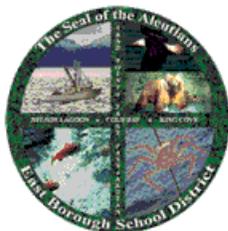
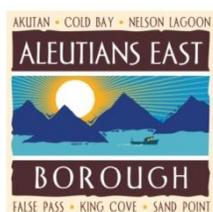


In the Loop



Bringing the Aleutians East Borough, the AEB School District and Eastern Aleutian Tribes together by sharing common goals.

ADF&G Says Only One-Third of Vessels Reporting Daily in South Alaska Peninsula Area P. Cod Fishery

According to a press release from the Alaska Department of Fish and Game (ADF&G), fewer than 35% of all participating vessels have reported daily since the South Alaska Peninsula Area state-waters Pacific cod fishery opened on February 25, 2011. ADF&G said 48 vessels registered for the fishing season since February 28th. Without adequate in-season catch information, ADF&G will implement conservative management measures to ensure the harvest does not exceed the 2011 pot gear GHM allocation of 14.23 million pounds. Conservative management measures may result in lost fishing opportunities for pot vessels.



ADF&G says only one-third of participating vessels are reporting daily in the South Alaska Peninsula Area state-waters P. cod fishery.

The South Alaska Peninsula Pacific cod season is managed based on daily harvest reports

provided by participating vessels. By regulation, (5 AAC 28.571(j)) a vessel owner or operator using pot gear must report daily to ADF&G the number of pot lifts and pounds of Pacific cod retained in the previous 24 hour reporting period. All registered vessels must report, including vessels that are in port or not actively targeting Pacific cod.



Without adequate in-season catch information, ADF&G may implement conservative management measures, which could result in lost fishing opportunities for pot vessels.

For more information on in-season reporting, contact the Alaska Department of Fish & Game in Kodiak at (907) 486-1840.

More News from ADF&G:

Western GOA Pacific cod:

The 2011 A season inshore fishery closed February 16. The 2011 A season allocations are 12,304 mt for the inshore component and 1,367 mt for the offshore component. The 2011 inshore component catch by gear is: pot 65%, hook-and-line gear 20% (17% freezer longliner and 3% catcher vessels), and trawl gear 15%.



The 2011 A season inshore fishery for the Western GOA P. cod closed Feb. 16th. The 2011 A season inshore fishery for the Central GOA closed Jan. 29, 2011.

Central GOA Pacific cod:

The 2011 A season inshore fishery closed January 29. The 2011 A season allocations are 21,795 mt for inshore and 2,422 mt for offshore components. The 2011 inshore component catch by gear is: pot 47%, hook-and-line 23%, trawl 28% and jig 2%.



AGREEMENT REACHED TO MAINTAIN LONGSTANDING STATE & FEDERAL BOUNDARIES FOR FISHERIES MANAGEMENT IN 2011

(Juneau) - Responding to an appeal from Alaska Department of Fish and Game Commissioner Cora Campbell, the *National Oceanic and Atmospheric Administration*, National Marine Fisheries Service (NOAA Fisheries) has stated that a new 3-mile line established on NOAA nautical charts has no impact on state and federal fisheries management this year. Fishing regulations based on the longstanding maritime boundary lines that determine state and federal jurisdiction will remain in effect for 2011.

“I am pleased that NOAA Fisheries has recognized the serious impact of enforcing the new boundary lines,” said Commissioner Campbell. “It is unfortunate that fishermen were displaced from some historical fishing grounds in recent cod fisheries, but now we are back to the established lines and regulations while we work to resolve outstanding issues.”

The new lines were established by NOAA Office of Coast Survey, under authority of the U.S. Baseline Committee, as part of a nationwide mapping project. The process for changing lines off Alaska did not provide for consultation with the state, and did not contemplate immediate changes in fisheries management. There are a number of unresolved legal and technical concerns over the new lines. The Alaska Department of Natural Resources is leading state efforts to work with the U.S. Baseline Committee on a review of the methodology used to establish the new lines off Alaska.

