

DRAFT

Transporter Sub Committee (TSC) of the Big Game Commercial Services Board (BGCSB)
Agenda for the meeting of February 23, 2016, 1:00pm, via teleconference at (numbers to be announced).

1:00pm, Call to order.

Roll Call, volunteer members who signed up at the December, 2015 meeting of the BGCSB

1. James (David) Jones, BGCSB Member and Acting Chair mail@alpenview.com
2. Gene Peltola, BGCSB Member gpeltola@nativecouncil.org
3. James (Tom) Atkins, BGCSB Member t.atkins@acsalaska.net
4. Valerie Baxter, Alaska DNR Valerie.baxter@alaska.gov
5. Joe Schuster, Public ?????
6. Aaron Bloomquist, Public bloomya@hotmail.com
7. Thor Stacy, APHA thorstacy@gmail.com
8. Mark Enyeart, Public ?????

Tasks

1. Issues Facing the Transporter Industry.
Several comments made at BGCSB meetings, during board discussion and public testimony, have expressed the following concerns:
 - a. Perceived over-crowding of certain areas/hunts by un-guided hunters accessing the field via transporters.
Commenters felt that transporters and air taxis are dropping hunters right next to other hunters or saturating areas with more people than the resource can support.
 - b. Perceived wide spread abuse of the exemption granted to air taxis in AS 08.54.790 (12) (B).
Commenters felt some air taxis, without a transporter license, are illegally advertising big game commercial services at trade shows, on the internet and in print, using booking agents and charging hunters more than their general customers.
 - c. Perceived inequities between transporters and air taxis.
Commenters felt that transporters, who pay fees, file reports and are held to stricter regulation, having no real business advantage over an air taxi.
 - d. Perceived un-certainty about where transporters are operating, how many transporters are operating in an area and how many hunters they are transporting.
Commenters felt that adequate information about these activities is not being collected.
 - e. Perceived inequities between transporters and guides.
Commenters felt that transporters should not be able to operate state wide while guides are restricted to a limited number of GUAs.
 - f. Perceived inequities between transporters and guides license and reporting fees.
Commenters felt that transporters should not pay fees equal to registered guides because they cost far less to administrate, providing fewer services to clients and collect lower revenue per client.
 - g. Other

1:10pm, Public Comment

1:30pm, Current Actions before the BGCSB

1. The BGCSB has passed a resolution to ask the legislature for a statute change which will eliminate AS 08.54.790 (12) (B) which is often referred to as "The Air Taxi Exemption". This resolution is currently in an un-defined state of limbo and has yet to be forwarded to the legislature.
 - a. Make a recommendation to the BGCSB as to how to proceed with this action.
2. The BGCSB addressed a proposal to create "Transporter Use Areas" (TUAs) at its December 2015 meeting. The board tabled the proposal until the BGCSB March 2016 meeting.
 - a. Make a recommendation to the BGCSB as to how to proceed with this action.

2:00pm, Consider other Actions to Recommend to the BGCSB

3:00pm, adjourn