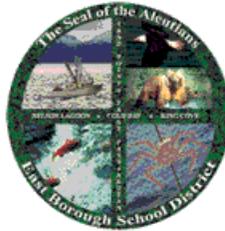
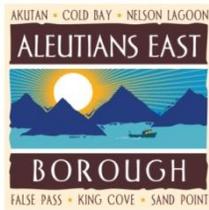


In the Loop



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

Cold Bay's Strategic Location Ideally Suited for Transporting Live Crab to Asia

By Ernie Weiss, AEB Natural Resources Director



In the near future, Cold Bay could serve as the hub for transporting live crab directly to markets in Asia.

It's an idea that's been around for quite a while, but whose time may have finally come: the transport of live crab directly from the Aleutians East Borough 'hub' port of Cold Bay to markets in China and other Asian countries.

Former Cold Bay terminal manager Monty Martin was a founding member of the Cold Bay International Airport Enhancement Committee (CIAEC) in the fall of 2009, soliciting support for the shipment of raw fish products such as king crab, cod milt, fresh salmon fillets and roe through the Cold Bay hub. The idea is far from new,

but has new life, due to recent events.



**DCCED
Commissioner
Susan Bell**

Back from an official trip to China, Alaska Department of Commerce, Community and Economic Development Commissioner Susan Bell was featured on a recent Channel 2 News story (see link below).

"The administration is definitely increasing our visibility throughout the world, where we see opportunity for increasing our exports and building investment in Alaska, particularly adding value to our products," Bell said.

Last month, Commissioner Bell, along with Department of Transportation Commissioner Marc Luiken and other state officials, met with Mayor Mack and other representatives from the Borough and crab industry. The Governor's Rural Affairs Advisor John Moller had set up the meeting for the attendees to discuss the potential new Asian-Alaskan seafood connections. The State of Alaska expects China to be its top export customer in 2011, overtaking Japan, which until recently, had been purchasing more of Alaska's goods than any other country.

Alaska Crab Coalition Executive Director Arni Thomson hand-carried a letter from Mayor Stanley Mack to the Alaska Seafood Marketing Institute (ASMI) Board of Directors and shellfish committee meeting in Seattle.

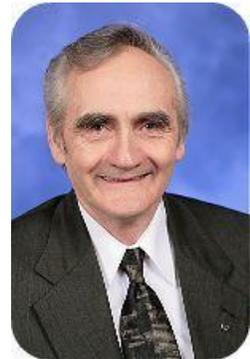
"We believe the time is right and markets are ready for live crab harvested in Aleutians East Borough waters to be enjoyed worldwide," Mayor Mack said in his letter.

Additionally, Mayor Mack is looking for support from the Alaska Seafood Marketing Institute (ASMI) in the AEB's effort to get a tarmac built to the new AEB airport terminal. State DOTPF will need to take the lead on getting an apron to the runway built.

Thomson has been working with Aleutians East Borough Natural Resources Director Ernie Weiss on the transport of live crab proposal for several months, building on previous work done by Monty Martin.

There is a heightened interest for live crab in China, Korea and other points in Asia, and there are 500 planes a week from Anchorage heading to Asia. However, this project aims not to take any business away from Ted Stevens Anchorage International Airport, but to establish a brand new market option, making use of the location of the 10,415-foot main runway in Cold Bay (with the additional 5,125 foot crosswind runway) so critically close to the crab fishing grounds.

DOT Commissioner Luiken stated at the meeting that regulatory issues wouldn't be the biggest obstacle to the success of the project, but that success would depend on getting the interest of both the airlines and the processors. The business model needs to look at how much product will



**Borough Mayor
Stanley Mack
believes the time is
right for live crab to
be harvested from
AEB waters and
enjoyed around the
world.**

be available, and how often, to determine if the project is feasible. If needed, a customs agent should be a cost-sharing item between industry and government.

Jim Stone with the Alaska Bering Sea Crabbers told the teleconference that his group of harvesters and processors are planning on shipping live snow crab out of Dutch Harbor this January, but are expecting significant dead loss, due to the extra stop in Anchorage. The world class airfield in Cold Bay will support larger planes that can fly directly from the Aleutians East to Asia, eliminating nearly all dead loss.

Ernie Weiss will continue to work with DCCED Deputy Commissioner Curtis Thayer and Arni Thomson to facilitate the forward momentum of the initiative to ship live crab directly to China from Cold Bay.

