

OFFICE OF THE COMMISSIONER

June 9, 1986

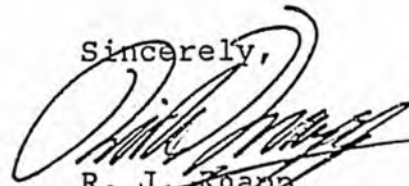
Bathymetric Mapping Group  
National Ocean Service  
National Oceanic and Atmospheric Association  
Rockville, Maryland 20852

Dear Sirs:

The State of Alaska Department of Transportation and Public Facilities has received a copy of correspondence from Alaska State Senator Fred Zharoff requesting National Oceanic and Atmospheric Administration (NOAA) assistance in dragging a "shoal" formation in Kodiak's St. Paul Harbor. We are including a copy of the letter and enclosures for your information.

Any assistance that could be offered to the City of Kodiak in the identifying the underwater formation's origin and development would be appreciated.

Sincerely,



R. J. Knapp  
Commissioner

cc: The Honorable Bill Sheffield, Governor, State of Alaska  
William R. Snell, Deputy Commissioner, Central Region

November 26, 1986

Honorable Fred F. Zharoff  
Alaska State Senator  
P. O. Box 405  
Kodiak, Alaska 99615

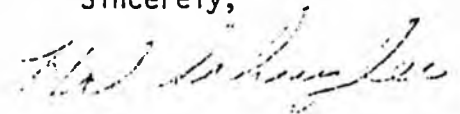
Dear Senator:

Thank you for getting the process started on the Shoal problem in St. Paul Harbor at Kodiak. Let's hope that they only find silt and no boulders or rocks under the silt; as you can appreciate, it would be faster and less costly to remove.

For your personal information, we asked the contractor who is now doing work in Kodiak to drive three test piles into the Shoal in order to get more information as well as to give an estimate on removal. This figure, of course, will vary somewhat from a Corps figure; however, it will give us a "ball park" approach.

Thanks again.

Sincerely,



HLS/jc

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

May, 1988

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

Mary Van Nimwegen

H. TRANS. 3-30-88 1:30 P.M.

# HOUSE COMMITTEE REPORT

(7)

Date referred: 3/30/87

FURTHER REFERRALS:

DATE: March 30, 1988

The Transportation Committee has considered SJR 27

Urging the United States Army Corps of Engineers to dredge the shoal developing in St. Paul Harbor, Kodiak.

**RECOMMENDS:**

- replace with \_\_\_\_\_  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

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

**ATTACHES NEW FISCAL NOTE(s):**

- fiscal impact  same as previous fiscal note published \_\_\_\_\_
- zero fiscal note  same as previous zero fiscal note published 3/24/87
- zero with analysis

**SIGNING DO PASS:**

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
*Paul G. ...*  
 \_\_\_\_\_  
*Bill ...*  
 \_\_\_\_\_  
*Mike ...*  
 \_\_\_\_\_  
*Heinrich Springer*  
 \_\_\_\_\_  
*Steve ...*  
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*Heinrich Springer*  
 \_\_\_\_\_  
 Chairman's signature



Official Business

**COMMITTEE:**

House Transportation Committee

**DATE:** March 30, 1988

**SIGN-IN**

**Subject of meeting:**

- SJR 27: Urging the U.S. Army Corps of Engineers to dredge the shoal developing in St. Paul Harbor, Kodiak.
- SJR 68: Relating to Radioluminescent Runway Lights.
- \* HB 544: "An Act relating to civil liability for Voluntary Aircraft Inspection Programs."

NAME Please include title	ADDRESS Please use full address. Please include zip.	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY? <i>(which legislation)</i>
ROGER MCCOY	P.O. Box ~ JUNEAU, AK 99811	465-4322	DEPT. OF PUBLIC SAFETY	AVAILABLE FOR QUESTIONS THAT MAY ARISE
MICHAEL THILL	CAP RM 121	4922	SEN ZHAROFF	SJR 27
JANICE ADLER		4985	BINKLEY	SJR 68

\* indicates first public hearing

SJR

36

# Alaska State Legislature

## House of Representatives

### Committee on Transportation



Rep. Bette Cato, Chairman

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

May 13, 1987

#### COMMITTEE CALENDAR:

HCR 18: Relating to a special report on long-term operations of the Alaska Railroad.

HJR 32: Relating to the completion of the Mackenzie Highway between Fort Simpson and Inuvik, Northwest Territories, Canada.

CSSJR 36(Trsp): Relating to passenger and air cargo service to Anchorage by Korean Air Lines.

CSSB 146(Trsp): "An Act relating to weights and measures; citation authority of employees enforcing weights and measures limitations; and providing for an effective date."

#### FOR THIS MEETING YOU HAVE:

A folder on HCR 18 that includes:

- \* a copy of HCR 18
- \* a fiscal note from the Dept. of Commerce & Econ. Dev.
- \* a position paper from the Alaska Railroad Corporation

A folder on HJR 32 that includes:

- \* a copy of HJR 32
- \* a fiscal note from DOT/PF
- \* a copy of the resolution issued by the Northwest Territories Legislative Assembly

A folder on CSSJR 36 that includes:

- \* a copy of CSSJR 36(Trsp)
- \* a fiscal note from DOT/PF
- \* memorandums from Sen. Fahrenkamp to the House and Senate Transportation Committees
- \* written testimony from Korean Air Lines
- \* an unratified memorandum of understanding between the U.S. State Dept. and the Gov't. of the Republic of Korea
- \* written testimony from Sen. Fahrenkamp

A folder on CSSB 146 that includes:

- \* a copy of CSSB 146(Trsp)
- \* two fiscal notes: one from Dept. of Pub. Safety & one from Dept. of Commerce & Econ. Dev.
- \* a sectional analysis
- \* a position paper from DOT/PF

1 neither direct nor frequent; and

2 WHEREAS there exists a pressing need for improved air transportation  
3 service between Korea and Alaska; and

4 WHEREAS passenger service between Anchorage and destinations in Asia,  
5 Europe, and North America served by Korean Air Lines would be enhanced if  
6 the airline was allowed to pick up passengers during stopovers in  
7 Anchorage;

8 BE IT RESOLVED that the Alaska State Legislature supports a mutually  
9 agreeable resolution of the issues between the United States and the Re-  
10 public of Korea that have prevented ratification of the 1980 Memorandum of  
11 Understanding, so that Korean Air Lines may commence passenger and air  
12 cargo service to Anchorage at the earliest possible date.