The issues involving fisheries jurisdiction came to the forefront through a decision by the NOAA Office of Law Enforcement in late December to begin enforcing fisheries regulations utilizing a new 3-mile boundary line that is shown on recent NOAA nautical charts. That decision, now overturned, affected fishery management measures and permit requirements that have been adopted by the Alaska Board of Fisheries and the federal North Pacific Fishery Management Council (Council). Fisheries for Pacific cod in the waters of Kachemak Bay and the Kodiak Island area were the first to be affected.

In a February 28, 2011 letter to Commissioner Campbell, Eric Schwaab, NOAA Assistant Administrator for Fisheries, stated that NOAA intends to proceed with fisheries management and enforcement for 2011 that recognizes the historical 3-mile lines. The NOAA Fisheries letter notes they will coordinate with the State of Alaska and the Council in considering what, if any, changes may be appropriate for long-term state and federal fisheries management.

The Alaska Department of Fish and Game (ADF&G) looks forward to working with NOAA Fisheries, the Alaska Board of Fisheries, and the Council to develop coordinated fisheries management solutions if changes are necessary.

For state-federal fisheries management boundary lines now in effect, see ADF&G groundfish/shellfish statistical area charts at:

<http://www.adfg.alaska.gov/index.cfm?adfg=fishingCommercialByFishery.statmaps>

or ADF&G's regulatory definition of state waters at 5 AAC 39.975(13).

Council to Take Final Action on Gulf Chinook Restrictions in June

The North Pacific Fishery Management Council is scheduled to take final action on Chinook salmon bycatch restrictions governing the Gulf pollock trawl fleet at its June meeting in Nome. The alternatives, approved Feb. 5, 2011, would set a hard cap on Chinook bycatch and require membership in an area bycatch control cooperative to fish pollock in the Gulf.



The Council plans to adopt a preliminary preferred alternative at its April meeting in Anchorage.

The Council plans to adopt a preliminary preferred alternative at its April meeting in Anchorage. Under the proposal, pollock fishing boats less than 60 feet would be required to carry observers 30 percent of the time. Electronic monitoring devices (video cameras) may be part of the observer coverage proposal at some point. Current regulations waive the rule for boats less than 60 feet from observer coverage. The Council fast-tracked this issue after Chinook bycatch exceeded an

estimated 43,000 fish during the 2010 Gulf pollock season. That prompted a consultation under the Endangered Species Act, and the Council moved the issue to the top of its priorities during its December meeting in Anchorage.

The proposed hard cap would be divided between fleets in the western and central Gulf. Battles over allocations are expected to heat up. The Council experienced a small taste of that during its deliberations earlier this month in Seattle. According to the Alaska Journal of Commerce, Council Member John Henderschedt of Washington State moved that the Council drop two outlier years (the 2007 central Gulf total of 31,647 and the 2010 western Gulf total of 31,581).

The Journal also reported that Council member Sam Cotten of Eagle River spoke out for the small pollock fleet mostly harbored out of Sand Point and King Cove. He said dropping the two years would be “jiggling” the numbers to benefit one area. Henderschedt countered that his motion wouldn’t be advocating for one group, but to acknowledge the reality that two outlier years were skewing the averages.

Aleutians East Borough Mayor Stanley Mack recently sent a letter to the Council, asking members to take more time to reach a decision on the proposal so local fishermen will be able to participate in the process.

[Read more: Alaska Journal of Commerce story](#)

[February Newsletter - NPFMC](#)

Calendar of Fish Meetings:

- **AK Board of Fisheries** - King and Tanner Crab Statewide (except Southeast/Yakutat) and Supplemental Issues - **March 22 - 26, 2011** - **Anchorage Hilton Hotel**. For more information, visit the link below:

[BOF Meeting - King and Tanner Crab Statewide, and Supplemental Issues](#)



- **NPFMC Meeting: Week of March 28, 2011 - Anchorage**. For more information, visit this link:

[NPFMC - 3 meeting outlook](#)