Visit the link below for more information:

[KTUU Ch. 2 story](#)

Significance of Cold Bay's Airport Extends Well Beyond Aleutians



Nearly one million pounds of seafood is transported from Cold Bay every year.

Shipping large volumes of fresh seafood to market is nothing new for Cold Bay. Currently, Aleutian Services, a company located in Cold Bay, arranges for nearly one million pounds of seafood to be transported every year. President and owner of the company, Gary Ferguson, said the majority of his product comes from Peter Pan Seafoods, with processing plants located in nearby King Cove and Port Moller. Other organizations have also expressed an interest in

contracting with Aleutian Services. This summer, his company is planning to fly salmon directly from Cold Bay to Everett, Washington. Ferguson is also working with the Alaska Bering Sea Crabbers and is very interested in the prospect of flying live crab directly from Cold Bay to markets in China.

“It could be a significant amount because we’re not only talking about king crab, we’re also looking at snow crab and other species coming from the Bering Sea,” he added. “Seeing that the market is moving more and more toward fresh seafood, it’s clear that Cold Bay could play a



Cold Bay has the third largest public runway in Alaska.

major role. Cold Bay could handle virtually any amount of fresh seafood in the area headed for market.”

Currently, Cold Bay has a 10,415-foot-long paved and lighted main runway and a 5,125-foot-long paved crosswind runway, FAA Flight Service and Weather Service Stations. The City has the third largest public runway in

Alaska. The airport was “born” during World War II when the military built the largest airport facility west of Anchorage. Cold Bay’s strategic location continues to be significant to the region and the world. It serves as the regional center for air transportation on the Alaska Peninsula and as an international hub for private aircraft.



PenAir typically has 2 - 3 scheduled flights into Cold Bay daily. During the Pacific cod A season, as many as 15 Penair planes fly out of Cold Bay daily.

“Private planes, mainly from the lower 48 bound for China, use the Cold Bay airport to refuel,” said Ferguson. This airport can accommodate any size aircraft from anywhere in the world”.

“Because of the length of the runway and the approach aids that we have in Cold Bay, it’s absolutely crucial in supporting surrounding communities such as Dutch Harbor, Sand Point and the Pribilof Islands,” said Danny Seybert, PenAir President.

PenAir has two or three flights landing daily in Cold Bay. Currently, during the Pacific cod A season, hundreds of fish processing workers are flown into King Cove and Akutan (late December to early January). That’s when the number goes up to 12 to 15 PenAir planes per day. Because of the high demand for flights, processors sometimes

have to charter other private companies, such as Era and Ace Air Cargo, to get their workers in on time for the start of the season.

Aside from its significance to the commercial fishing industry, the airport serves another important purpose. It also serves as an alternate for west coast flights coming in and out of the Anchorage International Airport.

“It’s the best alternate airport because it has the lowest approach minimums and the longest runway in the region,” said Seybert. “Dutch Harbor is a daylight-only runway. The next suitable airport is King Salmon, and that’s another 200 miles away. That means planes would be required to carry at least another 1,000 pounds of fuel. The ability to list Cold Bay as an alternate airport means 1,000 pounds more payload. For an alternate airport in the Bering Sea region, Cold Bay is extremely critical to have operational.”



The Cold Bay Airport serves as an alternate airport for west coast flights coming in and out of Ted Stevens Anchorage International Airport.

DOT’s Plans to Shorten Cold Bay’s Airport Runways Prompt Concerns

So if Cold Bay’s airport is so critical to the region, why are there plans to shorten the main and crosswind runways? The reasons are many and complex, according to DOT.

“I’ve never in my life heard of downgrading a facility,” said Ferguson. “It’s frustrating.”

While Ferguson believes the future looks bright for transporting fresh seafood to markets in Asia, he’s worried that large jet traffic won’t be able to land in Cold Bay after the planned changes. Ferguson also fears Cold Bay will lose a couple of its airport maintenance positions with the shortening of the runways.

DOT Project Manager Morgan Merritt believes there’s no reason to be concerned.

“We went through a long process talking to air carriers,” said Merritt. “There’s really nobody that needs more than 10,000 feet there. A 737, even a 747 or a 777, can operate with a full load on 8,500 feet. The most serious claim that we had was the need for 9,000 feet, and we would still be way beyond that for any aircraft that we can project using that runway.”

This summer, DOT plans to shorten the main runway by 235 feet. The runway will be reduced from its current length of 10,415 feet to 10,180 feet. The reason for this change is to meet the FAA's runway safety area requirements.