13 COPIES of this resolution shall be sent to the Honorable Ronald  
14 Reagan, President of the United States; the Honorable Elizabeth Dole,  
15 Secretary of the Department of Transportation; the Honorable George P.  
16 Shultz, Secretary of the Department of State; and to the Honorable Ted  
17 Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable  
18 Don Young, U.S. Representative, members of the Alaska delegation in Con-  
19 gress.

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**

Original sponsors: Fahrenkamp, Uehling,  
Kelly, et al.

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE  
2 CS FOR SENATE JOINT RESOLUTION NO. 36 (Trsp)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 FIFTEENTH LEGISLATURE - FIRST SESSION  
5 Relating to passenger and air cargo  
6 service to Anchorage by Korean Air  
7 Lines.

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

9 WHEREAS, under the 1978 Memorandum of Understanding between the Repub-  
10 lic of Korea and the United States, Korean Air Lines has the right to  
11 operate between Korea and Los Angeles or New York with a stopover in  
12 Anchorage, but may not pick up passengers in Anchorage; and

13 WHEREAS the 1980 Memorandum of Understanding between the two countries  
14 that would allow Korean Air Lines to pick up passengers in Anchorage has  
15 not been ratified; and

16 WHEREAS Korean Air Lines' request in 1983 to provide passenger service  
17 between Anchorage and Korea was rejected because the 1980 Memorandum of  
18 Understanding has not been ratified; and

19 WHEREAS Korean Air Lines operates 17 passenger flights each week  
20 between Seoul and the United States and Europe that use Anchorage as a  
21 technical stop; and

22 WHEREAS Korean Air Lines operates 25 to 30 cargo flights each week  
23 between Seoul and the United States that use Anchorage as a technical stop;  
24 and

25 WHEREAS no direct passenger service is provided between Korea and  
26 Anchorage so that passengers travelling between those points must use  
27 connecting passenger service that is inconvenient, time-consuming, and  
28 infrequent; and

29 WHEREAS existing air cargo service between Korea and Anchorage is

1 neither direct nor frequent; and

2 WHEREAS there exists a pressing need for improved air transportation  
3 service between Korea and Alaska; and

4 WHEREAS passenger service between Anchorage and destinations in Asia,  
5 Europe, and North America served by Korean Air Lines would be enhanced if  
6 the airline was allowed to pick up passengers during stopovers in  
7 Anchorage;

8 BE IT RESOLVED that the Alaska State Legislature supports a mutually  
9 agreeable resolution of the issues between the United States and the Re-  
10 public of Korea that have prevented ratification of the 1980 Memorandum of  
11 Understanding, so that Korean Air Lines may commence passenger and air  
12 cargo service to Anchorage at the earliest possible date.

13 COPIES of this resolution shall be sent to the Honorable Ronald  
14 Reagan, President of the United States; the Honorable Elizabeth Dole,  
15 Secretary of the Department of Transportation; the Honorable George P.  
16 Shultz, Secretary of the Department of State; and to the Honorable Ted  
17 Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable  
18 Don Young, U.S. Representative, members of the Alaska delegation in Con-  
19 gress.

No. 226

STATE OF ALASKA 1987 LEGISLATIVE SESSION

FISCAL NOTE

SENATE

BILL VERSION: CSSJR 36(Trsp)

PUBLISH DATE: 4/10/87

REQUEST: 4/7/87

Revision Date:

Title: Passenger Service in Anchorage by Korean Airlines

Sponsor: Fahrenkemp

Requestor: Jones

Agency Affected: DOT&PF

BRU: Anchorage Int'l Airport

Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

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

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS :

The department supports SJR 36. Additional passenger service by Korean Airlines would increase opportunities to Alaskans by utilization of an additional carrier, and could economically benefit the Anchorage International Airport.

Prepared by: William R. Snell (signed)

Phone: 266-1440

Division: Regional Director, Central Region

Date: 4-7-87

Approved by Commissioner: *M. R. D. H.*

Date: 4/8/87

Agency: DOT&PF

Distribution (by preparer):

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

# Alaska State Legislature

SENATOR BETTYE FAHRENKAMP  
CHAIRMAN, LEGISLATIVE COUNCIL  
CHAIRMAN, OIL AND GAS COMMITTEE  
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Senate

## MEMORANDUM

TO: Members, House Transportation Committee

FROM: Senator Bettye Fahrenkamp *Bettye*

DATE: May 12, 1987

RE: Background information for SJR 36, relating to Korean Air Lines passenger and air cargo service

SJR 36 is similar to SJR 30 which passed the Alaska State Legislature last session, to become Legislative Resolve #33.

SJR 36 passed the Senate unanimously on 4/21/87.

### Background:

Several of my constituents have contacted me regarding a continuing problem for Alaskans wishing to travel from Alaska to Korea, and for goods to be transported from Anchorage to Korea. Korean Air Lines has approximately forty flights from Seoul, Korea which stop in Anchorage. Korean Air Lines currently does not have boarding rights in Anchorage, thus, Anchorage passengers bound for Korea must fly to Seattle to board, or fly with Japan Air Lines to Tokyo, transfer planes and fly to Seoul, Korea. No cargo service is available by KAL in Anchorage. This resolution encourages the United States to seek a mutually agreeable solution to the complex issue of boarding rights and cargo handling rights through negotiations with the Republic of Korea.

Both Senator Murkowski and Senator Stevens support resolving the issues relating to passenger service by Korean Air Lines in Anchorage.

I have attached a copy of the testimony provided by Mr. Jong Kuen Park, KAL Anchorage Manager, before the Senate Transportation Committee on April 10, 1987.

