



Alaska State Legislature

1974

Source:

SJR 58

SENATE JOINT RESOLUTION NO. 58

Urging approval of the Continental Air Lines - Western Air Lines and Alaska Airlines - Braniff Airways interchange agreements, as submitted, by the Civil Aeronautics Board.

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

WHEREAS in Civil Aeronautics Board Docket 25692 Continental Air Lines, Inc. and Western Air Lines, Inc. seek approval of an interchange agreement in order to provide single-plane service between points on Continental's Pacific Northwest-Southwest routes on the one hand, and Anchorage on the other hand, with Seattle as the point of interchange; and

WHEREAS in Docket 25742, Alaska Airlines, Inc. and Braniff Airways, Inc. seek approval of an interchange agreement in order to provide single-plane service between points on Braniff's Pacific Northwest-Southwest routes on the one hand, and Fairbanks and Anchorage on the other hand, with Seattle as the point of interchange; and

WHEREAS applicants, Continental and Western, have taken the position that both joint applications should be approved; and

WHEREAS applicants, Alaska and Braniff, take the position that their application should be approved but that if a Continental-Western interchange is approved, the interchange should not be authorized to operate single-plane service between Anchorage on the one hand, and Dallas-Fort Worth and Houston, on the other hand, and

WHEREAS the requirements of the State of Alaska for more modern and efficient passenger and cargo air service are becoming rapidly accentuated by the imminent construction of the Alaska pipeline, and the airlift needs associated therewith; and

WHEREAS a matter of paramount and urgent national concern today is the energy crisis brought about by the deterioration of energy resources with relation to requirements; and

WHEREAS efficient air transportation service can play a significant role in advancing the development of the Alaska pipeline project; and

WHEREAS the improved air service that would result from approval of the applications, as submitted, is urgently required; and

WHEREAS, Wien Air Alaska has suggested a restriction against Alaska-Braniff single-plane schedules serving Fairbanks; and

WHEREAS such a restriction or even allowing such a service pattern would be highly inimical to the public interest and should be summarily rejected, as it would defeat the entire purpose of an interchange as far as Fairbanks is concerned since Fairbanks passengers would then be required to rely solely on interconnections for service beyond Seattle and through air freight service from Texas would not be available; and

WHEREAS such a restriction also would be prejudicial to Seattle-Fairbanks passengers and air freight since it would cause the elimination of a prime time schedule now in existence and it would otherwise continue in existence under the interchange agreement proposal; and

WHEREAS the Governor and the Alaska Transportation Commission have supported the applications by both Continental-Western and Alaska-Braniff without imposition of restrictions on either;

BE IT RESOLVED that the Alaska State Legislature most urgently requests the Civil Aeronautics Board to approve the Continental-Western interchange agreement and the Alaska-Braniff interchange agreement, as submitted and without restrictions.

COPIES of this resolution shall be sent to the Honorable Robert D. Timm, Chairman, Civil Aeronautics Board; the Honorable Ralph L. Wiser, Chief Administrative Law Judge; the presidents of Continental, Western, Alaska, Braniff and Wien airlines; and to the Honorable Ted Stevens and the Honorable Mike Gravel, U. S. Senators, and the Honorable Don Young, U. S. Representative, members of the Alaska delegation in Congress.