"We have to have 600 feet of ground before and after the runway that will support an aircraft if it goes past the end of the runway," Merritt added.

To achieve that, DOT will add on additional embankment out on the north end.

"So that won't change the north end of the runway, just the safety area beyond it," he said.

However, the location of the FAA's navigational aid on the south end of the main runway created a bit of a hurdle at first.

"Right now, it's a little more than 400 feet beyond the end of the runway. It's a big wooden structure that's about 8 feet tall and 80 feet long. If we moved that, it would mess up their approach," Merritt added.

After going through several alternatives, DOT decided the best way to meet the runway safety area requirements was to move the threshold away from the FAA's navigational aid.

"That way, we won't have to change the FAA equipment, but we still have a nice, big long runway," Merritt said.

The FAA is mandated by Congress to get all airports into compliance by the year 2015. Merritt said if requirements aren't met, the FAA may withhold other airport improvement grants.

The cost of this project is \$7.53 million. Part of the package includes reconstructing the pavement of the north apron and its taxiway where PenAir's terminal building is located.

Merritt said another change on the horizon is the reduction of the crosswind runway from its current length of 6,234 feet to 4,900 feet. He said the most critical dimension for aircraft on the crosswind runway is the landing distance available (LDA).

"Where we are losing distance is in the accelerate stop distance available (ASDA)," he added. "Right now, the ASDA is 5,900 feet, and it will ultimately be 4,900 feet when we make the changes in three to four years."

DOT doesn't believe this will have any effect on the big jets that land in Cold Bay. Merritt said the big jets almost always use the main runway, particularly for takeoff with a load. He said the only time they would use the crosswind runway is when there's a crosswind of about 30 knots or more.

"According to our wind analysis charts, that's in the neighborhood of only one percent of the time," Merritt said.

According to DOT, another reason for the change is that the current runway visibility zone prevents any of the lessees from making any improvements to their building because the structures are sitting on top of that zone.

“So that visibility line will be pulled back with the new geometry so it doesn’t affect those buildings,” said Judy Chapman, DOT planning manager of aviation and programs. “That will allow full development of that apron. Otherwise, that area would have to be clear of buildings.”

Other considerations also come into play. The fuel facility continues to operate on that apron.



The FAA won’t grant DOT any money to fix the Airport Rescue and Firefighting building until the state addresses the runway visibility issue.

DOT also uses a building in that area for its Airport Rescue and Firefighting Facility (ARFF) which is essential in case of emergencies and allows large jets to land in the area. The ARFF building has a

firefighting truck that barely fits inside. The FAA won’t

grant DOT any money to fix it or add onto it until the runway visibility issue has been addressed.

“So in addition to allowing continued development of these lease lots, we’d like to be able to make improvements to the ARFF building,” said Merritt.

New development in this area became a hurdle that the Aleutians East Borough simply couldn’t get past several years ago. In 2007, the AEB constructed the new Cold Bay Terminal Building. However, FAA rules forced the Borough to locate the building outside of the runway visibility zone, which placed it away from any tarmac. At the time, DOT promised to build a tarmac at the terminal building when it was constructed. However, when the state administration changed hands, it didn’t come to pass.

Currently, the terminal building’s tenants include the FAA and the National Weather Service. However, the goal of also attracting an airline to lease the bottom floor has remained elusive because any passengers would have to be bused to the location, making it inconvenient and expensive. The Borough is hopeful the state will agree to build an adjacent apron so any airline interested in utilizing the building can pull right up next to it.



The Borough is hopeful the state will agree to build an adjacent apron so any airline interested in utilizing the building can pull up next to it.

“We are already committed to the design of the apron

and its taxiway,” added Merritt, “however, the funding isn’t there yet.”

DOT is hopeful the Borough might be able to come up with a way to make this project less expensive and more appealing to the state. Right now, it’s competing with dozens of other aviation projects across the state.

“We have to meet 16 different criteria when we bring projects forward,” said Chapman. “There’s only a couple of different ways to get this project to score higher. One of them would be to see if additional funding is available from another source. So there are still some hurdles that we need to deal with. We would certainly like to see this project happen,” she added.

In any case, changes for the Cold Bay airport are only months away. DOT plans to conduct a public meeting in Cold Bay either next month or sometime in March about the possibility of building an apron. A couple of months later, Cold Bay residents will begin to see the first phase of planned changes occur. Quality Asphalt Paving, the contractor, will begin turning dirt in May or June on the main runway. The project is scheduled for completion within four months.