Passage of this resolution shows continued support and interest by the Alaska State Legislature. I would appreciate your support.

# Alaska State Legislature

SENATOR BETTYE FAHRENKAMP  
CHAIRMAN, LEGISLATIVE COUNCIL  
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## M E M O R A N D U M

TO: Senator Lloyd Jones  
Chair, Senate Transportation Committee

FROM: Senator Bettye Fahrenkamp

DATE: April 8, 1987

RE: Background information for SJR 36, relating to Korean Air Lines passenger and air cargo service

SJR 36 is similar to SJR 30 which passed the Alaska State Legislature last session.

Several of my constituents have contacted me regarding a continuing problem for Alaskans wishing to travel from Alaska to Korea, and for goods to be transported from Anchorage to Korea. Korean Air Lines has approximately forty flights from Seoul, Korea which stop in Anchorage. Korean Air Lines does not have boarding rights in Anchorage, thus, Anchorage passengers bound for Korea must fly to Seattle to board, or fly with Japan Air Lines to Tokyo, transfer planes and fly to Seoul, Korea. No cargo service is available by KAL in Anchorage.

In 1978, a Memorandum of Understanding between the Republic of Korea and the United States established, among other provisions, boarding rights for Korean Air Line in New York. In turn, one provision requested by the United States was to receive use of a cargo facility in Seoul, Korea. The United States did not receive use of the cargo facility in Seoul and the 1980 Memorandum, which outlined specific terms was not ratified. Since that time, Korea has met the specified air cargo facility terms, but many changes in foreign relations between the countries have occurred. Since 1978, Korean Air Lines has enjoyed the privilege of passenger service to New York. Negotiations between Korea and the U.S. State Department and U.S. Department of Transportation continued in order to resolve problems associated with passenger and air cargo service, and the related U.S. trade deficit with Korea. The U.S. negotiators continue to seek parity for U.S. passenger airlines and cargo operators within the scope of the United States open skies policy.

page two  
April 8, 1987  
memorandum to Senator Jones

Both Senator Murkowski and Senator Stevens support resolving the issues relating to passenger service by Korean Air Lines in Anchorage. Senator Stevens' staff suggested that passage of this resolution shows continued support and interest by the Alaska State Legislature.

Mr. Jong Kuen Park of Korean Airlines will provide testimony for the hearing which will address their interest in obtaining these passenger boarding rights and air cargo service in Anchorage.

April 9, 1987

STATEMENT OF  
JONG-KEUN PARK OF KOREAN AIR LINES CO., LTD.  
BEFORE THE  
SENATE TRANSPORTATION COMMITTEE OF ALASKA

Good afternoon, Chairman Jones and other distinguished members of the Senate Transportation Committee.

My name is Jong-Keun Park, Manager of the Anchorage office of Korean Air Lines. It is an honor and a privilege to testify before the Committee today as it considers Senate Joint Resolution No. 36. That Resolution supports Korean Air's long-standing efforts to establish direct air service between the State of Alaska and the Republic of Korea. Korean Air believes that its proposed service would foster improved trade, commercial and cultural ties between Alaska and Korea, and it believes that the adoption of Senate Joint Resolution No. 36 will help hasten the day when this service becomes a reality.

Mr. Chairman, the last several years have witnessed a phenomenal growth in trade and commerce between the State of Alaska and Korea. Last year, Korea ranked as Alaska's second largest export market. It purchased almost \$114 million of Alaskan exports. In addition to traditional exports of timber, fish and ammonia, last year also saw the first major exports of Alaskan coal to Korea. Those exports transited the newly constructed port facility at Seward, a facility which was constructed by an Alaskan affiliate of a Korean shipping firm.

The last several years have also witnessed several important developments in Korean trade and investment in the State of Alaska. One of the significant developments last year was the dedication of Korean Air's new multi-million dollar catering facility at Anchorage International Airport.

Korean Air is proud to play an important role in the development of the Alaskan economy. Korean Air has committed millions of dollars to the construction of modern facilities to support its operations at Anchorage. Approximately, 40 Korean Air flights transit Alaska every week, making the Company the State's second largest international airline. These activities contribute more than \$65 million to the Alaskan economy every year.

Tourists and business visitors also are vital to the Alaskan economy. Tourism is Alaska's second largest industry. The influx of visitors generates millions of dollars for Alaska's economy each year. Asia, particularly Japan and Korea, represents an important potential tourist market for Alaska. The development of this market, however, is severely constrained by the relative lack of direct air service linking Alaska and major Asian destinations. This is especially true in the case of Korea. Without direct air service, travel between Seoul and Anchorage is time consuming, infrequent and inconvenient. Passengers frequently are required to stay overnight enroute. According to some estimates, as many as 2-3,000 passengers per month make the trek down to Seattle for connections to the

-3-

Orient. The cost to businesses in terms of travel delays and loss of productivity as a result of the lack of direct air service is obvious, and the adverse effect of such a lack of direct air service upon the State's ability to tap the enormous potential tourist markets of Asia can hardly be overstated.

If trade, commerce and tourism between Alaska and Korea are to continue to grow and flourish, then improved air service must become a reality. Over the last 16 months, Korean Air has received scores of requests to provide transportation between Anchorage and Seoul. The requests have come from a variety of groups and organizations, including the Anchorage Organizing Committee for the 1992 Olympics and the Korean Community of Anchorage. More than a dozen of those requests came from government and business leaders who were traveling to Korea as part of official delegations striving to promote improved trade and economic ties between Alaska and Korea. On each of these occasions, Korean Air had to obtain special authorization from the U.S. Department of Transportation in order to provide the transportation even though its flights transit Anchorage every day. In an effort to remedy this situation, Korean Air in June of 1983 filed an application with the then Civil Aeronautics Board (now the Department of Transportation) requesting authorization to provide direct air service between Anchorage and Seoul as contemplated under the terms of an agreement signed

-4-

between the United States and Korea in 1980. Regrettably, due to a series of misunderstandings and disagreements between the two countries, no action has been taken upon that application.

