

Effective
benefit
date.

Section 2. The provisions of this amendment shall become effective with those claimants whose benefit year begins on or after July 1, 1951.

Approved March 12, 1951.

CHAPTER 11

AN ACT

[H. B. 10]

To amend Section 51-5-2 (b) (1) ACLA 1949 relating to the Weekly Benefit Amount of Claimants for Unemployment Compensation and providing for an effective date.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That Section 51-5-2 (b) (1) of the Alaska Compiled Laws Annotated 1949 is hereby amended to read as follows:

51-5-2 (b) (1) "Weekly Benefit Amount." An individual's "weekly benefit amount" shall be an amount equal to one-twentieth of his total wages for employment by employers during that quarter of his base period in which such total wages are highest, except that in no event shall an individual's "weekly benefit amount" be more than Thirty Dollars (\$30.00) or less than Eight Dollars (\$8.00). Such "weekly benefit amount", if not a multiple of One Dollar (\$1.00) shall be computed to the next higher multiple of One Dollar (\$1.00); provided, however, that the said benefit shall not exceed

Weekly
benefit
maximum.

Twenty Dollars (\$20.00) per week for twenty weeks to any individual during any benefit year unless the total assets in the fund are more than Two Million Dollars (\$2,000,000.00) on January 1, of the calendar year during which his benefit year was established.

Section 2. The provisions of this amendment shall ^{Effective date for benefits.} become effective with those claimants whose benefit year begins on or after July 1, 1951.

Approved on March 12, 1951.

CHAPTER 12

AN ACT

S. B. 27]

Relating to Aeronautics; pertaining to zoning of airports; providing regulations; prescribing penalties; and declaring an emergency.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. TERMS DEFINED. As used in this Act, unless the context otherwise requires:

(1) "Airport" means any area of land or water de-^{Definitions.}signed for the landing and taking-off of aircraft and ^{Airport.}utilized or to be utilized as a point of arrival or departure by air.

(2) "Airport Hazard" means anything which may ^{Airport hazard.}obstruct, or interfere with, the navigation or operation of aircraft on or in the vicinity of an airport, including but not limited to man-made structures of all kinds, trees and other natural growths, lights or beacons, and elec-