For more information, visit the following links: [Cold Bay Airport Layout Plan](#) and [Letter to AEB Mayor Mack from DOT Deputy Commissioner Hatter](#)

PenAir Sets its Sights on Potentially Providing Service to Maine Airport



PenAir may soon offer service to Northern Maine.

Residents from Southwest Alaska communities are very familiar with PenAir, the state’s largest commuter airline. They rely heavily on the 56-year old airline for transportation access. PenAir operates a fleet of 40 aircraft and provides scheduled service to 36 communities throughout Southwest Alaska. Soon, PenAir may also offer service to Northern Maine. If that occurs, residents

in the City of Presque Isle may also come to depend heavily on PenAir.

Presque Isle has 9,511 residents and currently relies on Colgan Air, which operates as U.S. Airways Express in the area. However, the airline has petitioned the U.S. Department of Transportation to end its service between Boston and Presque Isle and between Bar Harbor and

Plattsburg, New York sometime next year. Federal Essential Air Service regulations require that the airline continue providing service until a replacement is found.

According to a Maine newspaper, the Bangor Daily News, PenAir has completed plans to submit a bid to provide service to Northern Maine Regional Airport in Presque Isle and possibly Bar Harbor. Last month, U.S. Senator Olympia Snowe (R - Maine) met with PenAir CEO Danny Seybert and airline President Scott Bloomquist in her Washington, D.C. office.

Snowe said PenAir's desire to bid is "tremendous news," and said such flights are "a critical link to tourism, recreation and business."

[Read more - Bangor Daily News - Maine Business section](#)

Judge in Redistricting Lawsuit Hands Down Ruling

A Superior Court judge has handed down a partial win to two Fairbanks residents challenging parts of the state's redistricting map. Earlier this month, Judge Michael McConahy agreed with Ester resident George Riley and Goldstream resident Ron Dearborn that two new Fairbanks House districts are not compact, as required by the Alaska Constitution. However, the judge disagreed with the two residents about the creation of the new House District 38. The plaintiffs are requesting the judge to invalidate the district.



The judge, however, said that the issue of whether House District 38 is required by the Voting Rights Act needs to be further examined. The goal of the federal Voting Rights Act is to protect minority representation in legislative bodies. The District would include Ester and part of the Goldstream Valley and would extend to the state's southwest coast.

The configuration of the new House District 37 splits the Aleutians, which the Alaska Redistricting board said was necessary to comply with the voting Rights Act. If the Board's Final Plan is upheld by the courts, it would be the first time in state history that the Aleutians have been divided into more than one house district. The Final Plan places Akutan in House District 37 and in Senate District S. The rest of the AEB communities would be in House District 36 and Senate District R.

[Read more - Fairbanks Daily News-Miner article](#)

Summary of the Redistricting Court Orders



The stage is set for the Redistricting Cases Trial in Fairbanks: It's all about the Voting Rights Act.

After hearing oral arguments on Dec. 22, Judge Michael P. McConahy ruled on the following motions on December 23, 2011.

Plaintiff's motion for summary judgment and law of the case: Benchmark Standard, was DENIED. Plaintiffs stated the Voting Rights Act requires no more than 4 "effective districts", or districts in which Alaska Natives are able to elect the candidate of their choosing, as a benchmark standard. The Board asserted the standard needs to be 5 'effective districts'.

Plaintiff's motion for partial summary judgment that House District 37 is not contiguous was GRANTED. The court concluded that "House District 37 is not contiguous under the Alaska Constitution. The burden will be on the Board at trial to show that the geographic configuration of House District 37 is necessary under the Voting Rights Act."

Plaintiff's motion for summary judgment that House District 38 is invalid and not justified by the Voting Rights Act (VRA) was DENIED. The Board argues that the configuration of HD 38 is justified by the VRA. The court affirmed that the burden is on the Board to prove this at trial.

Plaintiff's motion for summary judgment that the Final Plan is invalid because the Board followed an invalid process is DENIED. The court agreed with the Board that the footnote in *Hickel* does not create a claim for an invalid process, but that the burden remains with the board to prove that the Voting Rights Act required the Board to configure house districts that violate the Alaska Constitution.

Plaintiff's motion for partial summary judgment and law of the case that the Board split the excess population of the Fairbanks North Star Borough between 2 districts, and the Board has the burden of proof, was GRANTED. The court stated that the Board has the burden of proof to show a "legitimate non-discriminatory reason for why House District 38 is not socio-economically integrated".