Korean Air looks forward to the day when it can begin providing direct air service between Alaska and Korea. It believes that the adoption of the resolution now being considered by this Committee would send a strong signal to officials in Washington that the time has come for the United States and the Republic of Korea to reach a mutually agreeable resolution of their differences so that Korean Air's direct service between Alaska and Korea can at long last become a reality.

That concludes my remarks, Mr. Chairman. I thank you for allowing me to address the Committee today. I would be happy to answer any questions that you or other members of the Committee may have.

MEMORANDUM OF UNDERSTANDING

1. Delegations representing the Governments of the Republic of Korea and the United States of America met in Washington, D.C. April 8-12, 1980, at the request of the Government of the Republic of Korea to discuss air transport relations between the two countries. During the discussions, the delegations reached the agreements contained herein, with which both delegations expressed their complete satisfaction. Delegation lists are attached as Annexes 1 and 2.

2. During the consultations, views were exchanged on the following items:

A. Implementation of the current Air Transport Services Agreement, as amended, particularly as regards cargo handling, customs and immigration operations, and market access.

B. Airport conditions.

C. Fuel supplies.

D. Storage facilities and procedures.

E. Route schedules.

3. The Korean Delegation expressed its dissatisfaction with the route schedule contained in the existing Agreement. It reaffirmed its desire for an expansion of the route schedule so that it could offer service to additional points in the United States and to initiate service beyond the United States. The delegations agreed to augment the Korean route schedule by adding full traffic rights to/from Anchorage,

*Memorandum of*

Oakland and Chicago; as well as beyond rights from/to one United States point to/from one point in Europe, both to be mutually agreed upon. These rights will become available during the period 1980-1983, under the conditions specified below. The revised route description is contained in Annex 3 of this Memorandum.

4. The Korean delegation noted the delays which its designated airline has encountered at Anchorage because of immigration procedures. It requested that the United States authorities permit the immigration procedures to take place at New York rather than Anchorage. It promised to provide a statement which will detail the delays it has experienced at Anchorage because of immigration requirements and will explain the justification for permitting these procedures to occur at New York. The United States delegation agreed to consider such a detailed statement and to discuss the problem with the United States immigration authorities.

5. The Korean delegation expressed considerable concern about operating conditions at the Los Angeles airport, particularly as regards fuel availability, counter space, baggage handling and passenger access to the terminal. It stated that these conditions, and particularly its impending transfer to a temporary terminal, would seriously impede its operations. The United States delegation stated that it had, this week, been informed by officials of the United States Department of Energy and the Los Angeles

JK

airport that ample fuel supplies are available. It agreed, however, that it would intervene with the appropriate authorities about this matter should a fuel shortage occur. It noted also its intent to study the other difficulties which the Korean delegation raised.


6. The Korean delegation described several operational difficulties at the New York airport, citing particularly the fuel situation and the apparent unavailability of a company that would be willing to provide continuing service for the Korean carrier's cargo. The United States delegation expressed its intention to discuss these issues with the New York airport authorities in order to obtain a solution to these problems.

7. The Korean delegation presented the following proposal concerning surface transportation for consideration by the United States delegation:

"The Korean delegation believes that designated airlines of both countries would have greater operating flexibility and could much better serve the public if they are allowed to directly arrange with surface transportation companies to carry cargo (and passengers) from any point within a country to the gateway or gateways served by the particular airline within that country. This arrangement would allow more efficient operation and improved quality of service."


The United States delegation noted that this issue is a very complicated question, but agreed to study the Korean proposal and to provide a response at a later date.

8. The Delegation of the United States expressed its concern about the progress in the construction of the new cargo facility specified in the March 1979 exchange of diplomatic notes. The Korean delegation agreed that by May 15, 1980, the Korean authorities will present to the U.S. air carriers a specific proposal for the construction of the new cargo facility for the exclusive use of U.S. carriers. This proposal will provide the option for the U.S. air carrier or carriers to construct the building. If by June 15, 1980, the U.S. air carriers do not exercise this option to construct the facility on the terms specified, then the Government of the Republic of Korea will construct the facility. Consultations will be held among all interested parties during the design and construction of the facility. This facility will be as large as space permits; it will be no less than 2,500 square meters; it will be an addition to the existing structure with access, if structurally possible, to the space presently allocated to the U.S. air carriers. Those U.S. air carriers which elect to self-handle will have sole use of the new facility and all allocated space in use by them when the new facility opens. Any U.S. air carrier which does not elect to self-handle may choose to utilize the service of an agent.



9. The United States Delegation expressed its concern about construction necessary for the U.S. carriers to

self-handle their transit cargo, as well as to self-handle their in-bound cargo from the aircraft to the customs area. The Korean delegation assured the U.S. delegation that all necessary steps have been taken to initiate construction and that it will be completed no later than June 30, 1960. At that time, the U.S. carriers will be permitted to self-handle in-bound cargo from their aircraft to the customs area and to self-handle their transit cargo.

10. The United States delegation noted that one of its designated airlines has experienced difficulty importing equipment into Korea without paying customs duties. To ensure that the provisions of Article 7 of the 1957 Agreement, as amended, are being fully implemented, the Korean delegation promised to look into the matter and to communicate its findings through diplomatic channels. 

11. The United States delegation reported that one of its designated carriers has had difficulties remitting its excess currencies from Korea. The Korean delegation agreed to look into the matter to ensure that prompt and effective remittances of excess currencies can be made.

12. The Korean delegation agreed that fuel will be provided on a non-discriminatory basis among the airlines of the United States, whether they are engaged in scheduled or charter transportation with stops in Korea for either traffic or transit services, when fuel is available. The

United States delegation stated that, by law, fuel must be made available in the United States on a non-discriminatory basis, whether the air carrier is providing scheduled or charter transportation.