‘Fish Tax 101’ Workshop Deemed a Success

The Borough’s recent “Fish Tax 101” workshop, held on Feb. 22, 2011 in Anchorage, has been called a success by participants. Approximately 25 people attended the workshop, including Borough staff members and AEB Assembly members. Three state officials provided presentations on how the fish tax is levied and distributed to Alaska fishing communities. Geron Bruce, Alaska Department of Fish and Game (ADF&G) Director of Commercial Fisheries, explained why the fish tickets are an important management tool. Tim Cottongim, Fish Tax & Licensing Manager with Alaska Department of Revenue focused on the six types of fish taxes. Bill Rolfzen with the Alaska Department of Commerce, Community and Economic Development, discussed which factors determine how the funding is distributed to fisheries management areas. Lamar Cotten, Lake and Peninsula Borough Manager, explained how his Borough’s local taxes differ from the AEB. He also outlined upcoming issues that could affect the AEB, Lake and Peninsula and the Bristol Bay Boroughs.

If you would like more information on the Fish Tax 101 workshop, please email ltanis@aeboro.org for notes and PowerPoint information.

Tsunami Drill Planned for March 23, 2011



A tsunami warning drill is planned for Alaska communities on March 23, 2011.

Don’t be surprised if you hear tsunami sirens on Wednesday, March 23, 2011 between 9:45 - 10:15 a.m. If you are watching TV or listening to the radio, you may hear or see a message that a tsunami warning has been issued for all of Alaska. But there’s no need to be alarmed. This is just a test to make sure the tsunami warning system is working properly.

The drill is presented by NOAA's National Weather Service and Alaska's Division of Homeland Security and Emergency Management, in cooperation with local emergency management offices and the Alaska Broadcasters Association.

The test is part of Tsunami Awareness Week, proclaimed by Gov. Sean Parnell, for March 20 to 26, 2011. The week coincides with the anniversary of the Good Friday Earthquake - a

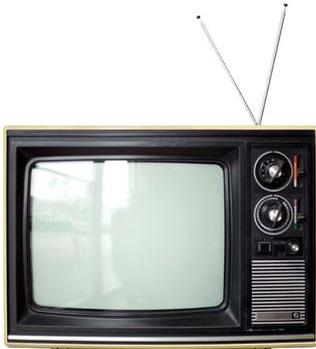
devastating 9.2 magnitude earthquake that triggered deadly tsunamis in Alaska on Good Friday, March 27, 1964.

The communications test will involve NOAA Weather Radio All Hazards, the emergency alert system and other state and local communication links. Radio listeners should hear the familiar alerting tone followed by an audio message describing the test, similar to the routine monthly tests of the emergency alert system. Residents of some communities may hear sirens.

Some television systems are programmed to scroll a standard message based upon the emergency code received. In some cases, the message



may not contain the word 'TEST'. An audio message will say that it is a test, but if the volume is turned down or otherwise unheard, viewers may not realize the warning is a test.



The general public can participate in the test by monitoring NOAA Weather Radio All Hazards, commercial radio, cable TV or local television for the emergency alert system message. Local emergency management may use the test to help raise awareness of the tsunami hazard. If there is excessive seismic activity on March 23, the test will be canceled.

The public can provide feedback online at <http://www.tsunami.gov/test>. People monitoring the test in coastal areas who do not receive the test through commercial or weather radio should inform their local National Weather Service office.

Recent Medevacs Stress Need for Road from King Cove to Cold Bay Airport

City and tribal leaders say three challenging medevacs recently from the remote City of King Cove, emphasize the critical need for the proposed road corridor linking the City to the Cold Bay Airport. King Cove community leaders say the small gravel road would provide residents with safe and reliable transportation to the airport and the outside world for health and quality-of-life reasons.

During the afternoon of Feb. 11, 2011, a Coast Guard helicopter medevaced a 73-year-year old King

Cove woman suffering from chest pains. She was transported to Cold Bay where she was transferred to a life flight and then taken to an Anchorage hospital. This was the third medevac from King Cove in a week.

During the evening of Feb. 4, 2011, the King Cove medical clinic requested a medevac for an 80-year-old King Cove woman suffering from severe chest pains. The crew flew more than 300 miles from St. Paul Island, where the Coast Guard's MH-60 Jayhawk helicopter is temporarily assigned during the winter fishing season in the Bering Sea. However, snow and zero visibility prevented the Coast Guard from landing safely in King Cove, so the crew diverted to Cold Bay to wait for better weather conditions. The following morning, nearly 17 hours later, the patient was medevaced from King Cove to Anchorage.