As to the plaintiffs motion for partial summary judgment that House Districts 1, 2 and 37 are not compact under the Alaska Constitution, the court came to the following conclusions:



1. House Districts 1, 2 and 37 are not compact under the Alaska Constitution.
2. No Voting Rights Act justification for deviation has been asserted for House District 2.
3. The burden is on the Board to prove at trial justification to deviate from the Constitutional requirement of compactness for House Districts 1 and 37.
4. The court will issue a 'global order' next week summarizing the impact for the trial of the orders on contiguity and compactness.

On Tuesday December 27th of this week, Judge McConahy also granted Bristol Bay Native Corporation Amicus Curiae status. The AEB became Amicus Curiae on November 22nd.

The Redistricting Cases trial begins January 9, 2012 in Fairbanks Superior Court.

AEB Administrator Sharon Boyette to Retire

After serving twenty years working for the Aleutians East Borough, AEB Administrator Sharon Boyette is preparing to retire. Boyette was hired in 1991 as the Borough's Community



AEB Administrator Sharon Boyette and her husband, Dan, are looking forward to a relaxing summer on their boat, the Wave to Davey, after she retires.

Development Coordinator. She wrote numerous grants for AEB's communities, resulting in numerous large infrastructure projects, including docks in False Pass, Cold Bay and Nelson Lagoon, harbors in False Pass and Sand Point and community buildings in False Pass, Cold Bay and Nelson Lagoon. Sharon was later promoted to Community Development Director.

In 2008, after former Borough Administrator Bob Juettner retired, Mayor Stanley Mack hired Sharon to fill his shoes. Sharon provides direction to staff and is concentrating

on the big issues such as the King Cove - Cold Bay road, the Suna-X hovercraft operations and current and planned capital improvement projects.

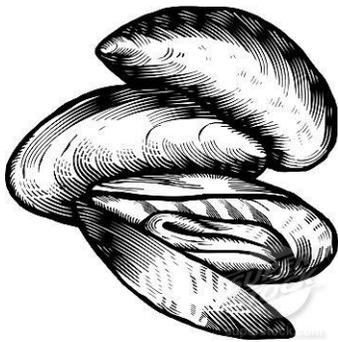
Earlier this month, Sharon announced her plans to retire. She's looking forward to a wonderful and relaxing summer on her boat, the *Wave to Davey* (her grandkids call her Davey) in Prince William Sound. Sharon says that in the fall, she will look for some volunteer opportunities to participate in some "unprovoked good".

The Borough began advertising for the Borough administrator position last week. Sharon and the Mayor are hopeful the AEB will attract a number of good applicants for the position. Sharon plans to stay on the job until the new administrator is hired and ready to come on board.

How to Eat Clams and Protect Yourself from PSP

By Bruce Wright, Senior Scientist, Aleutian Pribilof Islands Association

Recently, 38 buckets of subsistence clams were recently collected in King Cove and Sand Point. However, no testing is currently underway to determine whether the popular clamming beaches in these and other Aleut communities have high PSP (paralytic shellfish poisoning) levels. Some residents have reported mild PSP symptoms. We know PSP events can occur in the winter and especially after heavy rainfalls.



For two years, the Environmental Protection Agency (EPA) has funded the Aleutian Pribilof Islands Association (APIA) to establish a testing and monitoring program for paralytic shellfish poisoning (PSP) in Aleut communities (**Project Title: Response to Paralytic Shellfish Poisoning in Aleut Communities**) with the intent of building capacity in the region so that residents will understand the risks associated with eating subsistence shellfish and what steps to take to avoid poisoning. The EPA funded project ends September 30, 2011, but during this investigation we have learned much about some of the

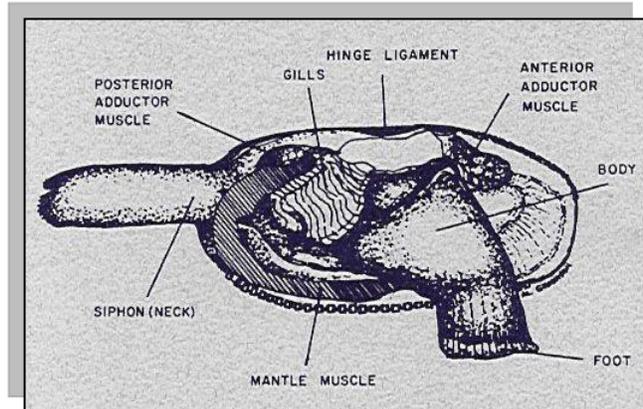
Aleutian's popular clamming beaches, when PSP usually peaks and that PSP levels can remain high even in the winter. During those years we have also seen far fewer reported PSP illnesses in the Aleut region.