13. The United States delegation expressed its concern that U.S. carriers apparently will soon lose their present storage facility without a replacement area being available, and that one U.S. carrier confronts delays because it currently submits its stored material to customs, <sup>PROCEDURES</sup> because of the present location of its storage area. The Korean delegation expressed its intent that the availability and location of storage areas should not constitute an impediment or obstacle to airline operations and assured that the competent authorities will exercise their utmost efforts to seek a solution to this problem. The Korean delegation noted, meanwhile, that because of the physical conditions obtaining at Kimpo Airport all carriers have been subjected to some constraints in space availability. JK

14. The United States delegation expressed its serious concern that the Government of Korea has not permitted U.S. carriers to provide each other ground handling services. It noted that the Korean designated carrier faces no such constraint in its current operations within the United States. Moreover, the United States delegation noted that foreign corporations are precluded from acting as air

freight forwarders within Korea. In the spirit of liberalization and in view of the substantial route expansion proposed for ~~the~~ the Korean designated airline(s), the United States delegation urged the Korean delegation to seek a change in the present legal situation. The Korean delegation responded by stating that the laws and regulations in force in the Republic of Korea do not permit the Government of Korea to grant to foreign carriers the right to provide ground handling services for each other. As regards freight forwarding services, the Korean delegation stated that Korean law does not permit foreigners to perform such services in Korea. The Korean delegation expressed its intention to discuss this issue with its competent authorities, taking due note of the U.S. delegation's concern about this matter.

15. The two delegations agreed that before any of the new traffic rights, specified in Annex 3 to this Memorandum, for the Korean designated airlines will be granted:

A. The Government of the Republic of Korea will, by diplomatic note, advise the Government of the United States that:

1. The limitation on the exercise of beyond rights contained in the exchange of letters dated March 26, 1971, is eliminated.

2. The airlines of the United States have the right to make transit stops in Korea, the right of overflight of Korea and the right to carry traffic to/from Korea from/to any point beyond, without geographical limitation. This provision shall not preclude the application of Article 5 of the Air Transport Services Agreement of 1957 (as amended).

B. The Government of the Republic of Korea will, by diplomatic note, advise the Government of the United States that:

The new cargo facility having been completed, the airlines of the United States may perform all of their own cargo self-handling services in respect of in-bound, out-bound and transit cargo. The Government of the United States will advise of its confirmation by diplomatic note.

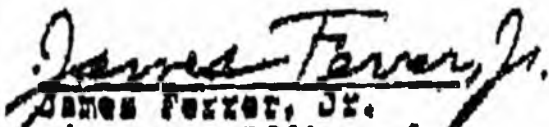
16. The two delegations agreed that the designated airlines may serve points behind any homeland gateway point with or without change of aircraft or flight number and may hold out and advertise such services to the public as through services.

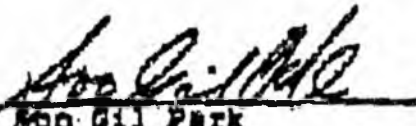
**Effectiveness:**

The two delegations agreed to recommend to their governments that the agreements recorded in this Memorandum of Understanding, signed ad referendum, be confirmed by an exchange of diplomatic notes, which shall then constitute an amendment to the Air Transport Services Agreement of 1957 (as amended).

For the Delegation of the  
Government of the United  
States of America

For the Delegation of  
the Government of the  
Republic of Korea

  
James Ferrer, Jr.  
Director, Office of  
Aviation  
Department of State

  
Soo Gil Park  
Director-General  
Treaty and Legal  
Affairs Bureau,  
Ministry of Foreign  
Affairs

Washington, D.C.  
April 12, 1980

TESTIMONY BEFORE  
SENATE TRANSPORTATION COMMITTEE  
BY SENATOR BETTYE FAHRENKAMP

MR. CHAIRMAN, MEMBERS OF THE SENATE TRANSPORTATION COMMITTEE, I APPRECIATE THE OPPORTUNITY TO SPEAK BEFORE YOU TODAY ON BEHALF OF SENATE JOINT RESOLUTION 36, RELATING TO PASSENGER AND CARGO SERVICE BY KOREAN AIR LINES IN ANCHORAGE.

LAST YEAR THE ALASKA STATE LEGISLATURE PASSED A SIMILAR RESOLUTION TO ENCOURAGE THE UNITED STATES TO RATIFY THE 1980 MEMORANDUM OF UNDERSTANDING BETWEEN THE REPUBLIC OF KOREA AND THE UNITED STATES. THE RESOLUTION BEFORE YOU REPEATS THAT MESSAGE, BUT EXPANDS THE RESOLVE TO ADDRESS CARGO RIGHTS , UPDATES THE PROVISIONS WHICH ADDRESS THE CURRENT FLIGHTS BETWEEN THE COUNTRIES, AND MODIFIES THE FINAL RESOLVE IN ORDER TO ALLOW OUR NATIONAL LEADERS THE FLEXIBILITY TO RESOLVE THE MATTER THROUGH NEGOTIATIONS.

I'VE BEEN APPROACHED BY SEVERAL CONSTITUENTS AS REGARDS THE ADDITIONAL TIME AND EXPENSE ALASKA PASSENGERS EXPERIENCE IN ORDER TO FLY TO SEOUL, KOREA. THIS CONCERN ENCOMPASSES NOT ONLY VACATIONERS, BUT ALASKANS WISHING TO DO BUSINESS WITH KOREA.

IT TAKES (8 ½) EIGHT AND ONE-HALF HOURS TO TRAVEL DIRECTLY FROM ANCHORAGE TO SEOUL. CURRENTLY, PASSENGERS MUST EITHER TRAVEL ON JAPAN AIR LINES TO TOKYO, TRANSFER PLANES, THEN TO SEOUL, FOR A TOTAL OF ABOUT 10 ½ HOURS , OR FLY TO SEATTLE TO BOARD A FLIGHT TO

1 R A

SEOUL, WHICH TAKES ABOUT 17 ½ HOURS. OF COURSE, ADDITIONAL EXPENSE IS INCURRED TO TRAVEL THESE INDIRECT ROUTES.

THERE ARE MANY CONSIDERATIONS AND ISSUES TO CONSIDER DURING THE NEGOTIATIONS BETWEEN THE UNITED STATES AND KOREA THAT AFFECT THIS PARTICULAR REQUEST FOR BOARDING RIGHTS AND CARGO HANDLING RIGHTS IN ANCHORAGE BY KOREAN AIRLINES.