Two days later, the Coast Guard's helicopter crew medevaced a 63-year-old King Cove resident suffering from abdominal pain to an Anchorage hospital approximately six hours after help was requested. The crew encountered high winds, rain and low clouds during the medevac.

King Cove is located on the south side of the Alaska Peninsula in the midst of a storm corridor, which often brings dense fog and gale-force winds. The community of 914 predominantly Aleut residents is accessible only by aircraft or boat. However, flights from King Cove's unpaved airstrip are delayed or canceled about 50 percent of the time.

The commercial hovercraft, owned and operated by the Aleutians East Borough, is temporarily out of service. The Borough winterized the craft last fall due to its unreliability during the winter months, low ridership and huge operating expenses. The Borough hopes to resume service at some point this spring. However, since 2007, the craft has been running at a net annual deficit of more than one million dollars, a cost that the small Borough (population 2,600) cannot afford. For now, the community must count on the Coast Guard for medevacs during poor weather.



Medical personnel transfer a 73-year old King Cove woman to a life flight in Cold Bay. She was then taken to an Anchorage hospital. Photo courtesy: USCG.

“The Coast Guard has been doing an excellent job with medevacs, however, distance and poor flying conditions during stormy weather continue to be a problem,” said King Cove Mayor Henry Mack. This is the reason why a road corridor between King Cove and the Cold Bay Airport is the only safe, dependable and viable long-term solution.”

Currently, the U.S. Fish & Wildlife Service (F&WS) is conducting an Environmental Impact Statement (EIS) focusing on the proposed road corridor. Pending approval by the U.S. Secretary of the Interior, a small single-lane gravel road (206 acres) would be built from King Cove through the Izembek National Wildlife Refuge to Cold Bay's all-weather airport. In exchange for the road corridor, the State of Alaska and the King Cove (Native) Corporation would donate 61,000 acres to the federal government. More than 45,000 acres would go into wilderness status.

The F&WS expects to release a draft EIS this summer, followed by public hearings. The final EIS is scheduled for release on Feb. 28, 2012. The Secretary is scheduled to reveal his public interest finding on April 30, 2012.

"Getting this critical transportation access solved is so important. It has been such a long, hard-fought battle," said King Cove Corporation spokeswoman Della Trumble. "We're hopeful the Secretary of the Interior will approve the land exchange and allow this critical road corridor to be built. It will bring peace of mind knowing our elders and those who are sick can get the medical care they need."



A Coast Guard MH-60 Jayhawk rescue helicopter crew assists King Cove emergency medical personnel in transferring a 63-year-old woman from the King Cove clinic to a Coast Guard helicopter at 5:07 p.m., Feb. 7, 2011. Photo courtesy: USCG.

EAT Hires New King Cove Community Health Center Manager

Submitted by Eastern Aleutian Tribes

Tom Taylor, a recent graduate from Idaho State University with a Bachelor of Science in Health Care Administration, is the new manager of the King Cove Community Health Center. Tom grew up in Nampa, ID, 20 minutes outside of Boise. He has played sports his whole life and especially loves basketball, which might be a



Josh Taylor is the new manager of the King Cove Community Health Center. Photo by Laura Scassiferro.

boon for the King Cove Rookies. He comes to Agdaaġux, excited to work with the people and take advantage of the many outdoor activities the site has to offer.

Eastern Aleutian Tribes Receives Clean Audit from external auditor

Clean audit cited as a testament to EAT's diligence in financial accountability

Submitted by Eastern Aleutian Tribes



Following a comprehensive review, Eastern Aleutian Tribes (EAT) was commended for a clean audit report by representatives from their external audit firm, KPMG.