Even though the EPA PSP project is ending, there are still ways you can protect yourself from PSP poisoning.

I. Don't Eat Them: The easiest and best way you can protect yourself from PSP poisoning is to not eat bivalves (clams, mussels, scallops, cockles) from Alaska beaches.

[Shellfish sold at wholesale and retail markets require PSP testing and are considered safe for human consumption.]

II. Know the Species: But if you do eat bivalves from Alaska's beaches, you can reduce your risk by avoiding the most dangerous species, butter clams and blue mussels. Littleneck clams usually do not reach as high of toxicity levels as butter clams. Littleneck clam toxicity levels usually drop off quicker than butter clams. The official policy of the State of Alaska is that all shellfish that are untested are unsafe to eat. This includes littleneck clams since there have been recorded toxin levels. Littleneck clams are safer than other shellfish, but there is no guarantee they are safe when there is a PSP problem in the area with other species. If you harvest/consume clams from Alaska beaches, you should become familiar with all the clam species. Extreme caution should be taken when consuming any clams, scallops and mussels from Alaska's beaches.



Crabs feeding on toxic shellfish can accumulate PSP toxin in their digestive system, so I recommend that before cooking, remove the back shell of the crab and clean out all the dark soft tissues that compose the digestive system and crab butter.

III. Practice safe harvest strategy: Catch - Hold - Test

Follow these steps and you will decrease the likelihood of becoming ill from PSP:

1. Identify a beach in the community where a harvest will be scheduled.
2. Notify community members of the harvest location and date.
3. Monitor the beach for toxin levels at least once prior to the harvest date and during the same tide cycle as the harvest by collecting sample(s) of the target species and testing for toxin at the ADEC laboratory (see Appendices A-C). Since this is not a regularly scheduled event and timely notice of results is essential, DEC should be notified in advance of any collection and shipment to be sure the DEC lab has the testing supplies on hand and can provide timely notice. Contact Matthew Forester, Bio-Analysis Section Manager, Department of Environmental Conservation, Environmental Health Lab., Phone: 907.375.8204, Email: Matthew.Forester@Alaska.gov
4. If the samples are acceptable for harvest (less than 80 ug PSP/100 grams of tissue), the community will be notified that the harvest will proceed.
5. The beach boundaries for harvest will be marked, and on the day of harvest, harvesters will be supervised by a selected community representative to assure they are harvesting the correct species and remain within the boundary of the harvest.
6. Harvesters will be instructed to refrigerate and hold their harvest until an official PSP test of the harvest is completed.
7. Sample(s) of shellfish will be taken from the harvest and tested by ADEC laboratory. This should require 24-48 hours and the sampling and shipping instructions are in the Appendices A-C.
8. Test results will be delivered to the community and through local broadcast media.

9. Harvesters will be instructed to return the shellfish to the beach if PSP results are unacceptable.

PSP is a public health emergency and should be reported immediately to Alaska Section of Epidemiology by health care providers or citizens. To report, please call 907-269-8000 Mon-Fri 8 AM-5PM, or 1-800-478-0084 after-hours. Early symptoms include tingling of the lips and tongue, which may begin within minutes of eating toxic shellfish or may take an hour or two to develop. Symptoms may progress to tingling of fingers and toes and then loss of control of arms and legs, followed by difficulty in breathing. Some people feel nauseous or experience a sense of floating. If a person consumes enough toxins, muscles of the chest and abdomen become paralyzed, including



PSP is a public health emergency and should be reported immediately to the Alaska Section of Epidemiology.

muscles used for breathing, and the victim can suffocate. Death from PSP has occurred in less than 30 minutes.

General questions about PSP and PSP testing can be directed to **George Scanlan** at the Alaska Department of Environmental Conservation at (907) 269-7638 (see <http://www.dec.state.ak.us/eh/fss/seafood/psp/psp.htm>)

EAT to Take Part in Pick, Click, Give Campaign

Submitted by Eastern Aleutian Tribes



Eastern Aleutian Tribes (EAT) is pleased to announce that we are now part of *Pick.Click.Give* for 2012. The program was once again a success last year with approximately 9,500 Alaskans giving approximately \$925,000 to their favorite organizations. We are excited about the opportunity to participate this year.