THIS RESOLUTION ENCOURAGES THE UNITED STATES TO SEEK A MUTUALLY AGREEABLE SOLUTION TO THOSE ISSUES. I'VE PROVIDED A MEMORANDUM IN YOUR PACKET WHICH OFFERS A BRIEF OVERVIEW OF THE ISSUES WHICH THE UNITED STATES MUST ADDRESS WHEN CONSIDERING THIS REQUEST. THESE ISSUES INCLUDE EXISTING REVENUE TRADE BALANCES, SELF- HANDLING RIGHTS, CURRENT BOARDING RIGHTS, AND OTHER RELATED MATTERS FOCUSING ON IMMIGRATION, TOURISM, COMPETITION BETWEEN OTHER COUNTRIES TOURISM, AND COMPETING FOR U.S. MARKETS.

THIS RESOLUTION SENDS A MESSAGE I BELIEVE WE WISH TO CONVEY: THAT ALASKA IS VERY INTERESTED IN HAVING OUR NATIONAL LEADERS, BOTH IN CONGRESS AND THE ADMINISTRATION, WORK TOGETHER TO QUICKLY RESOLVE ANY DISPUTES AND DIFFERENCES SO AS TO ENABLE ALASKANS DIRECT PASSENGER AND CARGO ACCESS TO KOREA, WHICH WOULD THEREBY ENCOURAGE AND PROMOTE TRAVEL AND ADDITIONAL TRADE BETWEEN ALASKA AND THE REPUBLIC OF KOREA.

I'VE WORKED WITH THE CHAIR, U.S. SENATOR STEVENS' AND MURKOWSKI'S OFFICES, THE DEPARTMENT OF COMMERCE AND ECONOMIC DEVELOPMENT,

INTERNATIONAL TRADE DIVISION (DAN DIXON), AND KOREAN AIR LINES TO DEVELOP LANGUAGE CHANGES BEFORE YOU IN THE PROPOSED COMMITTEE SUBSTITUTE FOR SJR 36. I WOULD BE HAPPY TO ANSWER ANY QUESTIONS YOU MAY HAVE, AND ASK THAT THIS COMMITTEE EXPEDITIOUSLY PASS OUT THIS RESOLUTION.

THANK YOU.

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907.465.3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

May, 1988

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

Mary Van Nimwegen

H. TRANS,

5-13-87

1:30p.m.

# HOUSE COMMITTEE REPORT

(7)

Date referred: 4/22/87

FURTHER REFERRALS:

DATE: May 13, 1987

The Transportation Committee has considered CSSJR 36(Trsp)

Relating to passenger and air cargo service to Anchorage by Korean Air Lines.

**RECOMMENDS:**

- replace with \_\_\_\_\_  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

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

**ATTACHES NEW FISCAL NOTE(S):**

- fiscal impact  same as previous fiscal note published 4/10/87
- zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

\_\_\_\_\_  
*Greg Romberg*  
 \_\_\_\_\_  
*Bill Hulse*  
 \_\_\_\_\_  
*Heinrich Springs*  
 \_\_\_\_\_  
*Bette Otto*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Bette Otto*  
 \_\_\_\_\_  
 Chairman's signature



Official Business

**COMMITTEE:**

House Transportation Committee

**DATE:** May 13, 1987

**Subject of meeting:**

- \* HCR 18: Railroad Operations Report
- \* HJR 32: Completion of the Mackenzie HWY, Canada
- CSSJR 36: KAL Boarding Rights/Anchorage
- CSSB 146: Weights & Measures

**SIGN-IN**

**NAME** Please include title **ADDRESS** Please use full address. Please include zip. **PHONE** **REPRESENTING** **DO YOU WANT TO TESTIFY?**

Terry P. Hanson Spec Assistant	Box N Juneau 99811	465-4322	Dept of Public Safety	upon request.	146
John Williams	Box D Juneau AK 99811	465-2502	DCEB Re SB 146	Yes	146
Nancy Petersen	staff, Sen. Fahrenkamp	465-3872	Sen. Fahrenkamp SJR 36 -	Yes	\$TR 36
MARK HICKEY	—	3900	DOT/PF	QUESTIONS 146	146
ART SNOWDEN	—	264-0541	COURTS	146	146 ✓
T.J. Mashari Branch Manager	Juneau	463-3279	AK Trucking Inc	yes 146	146
Rosa Jurel	134 No. Franklin	586-1740	H.C.C. of Alaska	yes 146	146
Reed Steops					

\* indicates first public hearing

# Alaska State Legislature

SENATOR BETTYE FAHRENKAMP  
CHAIRMAN, LEGISLATIVE COUNCIL  
CHAIRMAN, OIL AND GAS COMMITTEE  
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Senate

## MEMORANDUM

TO: All Representatives

FROM: Senator Bettye Fahrenkamp *Bettye*

DATE: May 15, 1987

RE: Background information for SJR 36, relating to Korean Air Lines passenger and air cargo service

SJR 36 is similar to SJR 30 which passed the Alaska State Legislature last session, to become Legislative Resolve #33. This resolution, with the support of the International Trade Office, was expanded to include air cargo service.

Several of my constituents have contacted me regarding a continuing problem for Alaskans wishing to travel from Alaska to Korea, and for goods to be transported from Anchorage to Korea. Korean Air Lines has approximately forty flights from Seoul, Korea which stop in Anchorage. Korean Air Lines does not have boarding rights in Anchorage. Currently, Anchorage passengers bound for Korea must fly to Seattle to board flights, or fly with Japan Air Lines to Tokyo, transfer planes and fly to Seoul, Korea, all of which is more costly in terms of time lost or additional fares. No cargo service is available by KAL in Anchorage. Anchorage is currently considered a technical stop, only catering and crew changes are allowed at present.

Both Senator Murkowski and Senator Stevens support resolving the issues relating to passenger service by Korean Air Lines in Anchorage and suggested that passage of this resolution shows continued support and interest by the Alaska State Legislature.