“A clean audit means the auditors did not find any misuse of public funds or anything else not in compliance with laws and regulations,” said Michael

Christensen, Executive Director. “We don’t know what the auditors are planning to review each year until they are actually on site, so there is no way for us to prepare for the audit each year except to make sure that we do everything the right way every single day. This clean audit is really a testament to what our accounting and finance team does on a daily basis. When the auditors walk in the door, it is too late to make it right.”

The auditors were at EAT offices last December and in January 2011 as part of their comprehensive review. Such audits typically cover three areas: accountability, financial statements review and state and federal compliance. During the accountability audit, auditors have access to any organizational documents of their choice in order to evaluate accountability and compliance with state laws and regulations. The second general area of the audit, the financial statement audits, includes an evaluation of internal controls over accounting/financial activities and reporting, a process whereby auditors evaluate whether organization statements are prepared in conformity with principles generally accepted in the United States. Federal compliance audits are required for public agencies that receive more than \$500,000 in federal grants in a fiscal year. EAT received several federal grants in 2010, and thus received a federal compliance audit this year.

After less than three weeks of poring through documents and paperwork, representatives from KPMG’s office concluded their field work and left EAT satisfied with their findings. This year’s

audit took less time than is typical, and the auditors announced that the organization had received a clean audit review during the exit conference at EAT's administration office.

"Auditors usually spend four to five weeks on-site going through records and visiting departments," said Frankie Mack, Director of Finance at EAT. "They have the option of extending their stay if they see any issue that needs further review. Or, auditors can also choose to shorten their stay, which is very unusual, if they wrap up the audit faster than expected and determine there is no reason for them to do more field work. That was the case for EAT's audit this year."

EAT is required to take part in annual financial audits in conjunction with an outside accounting firm as a result of their use of public funds. In addition to state and federal grants, the organization receives public funds from donations and other public support.

Michael Christensen noted that, while clean audit reports are not out of the ordinary for similar organizations, this announcement is reflective of the organization's continued commitment to operating with the highest concern for public dollars, and is a testament to the efforts of Frankie Mack, Director of Finance, and her team.

"We received a letter from KPMG auditors commending EAT's significant accomplishment of obtaining a clean annual audit," said Christensen. "And that's something we're committed to now, just as much as we have ever been. We work very closely with the external auditors office to make sure the public dollars we receive are being used appropriately. We maintain strict control over our finances, and we're very proud to let people know it."



AMLJIA Safety Minute: Motor Vehicle Safety: Drive It Home



Your odds of dying in a motor vehicle accident are 1 in 85. That's greater than your chances of dying from heart disease, cancer or stroke -- the big three causes of death in the United States. Given the statistics, do we really give as much thought to motor vehicle safety as we ought to? When you board a commercial airplane, you are subjected to a mandatory safety briefing, but do you go through a safety review when you

climb into the driver's seat of a motor vehicle?

Whether they drive on the job or commute to work by car, employees at all levels in your organization have need of defensive-driving training. You can use these basic rules of defensive driving as training points:

-  Buckle up for safety.
-  Follow traffic rules, signs and signals.
-  Don't speed, and keep at least 2 to 4 seconds behind the vehicle in front.
-  Keep your eyes on the road, your hands on the wheel, and your attention on traffic.
-  Check your rearview and side mirrors frequently.
-  Adjust your speed and driving to changing weather and traffic conditions.
-  Expect the unexpected and be especially alert in heavy traffic for sudden stops, vehicles passing or moving in and out of lanes, road debris and work zones.
-  Keep cool, yield the right of way, and don't get into disputes with other drivers.
-  Pull over to make or receive phone calls.
-  Don't drink or take drugs (including some over-the-counter medications) and drive.

Don't forget to discuss vehicle maintenance. If the vehicle is unsafe, the driver - and others on the road - are at risk. Teach your employees to keep their vehicles properly maintained and follow the auto manufacturer's recommendations for oil changes, tune-ups and so on. Remind them to inspect their vehicles frequently between service checkups.



-  Are tires in good condition, and are they inflated to the right pressure?
-  Are headlights and taillights clean and working?
-  Are directional signals and emergency flashers operating properly?
-  Are oil, coolant and other fluids at the correct level?
-  Are belts and wires in good condition?



Are brakes working properly?

