

CAB Ignores Claims Impact On Air Routes

The Fairbanks North Star Borough and the Fairbanks Chamber of Commerce filed documents with the Civil Aeronautics Board this week asking the board to reconsider its decisions on air traffic routes in "light of the Native Claims Settlement Act of 1971 which was signed and made effective nine days after the decision" on the trunk line and regional route phase of the Alaska air service investigation was delivered.

The documents were filed in answer to petitions for reconsideration made by Wien Consolidated Airlines, Pan American World Airways, Western Airlines, and public groups including the State of Alaska, Juneau and Ketchikan.

In both documents the Fairbanks parties emphasize that the CAB had, in its own words, made its decisions using a "traditional forecasting technique" because it did not wish to base "its present determination . . . on hopeful but indeterminate economic developments."

Nine days after the board made these statements, the Fairbanks parties point out, "one-fifth of Alaska's population achieved a billion-dollar birthright."

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By the end of fiscal 1973, the Fairbanks parties say, "the Natives will have 62.5 million dollars in cash, an amount nearly equal to the total cash deposits and demand amount due in all Alaskan banks in 1969, the year in which the case was instituted."

By the end of fiscal 1974, the documents continue, "the Natives will have received in cash from the federal treasury a total of 132.5 million dollars, an amount greater than any territorial or state budget in Alaska before 1969."

In addition, the Fairbanks parties point out, the natives will be receiving "mineral royalties and selecting land equal in area to a good-size state. And, since money makes money, this seed capital will generate more."

The board should realize, the Fairbanks parties say, "the effect of the private property-business orientation of the claims Settlement. . . Under the Act, (most of) the twelve regional corporations . . . will be large enough

to rank on 'Fortune' magazine's 500 list . . ."

According to these documents, the CAB has ignored the "clearly foreseeable multi-billion dollar impact of the claims settlement," as well as the effects the "expected January 15 submission of the Department of Interior's pipeline environmental impact statement may have upon the massive oil development . . . and the conservationists' lawsuit which may well be settled or dismissed . . ."

In the document concerning trunk lines and regional routes, the Fairbanks parties make the following recommendations:

- that the board reconsider and leave Pan American's permanent Seattle/Portland-Fairbanks authority intact.

- that the board "reassert its view that Pan American's permanent Fairbanks-Seattle authority should not be altered, suspended or terminated in any manner . . ."

- that the board "take no action to pre-judge . . . the requirements of the Anchorage-Seattle market, and grant Alaska Airlines authority as the second nonstop carrier between Fairbanks and Seattle . . . (or) certificate either Alaska or Wien as a second nonstop carrier because of the market requirement . . . (or) at the very minimum, certificate Wien for seasonal summer service on a Fairbanks-Seattle nonstop . . ."

- that the board extend Wien Consolidated to Seattle.

- that the board provide for single-plane service between Fairbanks and Southeast via Anchorage.

In the document concerning bush service in Alaska the Fairbanks parties recommend the following:

- that Wien Consolidated and Alaska Airlines retain their bush route authority but that the public be guaranteed an oppor-

tunity to have a voice in subcontracting procedures to assure that subcontracting policies would represent the public interest.

- that "the contracting carrier is duly certificated on at least some route authority either by the Civil Aeronautics Board or the Alaska Transportation Commission, and

- (that) "each contract is duly filed with the CAB and direct notice is given to all affected communities and to the ATC, and time is allowed during which private persons or civic parties may object to the contract and have a hearing thereon in Alaska . . ."

- that there should be "some way of assuring that all cases of federal subsidy benefits are passed on to the subcontractors . . ."

- that Wien's certificate not be rewritten to provide for more direct routing for Wien to Nome and Kotzebue.