The Department of Commerce and Economic Development, Office of International Trade supports this resolution.

SJR

54

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: SJR54  
Publish Date: (SENATE) 1/28/88

**REQUEST**  
\_\_\_\_\_  
Revision Date: \_\_\_\_\_  
Title: Alaska Airlines Fly to  
Siberia  
Sponsor: Sturgulewski  
Requestor: Abood

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

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

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	0.0	0.0	0.0	0.0	0.0	0.0
<b>CAPITAL</b>	0.0	0.0	0.0	0.0	0.0	
<b>REVENUE</b>						

**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	0.0	0.0	0.0	0.0	0.0	0.0

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS:**

There is no fiscal impact to the Department of Transportation and Public Facilities.

Prepared by: Robert G. Poe Phone: 465-3900  
Division: Deputy Commissioner Budget & Finance Date: 1-26-88  
Approved by Commissioner: <sup>FLB</sup> Mark S. Hickey Date: 1-26-88  
Agency: DOT&PF

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

# Alaska State Legislature



SENATOR  
ARLISS STURGULEWSKI

Chairman, Senate Community and Regional Affairs Committee  
Vice-Chairman, Senate Judiciary Committee  
Member, Senate Resources Committee

2957 SHELDON JACKSON STREET  
ANCHORAGE, ALASKA 99508


While in Juneau  
P. O. BOX V  
JUNEAU, ALASKA 99811  
(907) 465-3818

## Senate

MEMORANDUM

February 8, 1988

TO: Representative Bette Cato, Chairman  
House Transportation Committee

FROM: Senator Arliss Sturgulewski   
Senate District F

RE: SJR 54 "Expressing support for the Alaska Airlines application  
for approval to fly to Siberia."

The recent U.S. and Soviet summit meeting has resulted in the opportunity for the establishment of air links between the U.S. and Russia. Alaska Airlines has submitted an application to begin flights to Provideniya, Siberia from Nome, Alaska. Preliminary discussions have begun between the U.S. Department of Transportation and their Soviet counterpart. This resolution would show support from the State of Alaska for approval of the Alaska - Siberia connection.

There is a zero fiscal note and the resolution received unanimous support in the Senate. I have attached the relevant backup material and hope you will be able to schedule SJR 54 for an early hearing.

Please contact my office if you have any questions.

Attachments

SCHEDULE  
(Saturday and Sunday)

	<u>ANC</u>		<u>OME</u>		<u>PROVIDENIYA</u>
	<u>Arr.</u>	<u>Dep.</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Arr.</u> <u>Dep.</u>
Flight 001		0700	0830	0910	0955
Flight 002	1315		1115	1155	1030
Flight 003		1245	1415	1455	1540
Flight 004	1855		1700	1735	1615

1. The above schedule is illustrative of the B-727/B737 summer season service pattern that Alaska Airlines would operate and all times set forth are expressed in Alaska Daylight Time without modification for crossing the international dateline.
2. Alaska Airlines initially contemplates operating a twice weekly service pattern (two round trip flights on each day) during the ten week summer season and further flights would be added when justified by traffic levels.



Corporate Communications, SEAZP, P.O. Box 68900, Seattle, WA 98168

# Alaska Airlines News

Contact:

Lou Cancelmi  
206/433-3170

FOR IMMEDIATE RELEASE

January 12, 1988

ALASKA AIRLINES ANNOUNCES FILING  
TO SERVE SIBERIAN CITY

SEATTLE -- Alaska Airlines announced today that it has filed an application with the U.S. Department of Transportation to provide scheduled air service between Nome, Alaska, and Provideniya, Siberia, U.S.S.R.

Provideniya, a Soviet Far Eastern city of approximately 4,500 persons, is located on the southeastern tip of the Chukchi Peninsula. The city is about 230 nautical miles across the Bering Sea from Nome.

According to Bruce R. Kennedy, chairman and chief executive officer of the airline, the proposed service would establish a new transportation link between the U.S. and the U.S.S.R.

Kennedy said the new service, if approved by the appropriate U.S. and Soviet authorities, would reunite the indigenous Native people of Alaska and Siberia and provide a unique tourist opportunity for travelers interested in the Arctic and the Soviet Far East.

- more -

While acknowledging that diplomatic and technical questions need to be answered before service can begin, Kennedy said, "Alaska Airlines is no stranger in the arena of Soviet/U.S. aviation." During the summers of 1970, 1971 and 1972 Kennedy noted Alaska Airlines operated some thirty round trip charters between Anchorage and the Siberian city of Khabarovsk, as well as to Leningrad.

Alaska Airlines, a wholly-owned subsidiary of Alaska Air Group, Inc., serves 30 cities in six Western states.

# # #



BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

In The Matter Of The Application Of )  
)

ALASKA AIRLINES, INC. )  
)

For A Certificate of Public )  
Convenience and Necessity )  
To Serve Provideniya, Siberia, )  
U.S.S.R. )  
)

Docket

APPLICATION OF ALASKA AIRLINES INC.

FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Alaska Airlines, Inc. requests a certificate of public convenience and necessity, pursuant to Section 401 of the Federal Aviation Act of 1958, as amended, to operate scheduled service between Nome, Alaska and Provideniya, Siberia, U.S.S.R. Alaska's proposal is designed to forge a new transportation link to the U.S.S.R. in the aftermath of the summit between President Reagan and General Secretary Gorbachev. Among the many outgrowths of the summit are strong indications of warming relationships between the United States and the U.S.S.R. particularly with respect to enhanced trade and cultural exchanges. Alaska's

application would provide a further opportunity for both the United States and the U.S.S.R. to solidify these relationships.

The Nome Gateway has long been a major Alaskan tourist destination during the winter as well as summer months and the addition of a stopover at Provideniya would likely prove extremely attractive to a number of U.S. tourists. The fact that Provideniya is only approximately 230 nautical miles distant from Nome, Alaska would also mean that the new transportation link would assist in re-establishing the longstanding cultural relationships that exist between many native Alaskans and Siberians.