Talk about driving in the dark, too. It's no surprise that there is a greater risk of accidents at night. Worse than that, night crashes tend to be more severe. Remind your employees to:

- 🚗 Start taking precautions as soon as the sun goes down. Dusk is one of the most dangerous times of day on the road.
- 🚗 Slow down and increase your following distance. Darkness makes judging distances harder.
- 🚗 Don't overdrive your headlights. You need to see this far in order to be able to slow and stop safely when necessary.
- 🚗 Take precautions not to be blinded by oncoming headlights. Shift your eyes momentarily to the right side of the road and use the white lines to guide your steering.

Are You Driven to Distraction?

What is distracted driving? There are three main types of distraction:

- **Visual:** Taking your eyes off the road.
- **Manual:** Taking your hands off the wheel.
- **Cognitive:** Taking your mind off what you're doing.

Research on distracted driving reveals some surprising facts:

- 20 percent of injury crashes in 2009 involved reports of distracted driving. (NHTSA).
- In 2009, 5,474 people were killed on U.S. roadways and an estimated additional 448,000 were injured in motor vehicle crashes that were reported to have involved distracted driving.
- Of those killed in distracted-driving-related crashes, 995 involved reports of a cell phone as a distraction (18% of fatalities in distraction-related crashes).
- Using a cell phone while driving, whether it's hand-held or hands-free, delays a driver's reactions as much as having a blood alcohol concentration at the legal limit of .08 percent (Source: University of Utah).
- Of the drivers reportedly distracted during a fatal crash, the 30-to-39-year-old drivers were the group with the greatest proportion distracted by cell phones. Cell phone distraction was reported for 24 percent of the 30-to-39-year-old distracted drivers in fatal



crashes.



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The information contained herein was obtained from the owners or their representatives and public information sources. While Ravenwood Real Estate believes the information presented herein is deemed to be reliable, it is not guaranteed.

Job Announcement: Chief Operating Officer

APICDA Joint Ventures, Inc. the for profit entity of Aleutian Pribilof Island Community Development Association, a 501 (c) (3) Non-Profit Corporation, is accepting applications for the position of Chief Operating Officer. This position will be responsible for the management of APICDA Joint Ventures, Inc.

and its subsidiaries with an emphasis on seafood processing and vessel management. The COO duties include, but are not limited to, implementing and managing budgets and business plans for each entity. This position is based in Anchorage and substantial travel is required.

Qualifications:

Significant experience managing seafood processing operations, specifically salmon, crab and groundfish. Applicant must have comparable experience in harvesting operations.

Bachelor's degree required or minimum 5 years experience.

Must be familiar with the Aleutian region including the region's organizations and with the CDQ program.

Must have excellent communication skills, leadership ability, mentoring capability and be highly motivated.

Compensation:

Salary

DOE. Benefits package includes: Health, dental, vision and life insurance, 401K and personal leave.

Please send a cover letter and resume, with a minimum of 5 references, to Human Resources ldelgado@apicda.com or fax 907-646-7741. Application Deadline: March 18, 2011.



Job Announcement: Maintenance Assistant



APICDA Joint Ventures is now accepting applications for the position of Maintenance Assistant. This is a full-time regular position in Anchorage, Alaska. This entry level position is responsible for assisting the Maintenance Specialist with repairs and regular maintenance of APICDA's vehicles, machinery, equipment and structures.

This position will travel and work in the communities of Atka, False Pass, Nelson Lagoon, Nikolski and St. George repairing and maintaining heavy equipment, small engines and vehicles. Prefer a minimum of 2 years experience in general mechanical experience and basic repairs.

Job-related training is provided by APICDA.

Compensation: Salary - DOE. Benefits package includes: Health, dental, vision and life insurance, 401K and paid personal leave.

Deadline: Position open until filled.

For more information about the requirements of the position or to submit an application, please email Laura Delgado @ ldelgado@apicda.com or phone 1-888-927-4232. Fax applications to 907-646-7741.



Applications available on our website: www.apicda.com

Got News?

If you have news you'd like to share, please email ltanis@aeboro.org or call AEB Communications Manager Laura Tanis at (907) 274-7579.



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