By giving through *Pick.Click.Give*, you join others to become an important force in bettering our

communities and our state. For those of you who already support Eastern Aleutian Tribes, we appreciate your gifts and hope you will use this option to make an additional donation. Eastern Aleutian Tribes provides primary medical, dental, and behavioral health care services in federally qualified health centers in the communities of Adak, Akutan, Cold Bay, False Pass, King Cove, Nelson Lagoon, Sand Point, and Whittier. EATs service area comprises more than 100,000 square miles of some of the most beautiful, remote and challenging locations in the world.

When you go online to sign up for your dividend, you will see an option to “*Pick.Click.Give.*” Follow the instructions to make a new donation or an additional gift. At the same time, please take the extra step you will see after you make your donation to provide your contact information to us. We want to acknowledge and recognize your generous support, and this is the only way we will know it’s you making the gift.

You can find more information about the program, including frequently asked questions at www.PickClickGive.org. Or you may call us at 907-277-1440.

PFD Charitable Contributions Program

pfdinfo@forakergroup.org

1-888-785-GIFT (4438)

www.PickClickGive.org

News in Brief: Eastern Aleutian Tribes

King Cove Children’s Christmas Craft Event

EAT’s Behavioral Health staff in King Cove held a Children’s Christmas Craft Event the evening of December 21st. More than 55 kids and parents attended and made snowmen charm bracelets, gingerbread houses, placemats, nativity scenes, ornaments, cards and more. A wonderful time was had by all. Many thanks to the City of King Cove’s recreational department for the use of the band room at the old school.

Sand Point FATS Team Hosts Gingerbread Contest

The Sand Point “Fighting Against Teens Smoking” (FATS) Team hosted a Gingerbread House Contest!



Congratulations to EAT Tobacco Prevention Coordinator Melissa Alford and EAT Behavioral Health Aide Marcy DeCosta, and their kids for winning the Best House overall, and Best Walkway, and for finding a cool way to promote good health!

Eastern Aleutian Tribes Staff Celebrates Christmas Together



The staff of all the clinics joined together via Tandberg for a Christmas potluck December 16. EAT Administration sent requested food items to the clinics for their parties, and staff brought delicious dishes to share. Many thanks to Debora Malavansky for all her hard work shopping and organizing!

EAT Distributes \$50 Holiday Shopping Funds to Elders

Eastern Aleutian Tribes recently sent \$50 vouchers to all Elders in the Region to assist in their holiday celebrations. The vouchers are redeemable at their local stores. Included in the vouchers were local contact information for their clinics and nutrition notes.

Clinic News & Events

Our EAT dental team of Dr. Michael Costa - DDS, Becky Howe - Dental Hygienist, Chelsea Shoemaker- DHAT, and Erik Linduska – DHAT, continue to visit our communities. In January, clinics will be conducted in King Cove, Sand Point, Nelson Lagoon and False Pass. You can find the exact dates on our EAT webpage or call your local clinic to make an appointment.

Dr. Elizabeth Clawson will conduct a Family Medicine clinic January 9 – 13, 2012 in King Cove. Please call (907) 497-2311 to make an appointment.

The Sand Point Community Health Center will be holding an EMT Refresher course January 9 – 13, 2012, an ETT course January 14 – 29, 2012, and an EMT 1 course January 14 – March 1, 2012. If you'd like further information or would like to enroll, please contact Susan Shoemaker, EAT CHAP Director at (907) 903-0255 or Melissa Alford, EAT Tobacco Prevention Coordinator at (907) 383-3151.

23rd Annual National Forum on Quality Improvement in Health Care

December 5 - 7, 2011, six staff members and Board member Melanie Hoblet of False Pass attended the 23rd Annual National Forum on Quality Improvement in Health Care. Sessions attended included 2012 Joint Commission update, Patient and Family Centered Care (PFCC),

Reflective Listening, Care Coordination, Leadership and much more. Many improvement ideas were captured to bring back to test at EAT as we continue to keep the patients at the center of what we do and focus on our vision of having “the healthiest people in the Nation”.

Visit the EAT Website and Like Us on Facebook!

Please visit <http://www.eatribes.org/> and our [Facebook](#) Page to learn more.