Alaska Airlines was the last U.S. carrier to have operated regular service to Siberia and is therefore particularly well-suited to provide the proposed service. During the 1970-72 period, Alaska pioneered and operated a weekly B-707 charter program to Khabarovsk in Siberia as well as to Leningrad. In conducting that unique program, Alaska Airlines was required to cooperate extensively with the U.S.S.R. and Aeroflot and it is expected that their familiarity with Alaska would allow for a relatively easy implementation of a tourist and exchange program to Provideniya once the Department issues the requested certificate of public convenience and necessity.

In further support of this application, Alaska states as follows:

1. Alaska Airlines, Inc. has its principal headquarters located at 9300 Pacific Highway South, Seattle, Washington 98188. Alaska Airlines is incorporated under the laws of the State of Alaska and is a wholly owned subsidiary of Alaska Air Group Inc., a corporation organized under the laws of the State of Delaware.

2. Alaska Airlines, Inc. is a citizen of the United States within the meaning of Section 101(13) of the Federal Aviation Act of 1958, as amended. Each of Alaska's officers and directors is a U.S. citizen and the owners of record of at least 75% of Alaska's outstanding voting securities are U.S. citizens.

3. Alaska Airlines has repeatedly been found fit, willing and able to provide interstate and foreign air transportation and the Department is requested to take official notice of Alaska's continuing fitness. See e.g. Order 82-6-80, 82-8-69, 81-12-131 and 81-1-30.

4. Alaska Airlines will engage in the carriage of persons, property and mail between Nome, Alaska and Provideniya, Siberia, U.S.S.R. and this service would be operated with either B-727-200 or B-737-200 aircraft. Alaska currently owns and operates a number of such aircraft.

5. Alaska will also shortly provide a map depicting the route between Nome, Alaska and Provideniya, Siberia and an illustrative service proposal setting forth the aircraft type, capacity, elapsed trip time and an estimate of the fuel to be consumed during the first year of proposed operations.

CONCLUSION

WHEREFORE, Alaska Airlines, Inc. respectfully requests that the Department issue Alaska Airlines, Inc. a certificate of public convenience and necessity authorizing Alaska to engage in scheduled foreign air transportation between Nome, Alaska and Provideniya, Siberia U.S.S.R. or grant such other relief as the Department may deem appropriate.

ALASKA AIRLINES, INC.

---

Marshall S. Sinick  
Squire Sanders & Dempsey  
1201 Pennsylvania Avenue, N.W.  
Washington, D.C. 20044

Washington Counsel

January 12, 1988

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing application was served by mail, postage prepaid, upon the persons named below.

\_\_\_\_\_  
Nancy L. Hassan

Honorable Steven Cowper  
Governor State of Alaska  
P.O. Box A  
Juneau, Alaska 99811-0101

Honorable Ted Stevens  
United States Senator  
522 Hart Senate Office Bldg.  
Washington, D.C. 20510

Honorable Frank H. Murkowski  
United States Senator  
709 Hart Senate Office Bldg.  
Washington, D.C. 20510

Honorable Don Young  
United States Congressman  
2331 Rayburn House Office Bldg.  
Washington, D.C. 20575

Honorable George Schultz  
Secretary of State  
State Department  
2201 C Street, N.W.  
Washington, D.C. 20520

Honorable Jeffrey N. Shane  
Deputy Assistant Secretary  
for Transportation Affairs  
State Department  
2201 C Street, N.W.  
Washington, D.C. 20520

Honorable James H. Burnley IV  
Secretary of Transportation  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Honorable Matthew V. Scocozza  
Assistant Secretary for  
Policy and International  
Affairs  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Honorable Philip W. Haseltine  
Deputy Assistant Secretary  
Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

Honorable John K. Handeland  
Mayor, Nome, Alaska  
P.O. Box 281  
Nome, Alaska 99762

Mr. A. Bufsas, Jr.  
Manager  
Nome Airport  
Nome, Alaska 99762

Mr. Ralph Brumbaugh  
President  
Markair, Inc.  
4100 International Airport  
Road  
P.O. Box 19769  
Anchorage, Alaska 99519

Mrs. Rita Sholton  
President  
Northern Air Cargo, Inc.  
3900 West International  
Airport Road  
Anchorage, Alaska 99502

Honorable Rozanne L. Ridgeway  
Assistant Secretary for  
European Affairs  
Department of State  
Room 6226  
2201 C Street, N.W.  
Washington, D.C. 20520

His Excellency Yuriy V. Dubinin  
Ambassador to the United States  
Embassy of the Union of Soviet  
Socialist Republic  
1125 16th Street, N.W.  
Washington, D.C. 20036

Mr. Robert Clarke  
Office of Soviet Affairs  
Bureau of European &  
Canadian Affairs  
Room 4223  
2201 C Street, N.W.  
Washington, D.C. 20520

PUBLIC OPINION MESSAGE

DEAR: SENATOR STURGULEWSKI

NAME: JIM STIMPFL  
TITLE: CHAMBER OF COMMERCE, CCCP  
ADDRESS: BOX 729  
CITY: NOME  
PHONE: 443-2002

ZIP: 99762

BILL NO: SJR 54  
SUBJECT: SUPPORT AK AIRLINES FLIGHTS TO SIBERIA  
MESSAGE: THANK YOU FOR YOUR SUPPORT FROM THE SENATE ENCOURAGING THE DEVELOPMENT  
OF DIRECT CULTURAL AND COMMERCIAL ACTIVITIES BETWEEN NOME AND PROVIDENIYA BY  
ALASKA AIRLINES. WE BELIEVE THAT THESE FLIGHTS WILL GREATLY AFFECT ALL  
ALASKANS, FOCUSING WORLD ATTENTION OF ALASKA'S POSITION TO INFLUENCE  
FRIENDSHIP, GOODWILL AND TRADE BETWEEN THE UNITED STATES AND U.S.S.R.

POMID: 11112031  
DATE: 01/21/88  
TIME: 11:20:31  
LIONAME: NOME INFORMATION OFFICE

COPIES: REPRESENTATIVES

SPRINGER  
KOPONEN