Nome/Seward/Unalaska Telephone Directory Cover Photo Contest

TelAlaska is sponsoring a photo contest for the cover of our 2012 directory. Photos taken in the 37 communities listed below are eligible, and the winning photographer wins \$250. Contest guidelines and an application are available at www.telalaska.com or by calling 1-866-478-4949. Deadline for photo submission is 5:00 p.m., January 27, 2012.

Photos submitted must have been taken in the Directory’s service areas listed below:

Interior Telephone Company, Inc.

Cold Bay, Cooper Landing, Fort Yukon, Galena, Iliamna, King Cove, Port Lions, Sand Point, Unalaska/Dutch Harbor, Seward or Moose Pass

Mukluk Telephone Company, Inc.

Brevig Mission, Council, Elim, Golovin, Koyuk, Little Diomedea, St. Michael, Shaktoolik, Shishmaref, Stebbins, Teller, Wales, White Mountain or Nome.



AEB Seeks Borough Administrator for Aleutians East Borough

Summary: The Aleutians East Borough is seeking a Borough Administrator. Manages the Aleutians East Borough (the AEB or the Borough) which includes six rural, geographically isolated communities with a combined population of 2,700 people, a Borough permanent fund of \$22.8 million and community capital improvement projects of \$55.7 million. Works independently on projects as directed by the Mayor. Directly supervises the Borough's Anchorage office personnel and the Finance Director. Works closely with the City Attorney and the City Clerk. Funding is derived from a Borough-wide 2.0% fisheries tax and from the Borough's authority to issue general obligation bonds.

Minimum Requirements: Prefer a master's degree in municipal management, public administration or a related field. Well-qualified candidates with a wealth of relevant experience may be considered with a bachelor's degree. Five or more years of municipal management experience in Alaska at the department director level or higher. Considerable preference will be given to applicants having prior Alaska experience as a municipal manager or administrator. Demonstrated ability to supervise and motivate municipal employees and contracted consultants. Special emphasis on leadership abilities when facing difficult situations and history of dealing successfully with challenging circumstances. Demonstrated ability to work with elected officials, appointed municipal officials (including but not limited to municipal clerks and municipal attorneys) and officials of the state and federal government. Demonstrated ability to evaluate, develop and monitor municipal budgets, including capital improvement projects, development projects and permanent funds. Prefer history of working successfully with Alaska school districts in matters pertaining to communication, funding and other common interests.

Work Environment: Majority of work is performed in an office environment in Anchorage and consists of desk work utilizing a computer, phone and other office equipment. Frequent travel, both within the Borough and outside of the Borough, will be necessary.



Major Duties:

- Provide leadership in a broad spectrum of municipal and resource development strategies, primarily for fisheries and for oil and gas development in the AEB.
- Makes recommendations to the Mayor and Assembly about Borough finance issues, administrative matters, and growth issues, including recommending and monitoring the Borough's budget during each fiscal year.
- Monitor all of the Borough's personnel. Direct the process of revising and updating the Borough's personnel plan and job descriptions as needed to cover the Borough's current needs, including policies, procedures, changes needed and anticipated growth. Supervise development of organization charts to clarify relationships within departments and throughout the Borough.
- Monitor the Borough's hovercraft operations and ensure they are conducted in a fiscally responsible manner.
- Supervise the establishment and staffing of the Borough planning commission and other committees or commissions which may be established.
- Initiate and monitor capital improvement projects and various Borough development projects as authorized by the Mayor and the Assembly.
- Provide oversight and control for the Borough's administrative functions.
- Initiate and monitor commercial fisheries projects and provide direction to the Borough's natural resources staff and communications manager to support such projects.

Supervisory Control: The Borough Administrator is chosen by the Borough Mayor, works for and reports to the Mayor, and may be suspended or removed by written order of the Mayor.

Salary: Depends on qualifications and experience.

To apply: Send cover letter, resume and completed Aleutians East Borough Employment Application form to:

Borough Administrator Search
Aleutians East Borough

3380 C Street, Suite 205
Anchorage, AK 99503

For questions, call (907) 274-7555

Application deadline: All application materials *must be received in the Borough office* by 12:00 Noon on January 20, 2012.

For more information, click [here](#). Or go to the AEB's website:

www.aleutianseast.org .

Note: The Aleutians East Borough is an equal opportunity employer. All application materials submitted will become public information. In order to complete the application process, applicants will be required to provide written authorization (including identifying information such as social security number and date of birth) to enable the Borough to do a full background check, including but not limited to criminal history and credit history.

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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